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# Supercar XTRA MAGAZINE



**ISSUE 113**  
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**INSIDE**  
2019 PIRTEK  
**ENDURO**  
**CUP GUIDE**  
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*Enduro*

# DREAM TEAM

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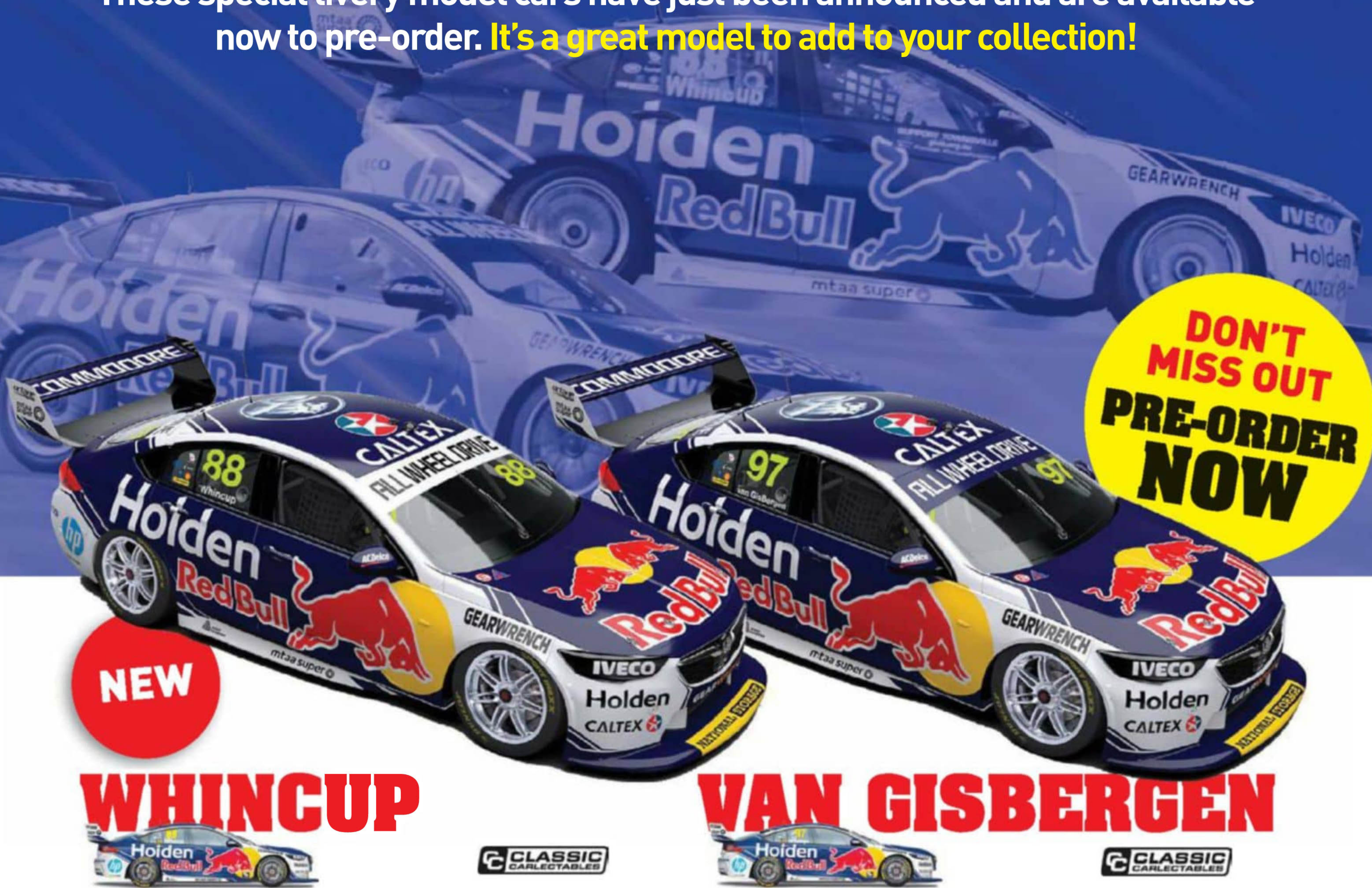
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# Ed's Desk

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## THE SEASON OF ENDURANCE

It is spring, so the Virgin Australia Supercars Championship switches into endurance mode for the PIRTEK Enduro Cup!

The two-driver long-distance events begin with the Supercheap Auto Bathurst 1000, in a break from tradition without a 500km endurance event lead-in. Following the Vodafone Gold Coast 600, the PIRTEK Enduro Cup will be awarded at the final Penrite Oil Sandown 500.

We preview the 2019 PIRTEK Enduro Cup in this edition of *SupercarXtra Magazine*, including a team-by-team guide, the key questions heading into the endurance events, the records and numbers that matter and a profile of the up and coming young co-drivers to watch.

Elsewhere in this edition, we

interview Craig Lowndes and Garth Tander on their return to Supercars, forming arguably the strongest ever line-ups alongside Jamie Whincup and Shane van Gisbergen respectively at Triple Eight Race Engineering.

The print edition of this issue also includes a pullout poster with Triple Eight's 'Dream Team' on one side and a celebration of Peter Brock and Jim Richards' dominant win at Bathurst in 1979 on the other.

We also interview Chris Pither, the reigning Dunlop Super2 Series champion, on his fascinating career.

Lowndes, Mark Winterbottom and Garry Rogers also share their thoughts in their new columns, following on from our analysis of the key issues in Supercars, including the changes to the 2020

calendar and formats.

We also list the best endurance combinations of all-time in our Shootout section.

Remember, this edition is also available in digital form online and in the App Store and Google Play stores.

Visit us at [SupercarXtra.com.au](http://SupercarXtra.com.au) to follow the latest news and to shop at our online store, or keep in touch with us on our social media channels on Twitter and Instagram at @SupercarXtra and on Facebook at [www.facebook.com/SupercarXtra](http://www.facebook.com/SupercarXtra).

Whether you're reading this in the standard issue of *SupercarXtra Magazine* or within the event programs for Bathurst, Gold Coast and/or Sandown, we hope this publication adds to your enjoyment of the 2019 PIRTEK Enduro Cup.

— Adrian

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# 2020 LOCKED IN

There may be one less round on the 2020 Virgin Australia Supercars Championship calendar, but there will be more racing next season, with a new-look SuperSprint format increasing the distance of races at those events.

The Virgin Australia Supercars Championship will be fought over 14 rounds in 2020, one less than in 2019. Yet, despite the reduction in rounds, there will be more racing in terms of total kilometres with an increase in race distances at

the SuperSprint rounds. Sydney Motorsport Park returns to the calendar following a one-year hiatus in 2019, while Phillip Island and Queensland Raceway have missed out on slots in order to consolidate the calendar (see page eight). Sydney Motorsport Park and Perth will once again host

SuperNight events under lights, while plans are under way to race at night at the Gold Coast. Queensland's Gold Coast and Townsville street events are locked in under new five-year deals beginning in 2020. The PIRTEK Enduro Cup undergoes a change with The Bend Motorsport Park hosting

the 500km endurance event in September before the Bathurst 1000, with the Gold Coast 600 concluding the long-distance season. Sandown remains on the calendar with the new SuperSprint format in November, with a new three-year deal for the circuit. The trip to New Zealand

for the Auckland SuperSprint moves from September to April, run on the ANZAC Day long weekend in 2020. The SuperSprint format will be used at Symmons Plains, Auckland, Winton, Darwin and Sandown, with the Saturday races increased from 120km to 200km. The SuperNight rounds at Sydney and Perth will also feature two 200km races.

The other race formats are: two 250km races at the Adelaide 500 and Newcastle 500, two 200km races at the Townsville 400 and four 100km races at the Melbourne 400. The formats for the endurance events remain the same with a single 500km race at the The Bend 500, a 1000km race at the Bathurst 1000 and two 300km races at the Gold Coast 600. In total, there will be 6,700 racing kilometres in 2020.

The number of Top 10 Shootouts increases to 11 in 2020, with the use of a Shootout at The Bend 500 rather than the qualifying races that featured at the Sandown 500, while there will also be Shootouts across both

races at the Adelaide 500, Gold Coast 600 and Newcastle 500 with one at Auckland, Townsville, Darwin and Bathurst. The three-part knockout-qualifying format will feature at the SuperSprint and SuperNight rounds, while two-part 25-minute qualifying sessions will precede the Shootouts in Adelaide, Pukekohe, Townsville, Darwin, The Bend, Gold Coast and Newcastle.

"It was important to us to increase the amount of Supercar racing for the fans at track and at home," says Supercars CEO Sean Seamer. "SuperSprint weekends are now full of Supercars racing on both days, and we are really stepping up the entertainment value for fans and partners, on and off the track. "If you're someone who can only come on the Saturday versus the Sunday, you pay the same to be there. "We felt like we needed to make sure that we were delivering a better product on a Saturday at the sprint rounds. "The other piece is that it capitalises on us being there

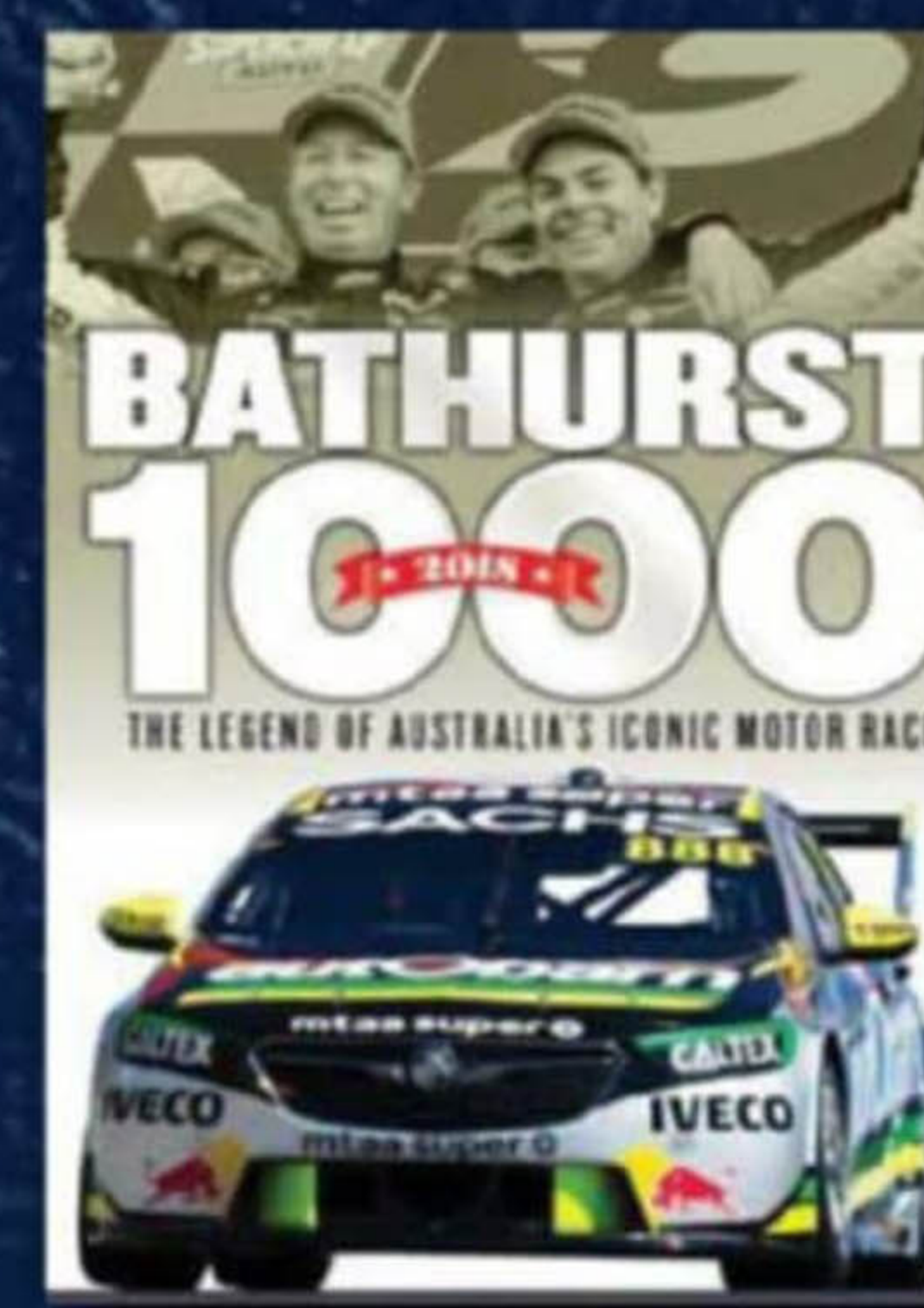
## 2020 VIRGIN AUSTRALIA SUPERCARS CHAMPIONSHIP CALENDAR

Feb. 18	Pre-Season Test Day	The Bend Motorsport Park
Feb. 20-23	Superloop Adelaide 500	Adelaide Street Circuit
Mar. 12-15	Melbourne 400	Melbourne Grand Prix Circuit
Apr. 3-5	Tyrepower Tasmania SuperSprint	Symmons Plains Raceway
Apr. 24-26	ITM Auckland SuperSprint	Pukekohe Park Raceway
May 15-17	PIRTEK Perth SuperNight	Barbagallo Raceway
Jun. 5-7	Truck Assist Winton SuperSprint	Winton Motor Raceway
Jun. 26-28	Watpac Townsville 400	Townsville Street Circuit
Jul. 17-19	BetEasy Darwin Triple Crown	Hidden Valley Raceway
Aug. 28-30	Sydney SuperNight	Sydney Motorsport Park
Sep. 18-20	The Bend OTR 500	The Bend Motorsport Park
Oct. 8-11	Supercheap Auto Bathurst 1000	Mount Panorama Circuit
Oct. 30-Nov. 1	Vodafone Gold Coast 600	Surfers Paradise Street Circuit
Nov. 20-22	Penrite Oil Sandown 400	Sandown Raceway
Dec. 4-6	Coates Hire Newcastle 500	Newcastle Street Circuit

all weekend anyway, so if we're there we felt like we should be racing a little bit longer on Saturdays. "We are also working hard on providing an improved offering for the fans with a more seamless experience from the time they buy a ticket to the time they leave the track, diverse food and beverage offerings including more modern options, and additional entertainment. "We believe events such as

Auckland, Tailem Bend and Sandown are in even better times of year, and we have been able to establish a more regular and consistent flow to all events. "The teams have sufficient time between events to operate at the highest level." The season begins with a pre-season test day at The Bend Motorsport Park on February 18, two days before the start of the Superloop Adelaide 500. X

BELOW: The 2020 season will kick-off with the Superloop Adelaide 500 from February 20 to 23.



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# COMINGS & GOINGS

While new contracts lock in Gold Coast, Sandown and Townsville in the Virgin Australia Supercars Championship and Sydney Motorsport Park returns, Phillip Island and Queensland Raceway have had to make way.

The Virgin Australia Supercars Championship will continue to race on the streets of the Gold Coast and Townsville for the next five years with the signing of new contracts. And with Sydney Motorsport Park returning, the Phillip Island Grand Prix Circuit and Queensland Raceway were left off the calendar for 2020.

Phillip Island and Queensland Raceway remain in the frame for 2021 and beyond, according to Supercars, though the former has struggled to attract crowds over various formats and dates on the calendar and the latter has had to undergo safety improvements over recent years.

Queensland Raceway will remain the testing venue for the Queensland-based teams and has been on the calendar since it opened in 1999, while Phillip Island has only missed one year since 1993, with an absence in 2004.

"Phillip Island is one of the best permanent circuits in Australia, but with our operational requirements limiting the number of rounds we can complete over 12 months, it was not included in the 2020 calendar," says Supercars CEO Sean Seamer.

"It does not mean that the championship will not return to either facility in the future. "There were no easy decisions. I fully expect that at some point in time we'll be back..."

"It was not an easy decision knowing the strong support we have in Ipswich.

"We've gone through very considered discussions with the teams, we've listened to the fans, we've looked at our ticketing, we've looked at our ratings and made those decisions based on all of that quantitative and qualitative data."

While Phillip Island and Queensland Raceway are absent, Sydney Motorsport Park returns to host one of two SuperNight events in 2020.

Sydney Motorsport Park has had a \$33 million investment from the New South Wales state government for the construction of 150 permanent light towers around the circuit, in addition to the establishment of Australia's only 'Motor Sports Centre of Excellence'.

The Bend Motorsport Park will have a significant increase in Supercars action

in 2020 with the pre-season test day and as host of the 500km endurance event. While the recently built South Australian facility takes on the pre-Bathurst 500km enduro, Sandown will remain on the calendar with a new three-year deal. The new deal included safety upgrades, mainly modifications to the run-off at the high-speed Turn 6.

The switch in dates allows Supercars to schedule Auckland, The Bend Motorsport Park and Sandown events in more favourable times of the year. X










Phillip Island has been left off the calendar for the first time since 2004.



# 2020 CALENDAR



<b>Superloop Adelaide 500</b> Adelaide Street Circuit, SA	 <b>20-23 FEB</b> SuperStreet
<b>Supercars Melbourne 400, Formula 1® Rolex Australian Grand Prix</b> Albert Park, VIC	<b>12-15 MAR</b> International SuperSprint
<b>Tyrepower Tasmania SuperSprint</b> Symmons Plains Raceway, TAS	 <b>3-5 APR</b> SuperSprint
<b>ITM Auckland SuperSprint</b> Pukekohe Park Raceway, NZ	<b>24-26 APR</b> International SuperSprint
<b>PIRTEK Perth SuperNight</b> Barbagallo Raceway, WA	<b>15-17 MAY</b> SuperNight
<b>Truck Assist Winton SuperSprint</b> Winton Motor Raceway, VIC	<b>5-7 JUNE</b> SuperSprint
<b>Watpac Townsville 400</b> Reid Park, QLD	 <b>26-28 JUNE</b> SuperStreet
<b>BetEasy Darwin Triple Crown</b> Hidden Valley Raceway, NT	<b>17-19 JULY</b> SuperSprint
<b>Sydney SuperNight</b> Sydney Motorsport Park, NSW	 <b>28-30 AUG</b> SuperNight
<b>The Bend OTR 500</b> The Bend Motorsport Park, SA	<b>18-20 SEPT</b> Pirtek Enduro Cup
<b>Supercheap Auto Bathurst 1000</b> Mount Panorama, NSW	 <b>8-11 OCT</b> Pirtek Enduro Cup
<b>Vodafone Gold Coast 600</b> Surfers Paradise, QLD	<b>30 OCT-1 NOV</b> Pirtek Enduro Cup SuperNight
<b>Penrite Oil Sandown SuperSprint</b> Sandown Raceway, VIC	 <b>20-22 NOV</b> SuperSprint
<b>Coates Hire Newcastle 500</b> Newcastle, NSW	 <b>4-6 DEC</b> SuperStreet

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





Will the revamped Holden ZB Commodore and Nissan Altima keep pace with the Ford Mustang over the endurance events?

# PARITY PUZZLE

The performance of the Ford Mustang relative to the Holden ZB Commodore and Nissan Altima will be closely monitored during the 2019 PIRTEK Enduro Cup, as the latest round of parity measures are tested across the long-distance events.

Achieving parity between the three models racing in the 2019 Virgin Australia Supercars Championship, the Ford Mustang, Holden ZB Commodore and Nissan Altima, has been a work in progress throughout the season.

Changes to the new Mustang's aerodynamics early in the season was followed by a further redistribution of ballast in the three models, in a bid to equalise performance.

The Holden ZB Commodore underwent aerodynamic changes leading into the ITM

Auckland SuperSprint in September, including an extended front undertray, a Gurney flap added along the trailing edge of its rear wing endplates and the removal of the high-level brake light detail on the top edge of the tailgate. It followed changes to the undertray and rear-wing angle in June.

The Nissan Altima, meanwhile, had the front undertray trimmed and the height of the bootlid Gurney flap raised in August, in a bid to shift aerodynamic balance rearwards. This was the second aerodynamic revamp to the Altima in the last 12 months with a change to the Gurney flap


leading into the 2019 season. The changes and increased discussion around parity follow the introduction of the ZB Commodore in 2018 and Mustang in 2019.

With DJR Team Penske and Scott McLaughlin utilising the speed of the Mustang for a record-breaking season, the performance of the revamped Commodore and Altima relative to the Mustang at the endurance events is set to dictate the direction of further parity measures for 2020.

In the case of Kelly Racing, the performance of the updated Altima will help determine the future direction

of the team as it weighs up whether to persist with the current cars despite the loss of factory backing from Nissan or switch to the Commodore or Mustang for 2020 and beyond.

Further parity measures would also coincide with new technical regulations for 2020, including longer-life engine parts, control dampers and more, following on from the ban on twin-spring dampers and the introduction of a new transaxle gearbox for this season.

Stay tuned to SupercarXtra.com.au for all the latest news over the course of the 2019 PIRTEK Enduro Cup. 

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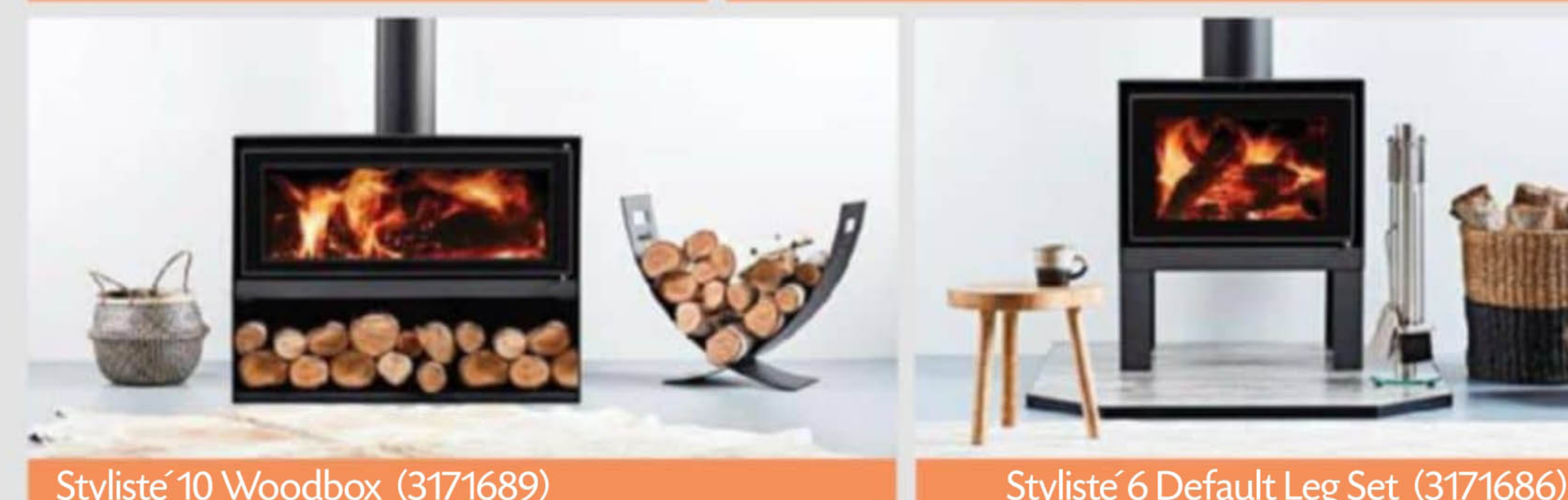
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# MOVERS & SHAKERS

There may have been an injection of youth with the absence of some veterans from the ranks of co-drivers for the 2019 PIRTEK Enduro Cup, but it's the return of two legends of Supercars that headlines the changes.

**C**raig Lowndes and Garth Tander return to Supercars in the 2019 PIRTEK Enduro Cup, forming a formidable line-up of championship-winning drivers at Triple Eight Race Engineering.

The Lowndes-Jamie Whincup and Tander-Shane van Gisbergen combinations have a total of 14 Bathurst 1000 wins and 12 championships, headlining the field of 26 cars that will tackle the 2019 Supercheap Auto Bathurst 1000.

While former winners Jason Bright and Paul Dumbrell and veteran co-drivers Steve Owen and David Russell are not featuring in 2019, wildcard entrants Brodie Kostecki, Jake Kostecki and Alexander Rossi face the tough task of making their Supercars debuts at Bathurst.

These are the changes amongst the co-drivers for the 2019 PIRTEK Enduro Cup:

- Tim Blanchard, Michael Caruso, Craig Lowndes and Garth Tander switch from being main drivers to co-drivers at Brad Jones Racing, Tickford Racing and Triple Eight Race Engineering respectively.
- Garry Jacobson and Macauley Jones switch



Lowndes is back! The fan-favourite returns to defend his Bathurst and PIRTEK Enduro Cup titles.

from being co-drivers to main-driver roles at Kelly Racing and Brad Jones Racing respectively.

- Steven Richards moves from Triple Eight Race Engineering to Team 18.
- Dean Canto moves from Tickford Racing to Brad Jones Racing.
- Dale Wood moves from Brad Jones Racing to Kelly Racing.

■ Bryce Fullwood moves from Matt Stone Racing to Kelly Racing.

- Will Brown, Tony D'Alberto, Alex Davison, Dean Fiore, Warren Luff, James Moffat, Richard Muscat, Jack Perkins, Chris Pither, Alexandre Prémat, Alex Rullo, Ashley Walsh, Jonathon Webb and Luke Youlden remain with the same teams.
- Earl Bamber, Jason Bright,

Paul Dumbrell, Steve Owen, Aaren Russell and David Russell from last season are absent.

- James Hinchcliffe, Brodie Kostecki, Jake Kostecki, Thomas Randle, Alexander Rossi and Jack Smith are new additions.

For the 2019 PIRTEK Enduro Cup entry list and preview, please turn to page 23. **X**

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# BEYOND THE WHEEL

Column by Mark Winterbottom



## ALL SET FOR THE ENDUROS

It is strange to be heading to Bathurst without having been to Sandown beforehand. Previously, we've relied on Sandown to get us up to speed and ready for Bathurst. The biggest impact without that, now, will be in terms of how we manage pitstops, rotor changes, driver changes, etc.

Whereas in the past it's been second nature by the time you get to Bathurst, it's going to be a bit different this time. This is where experience will count for a lot in the 2019 PIRTEK Enduro Cup.

We are fortunate to welcome Steven Richards into the team, with all his experience in Supercars. He's won the Bathurst 1000 five times and is very comfortable driving around the Mount Panorama Circuit.

It's also not just about getting a good driver. You've got to have someone who can ride the emotions of the week and keep a level head, especially with the challenges of that weekend, so you are in

a strong position by Sunday afternoon. There's lots of things that the driver plays a role in, not just lap times, so we're lucky we've got that.

Richo's already played a big role within the team this season. He comes to briefings and shares his input, which has been very beneficial given his experience driving Triple Eight Race Engineering-built Commodores.

He's been able to assist us in the direction in which we've gone with the car, confirming whether the feel is normal or not, putting into perspective where we are at and what further changes we should be making.

I can't wait to put him in the car and actually race with him, because he's played a big role already. After switching to a single-car team this season, working with Richo over the endurance events will be like having a teammate again.

Now it's about driving together and getting it done on the track. We've seen single-car teams win endurance

**"WE ARE DETERMINED TO ACHIEVE A GOOD RESULT, ESPECIALLY FOR CHARLIE SCHWERKOLT GIVEN ALL THE TIME, EFFORT AND SUPPORT HE'S PUT INTO THIS PROJECT."**

races in recent years, so it's not impossible. We've boosted our engineering line-up and had some new staff members arrive recently, so we feel like we're in a really good place.

You never know what can happen in the endurance events. The fastest car doesn't always win, so we need to be ready for what comes, and that people power behind us will make a big difference.

You never go to Bathurst thinking you can't win, and that's why Bathurst is such a cool race. I think we can go up there and be really competitive and, actually, potentially surprise a few people. But, at the same time, we need to be realistic. On a given day we can definitely get the job done, so we've got nothing to lose.

It's nice being the underdog. There's no championship pressure on us, so we can just go there and have a crack. It's a pretty good situation to be in.

We are determined to achieve a good result, especially for Charlie Schwerkolt given all the time, effort and support he's put into this project.

He's never had a win with his own team in Supercars, and I'd love to achieve that for him because he's put a lot in and people don't see how hard he works behind the scenes.

Just imagine if his first trophy in the workshop is from Bathurst or one of the endurance events! That'd be pretty impressive, so we are working hard to make that happen.

— Frosty



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# RIGHT ON TRACK

Column by  
Craig Lowndes

## BACK IN THE DRIVER'S SEAT

**A**fter spending eight months out of a Supercar on a regular basis, it's great to be back behind the wheel for the PIRTEK Enduro Cup.

It's a time of the season I've always loved, even as a full-time driver, and I'm excited to get back into working with the Triple Eight Race Engineering team and racing in Supercars.

I'm very familiar with the team and the car, from the ergonomics in the driver's seat to getting the most out of it, so it should be a smooth transition back into it following my last race in Newcastle in November 2018.

My co-driver Jamie Whincup and teammate Shane van Gisbergen have been moving in the right direction in recent rounds, building momentum just in time for the endurance events.

Jamie and I haven't driven together in a Supercar since 2009, when the rules changed so the full-time drivers couldn't team up, so it took me retiring to get the band back together.

We've always understood and felt the car in a similar way. And, after being teammates since 2006, we've picked up right where we left off.

Jamie and Shane have struggled in certain parts of this season, but they and the team have worked hard to get back on track and it's been great to see them take on that leadership role.



It'll also be good to have Garth Tander as a teammate for the first time in our careers. It was strange at the start of the season to have Garth and Mark Winterbottom, as a driver of a Triple Eight customer car, in the workshop and sharing with them how we operate as a team, considering we've been rivals for years.

Now, though, Garth and Shane are shaping up as a great combination and will help drive Jamie and I on over the course of the endurance events. Garth and I have had our own little rivalry throughout the year, so now we can take that into the endurance races.

We've already recommitted to the team beyond 2019. It's a relationship that dates back to 2005, and with the way the team conducts itself and the level of performance it achieves, there's nowhere else we'd rather be. Roland Dane is tough but fair. When we first started working together, it was the beginnings of the

powerhouse team it became. Now, 14 years on, I feel like part of the furniture and look forward to achieving more success together.

The atmosphere within the team is really positive heading into the endurance events, so now it's time to deliver on the track.

— Craig

**“JAMIE AND I HAVEN'T DRIVEN TOGETHER IN A SUPERCAR SINCE 2009, WHEN THE RULES CHANGED SO THE FULL-TIME DRIVERS COULDN'T TEAM UP, SO IT TOOK ME RETIRING TO GET THE BAND BACK TOGETHER.”**



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# GARRY THE GURU

Column by  
Garry  
Rogers



## THE POWER OF BATHURST

There is no question that Bathurst is a magic place. It's the name and history of the place and the expectations surrounding it that makes it so special.

You can't help but to feel a little different at Bathurst compared to other races because when you arrive there and drive around the track, it's a different atmosphere.

A good result at Bathurst can ease the pain of a poor season. It's like the Melbourne Cup; everyone remembers who won the Melbourne Cup and everyone remembers who won the Bathurst 1000.

We have a history of being able to prepare some very good cars for that particular event, and we have had some very good results because of that.

We have obviously just been missing something so far this year, but you never know. Things often pan out a little differently at these endurance races.

Our disappointing results so far this season are certainly not through lack of funding or effort; we are just not quite good enough at the moment. I'm referring to all of us, the drivers and the team.

When I look at our team and the people that we have in place, I don't see any obvious chinks in our armor, or anything that we are clearly doing wrong, but we are just not quick enough.

Richie Stanaway is back on deck and he is healthy and fit after the neck issues he

suffered earlier in the season. People have sold him a bit short. I really believe that if Richie puts his best foot forward, then he will be right up there.

Chris Pither has been a great addition to our team. He won the Dunlop Super2 Series championship with us last year, and he can certainly drive these cars. He is used to our team, and he understands the boys and how they work.

James 'Bieber' Golding and Richard Muscat did a very good job finishing eighth last year. Garth Tander and Chris were sixth also, so if we have as good a result as we did last year, whilst we wouldn't be over the moon, it wouldn't be too bad.

But the endurance season is not just about Bathurst. The Gold Coast is the hardest event of all because it is physically hard on both the car and the driver. It is a very demanding, unforgiving circuit, and you only have to make one mistake.

It's also the hardest race mechanically on the car, with the massive brake wear and tear, and it's also hard on the shocks and suspension with all of the bouncing off kerbs.

Sandown has got history and mystique. It's not at the same level as Bathurst, but it's still a much-loved event.

It's easier on both the car and driver than the Gold Coast, but none of them are easy.

Sandown is usually the warm-up, but now it's the final race of the endurance season. It's a bit of a shame that Sandown won't be an endurance race in 2020, but I am impressed with The Bend Motorsport Park as a circuit. It is an outstanding complex and the facilities certainly match Bathurst. The people who are responsible for that venue need to be commended. With the pit facilities and the flowing nature of the circuit, I think an endurance race there will be very good.

As for this year, we just have to make sure that all of our guys are aware of what is at stake and that we are ready to go and get the job done.

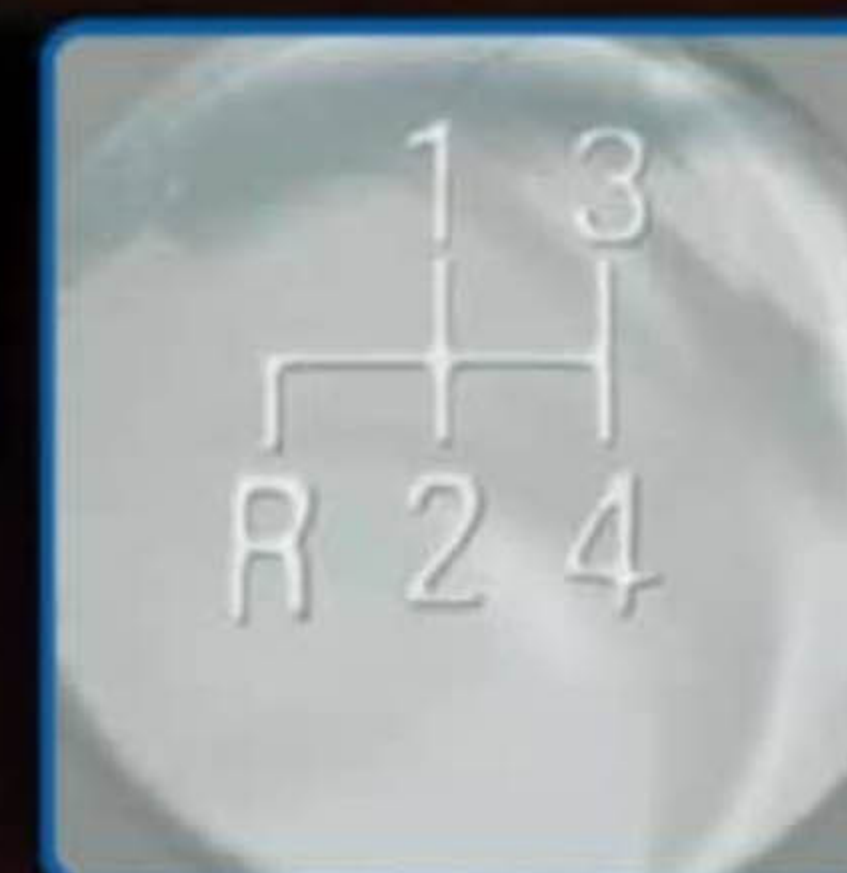
— Garry

**“PEOPLE HAVE SOLD HIM A BIT SHORT. I REALLY BELIEVE THAT IF RICHIE PUTS HIS BEST FOOT FORWARD, THEN HE WILL BE RIGHT UP THERE.”**



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# GOING THE DISTANCE

WORDS James Crocker, Adrian Musolino  
 IMAGES Peter Norton, Supercars, Kelly Racing

The Virgin Australia Supercars Championship goes into long-distance mode with the PIRTEK Enduro Cup, awarded to the combination with the most points across the Supercheap Auto Bathurst 1000, Vodafone Gold Coast 600 and Penrite Oil Sandown 500. And with no lead-in endurance event ahead of the Great Race at the Mount Panorama Circuit, the test for the drivers and teams is even greater in 2019.

**T**he 2019 Virgin Australia Supercars Championship has been dominated by DJR Team Penske and Scott McLaughlin, though the PIRTEK Enduro Cup presents new challenges as the Ford team faces rivals determined to stop the charge of the Mustang.

In a shake-up of an age-old tradition, Bathurst opens the endurance season in October. Without the lead-in endurance event, drivers and teams face a real challenge to get up to speed and deliver at the Supercheap Auto Bathurst 1000 at the legendary Mount Panorama Circuit.

Then the show goes to the sun-soaked streets of Surfers Paradise for the Vodafone Gold Coast 600, with the twin 300km races always proving a real challenge. The concrete-lined streets of the Gold Coast are a big test for drivers and cars and last year saw the Sunday race abandoned due to monsoon-like conditions.

The endurance season comes to a close with the Penrite Oil Sandown 500, where the qualifying races are always entertaining and will award points for the first time in 2019.

The PIRTEK Enduro Cup will be awarded to the driver combination with the most points across Bathurst, Gold Coast and Sandown. These are the contenders for that crown...





**DJR TEAM PENSKE**

The dominant force of the 2019 season will be looking to end a 25-year drought at Bathurst and claim a first PIRTEK Enduro Cup, with the Virgin Australia Supercars Championship drivers' and teams' titles also within reach.

Scott McLaughlin has been the driver to beat in 2019, heading towards a second consecutive drivers' title with a record-breaking campaign in the new Ford Mustang. McLaughlin is once again joined by Frenchman Alexandre Prémat in the #17 entry for their fifth outing as a pairing, winning the Gold Coast 600 in 2017. They also scored a third place at Bathurst in 2018 on their way to second in the PIRTEK Enduro Cup standings, so it's no surprise they are shaping as the favourites in 2019 given McLaughlin's form this season.



The #17 Mustang is the car to beat heading into the enduros.

# 2019 PIRTEK ENDURO CUP ENTRY LIST

#	Drivers	Team	Car
2	Scott Pye/Warren Luff	Walkinshaw Andretti United	Holden ZB Commodore
3	Garry Jacobson/Dean Fiore	Kelly Racing	Nissan Altima
5	Lee Holdsworth/Thomas Randle	Tickford Racing	Ford Mustang
6	Cameron Waters/Michael Caruso	Tickford Racing	Ford Mustang
7	André Heimgartner/Bryce Fullwood	Kelly Racing	Nissan Altima
8	Nick Percat/Tim Blanchard	Brad Jones Racing	Holden ZB Commodore
9	David Reynolds/Luke Youlden	Erebus Motorsport	Holden ZB Commodore
12	Fabian Coulthard/Tony D'Alberto	DJR Team Penske	Ford Mustang
14	Tim Slade/Ash Walsh	Brad Jones Racing	Holden ZB Commodore
15	Rick Kelly/Dale Wood	Kelly Racing	Nissan Altima
17	Scott McLaughlin/Alexandre Prémat	DJR Team Penske	Ford Mustang
18	Mark Winterbottom/Steven Richards	Team 18	Holden ZB Commodore
19	Jack Le Brocq/Jonathan Webb	Tekno Autosports	Holden ZB Commodore
21	Macauley Jones/Dean Canto	Brad Jones Racing/Tim Blanchard Racing	Holden ZB Commodore
22	James Courtney/Jack Perkins	Walkinshaw Andretti United	Holden ZB Commodore
23	Will Davison/Alex Davison	23 Red Racing	Ford Mustang
27	Alexander Rossi/James Hinchcliffe	Walkinshaw Andretti United	Holden ZB Commodore*
33	Richie Stanaway/Chris Pither	Garry Rogers Motorsport	Holden ZB Commodore
34	James Golding/Richard Muscat	Garry Rogers Motorsport	Holden ZB Commodore
35	Todd Hazelwood/Jack Smith	Matt Stone Racing	Holden ZB Commodore
55	Chaz Mostert/James Moffat	Tickford Racing	Ford Mustang
56	Brodie Kostecki/Jake Kostecki	Kostecki Brothers Racing	Holden ZB Commodore
78	Simona De Silvestro/Alex Rullo	Kelly Racing	Nissan Altima
97	Shane van Gisbergen/Garth Tander	Triple Eight Race Engineering	Holden ZB Commodore
99	Anton De Pasquale/Will Brown	Erebus Motorsport	Holden ZB Commodore
888	Jamie Whincup/Craig Lowndes	Triple Eight Race Engineering	Holden ZB Commodore

\*Supercheap Auto Bathurst 1000 only. Entries correct at the time of printing.

It's an unchanged line-up for the Ford team with Fabian Coulthard once again joined by Tony D'Alberto in the #12 entry. Coulthard has struggled to keep pace with McLaughlin for most of 2019, though the form of the Mustang and experience with D'Alberto holds them in good stead with a podium at Bathurst together in 2017.

The runaway championship lead has allowed DJR Team Penske to focus its attention on the endurance events, determined to end a winless run at Bathurst that dates back to 1994. With the incredible pace of the Mustang, the backing of Ford and a stable driver line-up, it's the team's best chance yet for success in the long-distance events.

**TRIPLE EIGHT RACE ENGINEERING**

Triple Eight Race Engineering is the form team in the endurance events, taking out a fourth PIRTEK Enduro Cup, a sixth Sandown 500 and seventh Bathurst 1000 win in 2018. While it was another successful endurance campaign, Triple Eight was beaten in the championship battle and has lost further ground to DJR Team Penske's Scott McLaughlin in 2019.

The factory-backed Holden team downsized to two entries in 2019, with Craig Lowndes retiring from full-time driving and teaming with Jamie Whincup in what will be the #888 entry for the endurance events. Lowndes' move into the co-driver role re-kindles the successful partnership with Whincup, which saw them deliver three straight Bathurst wins from 2006 to 2008.

The sister #97 entry sees Shane van Gisbergen joined

by Garth Tander, following the latter's sudden exit from Garry Rogers Motorsport at the beginning of 2019.

The Whincup/Lowndes and van Gisbergen/Tander combinations are without doubt the strongest we have seen since the rule forbidding main drivers from partnering was introduced in 2010, with all four championship-winning drivers and only van Gisbergen yet to win the Bathurst 1000.

With the PIRTEK Enduro Cup starting at Bathurst, experience will count for even more amongst the co-drivers and Triple Eight has that in spades in Lowndes and Tander. Whether it will be enough to overcome the pace of the Ford Mustangs remains to be seen, with Triple Eight's inconsistent performances in recent rounds also a concern. However, Triple Eight can never be counted out at the endurance events and remains one of the teams to beat.

**TICKFORD RACING**

Tickford Racing enters the endurance season looking to keep pace with DJR Team Penske and take advantage of the speed of the Ford Mustang. While the team took a win at the Gold Coast 600 in 2018, it was an otherwise lacklustre endurance campaign.

As well as the introduction of the Mustang, Tickford Racing has undergone significant changes in the driver department for this season. Out is long-time driver Mark Winterbottom plus Richie Stanaway from their lead driver roles, in addition to co-drivers Dean Canto, Steve Owen and David Russell.

It's an all-new combination in the #5 entry with Lee Holdsworth joined by rising star Thomas Randle,

**BATHURST 1000**

OCTOBER 10-13

**LOCATION:** Mount Panorama Circuit, Bathurst, NSW  
**LENGTH:** 6.213km  
**DIRECTION:** Anti-clockwise  
**AVERAGE SPEED:** 178km/h  
**TOP SPEED:** 300km/h  
**QUALIFYING LAP RECORD:** 2:03.8312 – Scott McLaughlin (Ford FG X Falcon, 2017)  
**RACE LAP RECORD:** 2:06.1492 – David Reynolds (Holden ZB Commodore, 2018)  
**2018 WINNERS:** Craig Lowndes/Steven Richards (Triple Eight Race Engineering, Holden ZB Commodore)

BELOW: Holden prevailed at Bathurst in 2018, though faces a mighty new challenger in the shape of the Ford Mustang.





with the latter making his main-game debut at The Bend Motorsport Park ahead of his first endurance campaign.

Cameron Waters partners with Michael Caruso in the #6 entry. Caruso, like Craig Lowndes and Garth Tander, is settling into the new role of endurance co-driver with the benefit of a two-event outing as an injury replacement for Richie Stanaway at Garry Rogers Motorsport.

The only constant is in the #55 entry, with James Moffat returning to partner Chaz Mostert, a combination that won the 2018 Gold Coast 600.

Tickford Racing welcomed the 23 Red Racing entry into its stable in 2019, with brothers Will and Alex Davison returning to drive the #23 entry.

With some shrewd driver acquisitions and an extremely strong package in the Mustang, look for Tickford Racing to be up the pointy end of the field this endurance season.



ABOVE: Tickford Racing will be hoping to take advantage of the speed of the Ford Mustang in the endurance events.

### EREBUS MOTORSPORT

Erebus Motorsport has become the team to beat at the Mount Panorama Circuit following strong runs over the last two years. David Reynolds and Luke Youlden won the Bathurst 1000 in 2017 and looked on course for a repeat result in 2018 before cramps for Reynolds late in the day took them out of contention.

Reynolds and Youlden reunite for a third campaign together, determined to make amends for last season, with the #9 entry once again a regular at the top-end of the grid in 2019.

The sister #99 entry was one of the surprise packages of last year's PIRTEK Enduro Cup, showing strong pace throughout the three events. Will Brown returns for the second year running to partner Anton

De Pasquale, who stunned the paddock by qualifying third at Bathurst last year. They will be out to overcome the disappointment of last season, following troubled runs in the races at Bathurst and the Gold Coast.

The Erebus Motorsport Holden ZB Commodores have on occasion been the leading Holden entries in 2019. Given the continuity in the driver line-up and recent endurance form, expect to see both Penrite-backed Commodores in contention.

### KELLY RACING

Kelly Racing enters the 2019 PIRTEK Enduro Cup still searching for the sweet spot with the Nissan Altima, which underwent recent aerodynamic changes.

Two-time Bathurst winner Rick Kelly is joined by Dale Wood in the #15 entry in 2019. Wood has previously driven for the team on a full-time basis and has proven to be a handy endurance co-driver, picking up a fourth at Bathurst in 2017.

André Heimgartner has been the leading Nissan Altima entry for most of 2019. He is joined by Dunlop Super2 Series championship leader Bryce Fullwood in the #7 entry, forming a combination that could cement their status as rising stars to watch by being the best Nissan entry in the endurance events.

Having made the step up from co-driver to full-time driver with Kelly Racing this season, Garry Jacobson is joined for his first endurance campaign as lead driver by veteran Dean Fiore in the #3 entry. Fiore has been with the team since 2014, adding valuable experience alongside the main-game rookie.

The #78 entry remains unchanged with Alex Rullo returning to co-drive alongside Simona De Silvestro, for what will be the latter's fifth Bathurst 1000.

Kelly Racing could potentially spring a surprise in the endurance events, though much will depend on what it can extract from the updated Nissan Altima.

### WALKINSHAW ANDRETTI UNITED

Given the history and prestige behind Walkinshaw Andretti United, it's been a disappointing season for the Holden team. However, it can count on a stable driver line-up and strong recent record in the long-distance races heading into the PIRTEK Enduro Cup.

Scott Pye and Warren Luff reunite in the #2 car, looking to repeat last season's strong run that netted fourth in the PIRTEK Enduro Cup and a second consecutive second place at Bathurst. Luff would love nothing more than to go one better in his 20th Bathurst 1000 campaign, though the team formerly known as the Holden Racing Team has not won at Mount Panorama in eight years.

Both pairings stay unchanged at Walkinshaw Andretti United with James Courtney and Jack Perkins once again in the #22 entry. The duo won the Gold Coast

600 in 2015, though they haven't scored a top-10 result at Bathurst in three starts together.

Walkinshaw Andretti United adds some international flavour to Bathurst with the addition of a third wildcard entry for IndyCar stars James Hinchcliffe and Alexander Rossi. It's a return to Supercars for Canadian Hinchcliffe, who raced with Garry Rogers Motorsport at the 2012 Gold Coast 600, though he had limited running following an opening-lap pileup. American Rossi has established himself as one of the best in IndyCar, winning the Indy 500 in 2016 and emerging as a genuine championship contender. However, the former Formula 1 racer has very little tin-top experience, so it will be a steep learning curve for the duo.

The PIRTEK Enduro Cup gives Walkinshaw Andretti United a chance to make amends and improve on its results this season, hoping for a return to the podium.

### GARRY ROGERS MOTORSPORT

It's been a bleak season for Garry Rogers Motorsport, with the arrival of new major backer Boost Mobile and their youth-first driver policy yet to pay dividends.

Richie Stanaway is new to the team in 2019 and faced the big ask of filling the shoes of veteran Garth Tander. While Stanaway made a name for himself in the 2017 endurance season, winning the Sandown 500 with Cameron Waters, he's had a troubled run as a full-time driver punctuated by a neck injury that sidelined him from seven races in 2019.

Joining him is the reigning Dunlop Super2 Series champion Chris Pither, who reprises his co-driver role in the #33 after recording three top-10 finishes in last season's endurance races. Pither filled in for the injured Stanaway for three races this season, so will be ready to go at Bathurst.

The #34 entry is unchanged from last season with James Golding joined by Richard Muscat, a combination that finished eighth at Bathurst in 2018. The PIRTEK Enduro Cup represents a chance for Garry Rogers Motorsport to salvage its season. But it will need a big turnaround in performance.

## SANDOWN 500

NOVEMBER 8-10

LOCATION: Sandown Motor Raceway, Sandown, Victoria

LENGTH: 3.1km

DIRECTION: Anti-clockwise

AVERAGE SPEED: 164km/h

TOP SPEED: 270km/h

QUALIFYING LAP

RECORD: 1:07.8389 – Jamie Whincup (Holden ZB Commodore, 2018)

RACE LAP RECORD:

1:09.2289 – Jamie Whincup (Holden ZB Commodore, 2018)

2018 WINNERS: Jamie Whincup/Paul Dumbrell (Triple Eight Race Engineering, Holden ZB Commodore)

## GOLD COAST 600

OCTOBER 25-27

LOCATION: Surfers Paradise, Queensland

LENGTH: 2.96km

DIRECTION: Anti-clockwise

AVERAGE SPEED: 146km/h

TOP SPEED: 265km/h

QUALIFYING LAP

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

RACE LAP RECORD:

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

2018 WINNERS: Chaz Mostert/James Moffat (Tickford Racing, Ford FG X Falcon)



BELOW: The PIRTEK Enduro Cup concludes at Sandown, where Kelly Racing will be flying the flag for Nissan.



**BRAD JONES RACING**

Brad Jones Racing is chasing a long-awaited Bathurst win as it looks to turn around a mixed season in the PIRTEK Enduro Cup.

There has been a shuffling of the pack in regards to the driver line-up with Tim Blanchard moving out of the #21 seat and into the #8 co-driver role alongside Nick Percat. The #8 car was the strongest Brad Jones Racing car in last season's endurance races, finishing seventh at Bathurst.

Macauley Jones stepped up into the #21 on a full-time basis in 2019, having raced for the team in the Dunlop Super2 Series, as an endurance co-driver and in wildcard appearances over recent seasons. While it's been a challenging rookie campaign for Jones, he will gain some experience with Dean Canto as co-driver.

The #14 entry remains unchanged with Ash Walsh once again joining Tim Slade, a partnership entering its fourth season.

Brad Jones Racing has been battling to get into the top 10 in the championship in 2019 and will love nothing more than a win in an endurance race.

**TEKNO AUTOSPORTS**

The 2016 Bathurst 1000 winners have endured a tough spell ever since. Whilst Jack Le Brocq has put in some solid performances, the team's decline has been all too visible following their winning stints with Shane van Gisbergen and Will Davison.

Le Brocq will be joined by team boss Jonathan Webb, who won Bathurst in 2016 alongside Davison, in addition to two wins on the Gold Coast as co-driver to van Gisbergen in 2014 and 2015.

After two below average endurance campaigns since the Bathurst win, Tekno Autosports will be looking to rekindle some of their old form and do well in the long-distance races with its Triple Eight Race Engineering-built Holden ZB Commodore.

**TEAM 18**

The new-look Team 18 operation has all the ingredients to be a contender in this season's PIRTEK Enduro Cup. The combination of Mark Winterbottom and Steven Richards won the 2013 Supercheap Auto Bathurst 1000 in a Ford FG Falcon. Six years later, they reunite to form one of the most experienced pairings on the grid.

Winterbottom is in his first season racing a Holden Commodore Supercar and has been able to occasionally pop up at the front-end of the grid. Richards, meanwhile, is well versed in racing a Triple Eight Race Engineering-built Holden Commodore, winning Bathurst and the PIRTEK Enduro Cup alongside Craig Lowndes in the ZB Commodore in 2018.

Team 18 has had a torrid time at Bathurst in recent years and is hoping its improved pace and experienced duo can deliver in the long-distance races.

**MATT STONE RACING**

The one-car customer team heads into the PIRTEK Enduro Cup off the back of a break-out 2019. Matt Stone Racing has had an upswing in results in the team's second season, following the acquisition of a Triple Eight Race Engineering ZB Commodore, with Todd Hazelwood getting into the top 15 on a regular basis.

Partnering Hazelwood is 20-year-old Jack Smith, who has been a regular in the Dunlop Super2 Series for the past few seasons in addition to main-game wildcard appearances with Brad Jones Racing in 2019.

Having shown good pace throughout the season, look for Matt Stone Racing to be a darkhorse in the mid-pack in the long-distance races.

**KOSTECKI BROTHERS RACING**

The new kids on the block are Kostecki Brothers Racing. Brodie and Jake Kostecki will take part in their main-game debuts at the Mount Panorama Circuit and compete in the full PIRTEK Enduro Cup.

The team has converted its former Triple Eight Race Engineering-built Holden VF Commodore into a ZB, with Brodie sacrificing his Dunlop Super2 Series tilt.

They will be looking for a clean run over the long-distance races in what shapes as a test of the team's ability to adapt to the top tier of Supercars. **X**

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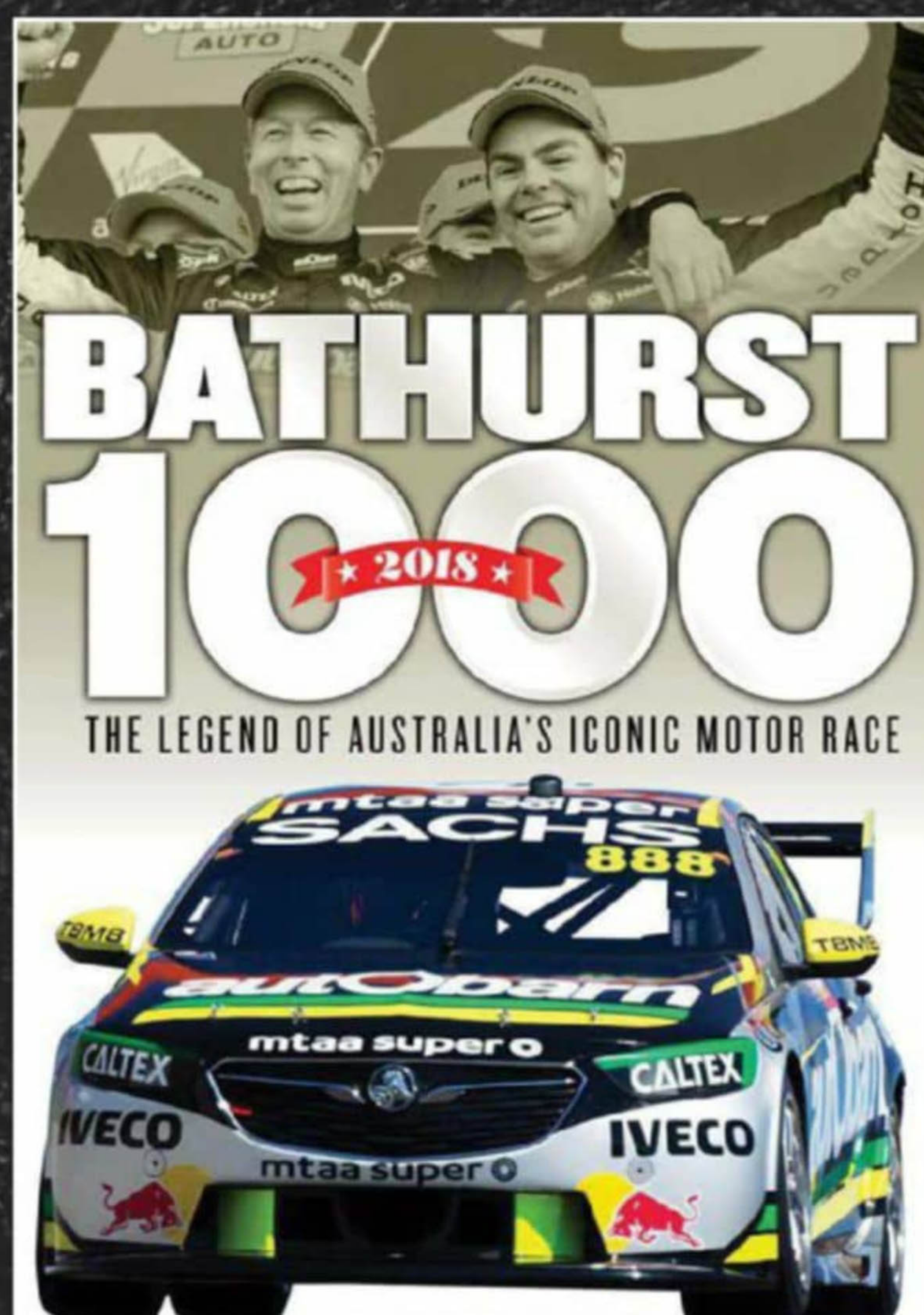
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# THE BURNING QUESTIONS

WORDS Adrian Musolino IMAGES Glenis Lindley, Peter Norton, Kelly Racing, Walkinshaw Andretti United



How will the 2019 PIRTEK Enduro Cup play out? These are the 19 questions which will be answered at the long-distance events...

### CAN ANYONE STOP SCOTT MCLAUGHLIN?

Scott McLaughlin's record-breaking season will net him a second consecutive drivers' title. But given the comfortable advantage in the championship, it's victory at Bathurst that would make it a perfect season. And given the team's winless run at Mount Panorama and the fact this could be one of the few remaining opportunities McLaughlin has to win the Great Race before a possible move to NASCAR, the pressure is on the championship leader to secure this win.

### WHEN WILL THE CHAMPIONSHIP BE SEALED?

With the Sandown 500's move to the penultimate round of the season and Scott McLaughlin holding such a big points lead, the championship is set to be sealed during the PIRTEK Enduro Cup. When and where, though, could determine how McLaughlin and DJR Team Penske approach that particular endurance event.

### WILL THE MUSTANG PROVE TOO STRONG?

Repeated changes to the Holden ZB Commodore and Nissan Altima packages haven't stopped the charge of the Ford Mustang. The Mustang, particularly in the hands of Scott McLaughlin, has won across a variety of tracks and is undoubtedly the car to beat. Its potential gap to the Altima and Commodore could further fuel the parity debate, unless the Holdens and Nissans can utilise their more recent aero changes to get on a level playing field.

### CAN TRIPLE EIGHT RACE ENGINEERING'S 'DREAM TEAM' MAKE UP THE DIFFERENCE?

The addition of Craig Lowndes and Garth Tander into Triple Eight Race Engineering shapes as a crucial factor in the endurance events. While the factory Holden team may be lacking some speed relative to the Ford Mustang, the experience and pedigree of its co-drivers up against the competition could be a decisive factor in the endurance events.

### CAN TICKFORD RACING TAKE THE FIGHT TO DJR TEAM PENSKE?

While the Ford Mustang has been the car to beat in 2019, it's often been DJR Team Penske leading the way. Tickford Racing enters the endurance events with a strong driver line-up across all its cars, though

must overcome the deficit to DJR Team Penske if it's to be the top Ford entry.

### COULD 23 RED RACING UPSTAGE ITS FELLOW FORDS?

23 Red Racing's Will Davison has on occasion led the way amongst the Tickford Racing entries in 2019. With brother Alex Davison again in the co-driver role, the experienced duo could well utilise the speed of the Mustang and upstage the other Ford entries. With the benefit of running out of the Tickford Racing stable yet having some autonomy, the Davisons are contenders.

### CAN BRAD JONES RACING END ITS WINLESS RUN?

Brad Jones Racing has not won a Supercars race since 2016 and has yet



Will the #17 Mustang prove too strong in the endurance events?





TOP: IndyCar drivers Alexander Rossi and James Hinchcliff add some international flavour to Bathurst. ABOVE: David Reynolds will be determined to make amends for last year and win for Erebus Motorsport. BELOW: Walkinshaw Andretti United needs to find some pace to score yet another podium at Bathurst.



to record a victory in the Bathurst 1000, Gold Coast 600 or Sandown 500. While Nick Percat and Tim Slade have been regulars in the top 10 in 2019, the Holden team is desperate to get back onto the top step of the podium and score a long-awaited endurance win.

**CAN THE INDYCAR INTERNATIONALS RUN COMPETITIVELY?**

Alexander Rossi and James Hinchcliff may have open-wheel pedigree, but they will be thrown in the deep-end in Walkinshaw Andretti United's wildcard entry at Bathurst. The last all-international wildcard entry at Bathurst, Triple Eight's Andy Priaulx and Mattias Ekström, finished in 10th in 2013. Rossi and Hinchcliff don't have their level of touring-car experience or machinery, so just being competitive will be the pass mark.

**WILL DAVID REYNOLDS MAKE AMENDS?**

Late-race cramps for David Reynolds deprived Erebus Motorsport of a second consecutive Bathurst win in 2018. Reynolds and Luke Youlden have been the combination to beat at Bathurst over the last two years, with victory in 2019 the only way to make amends for the heart-break of last season.

**CAN EREBUS MOTORSPORT'S YOUNG GUNS GO ALL THE WAY?**

While the Bathurst spotlight will be on David Reynolds and co-driver Luke Youlden, teammates Anton De Pasquale and Will Brown will be a combination to watch given their speed last season. With 12 months' more experience and continuity, they are in a strong position to challenge their teammates and fight for podiums.

**WILL WALKINSHAW ANDRETTI UNITED EMERGE FROM THE PACK?**

Though it's been a disappointing season for Walkinshaw Andretti United, the team has often been a contender in the endurance events with second places at Bathurst over the last two years. If there's not a turn around in form, then questions will be asked of the progress of the team on the second anniversary of Andretti Autosport and United Autosports's arrival.

**CAN GARRY ROGERS MOTORSPORT TURNAROUND ITS SEASON?**

Garry Rogers Motorsport's slide down the grid has been all too evident in 2019. While James Golding and Richie

Stanaway may lack the experience and know-how of former driver Garth Tander, they can at least count on continuity in the co-driver line-up with the return of Chris Pither and Richard Muscat. Pither's experience with the team and the car will prove an asset, though the endurance races could further expose the lost ground for the team.

**WHAT WILL THE REVAMPED NISSAN ALTIMAS DELIVER?**

Kelly Racing is still adjusting to the recent aerodynamic changes for the Nissan Altima. Whether these are enough to help the team's four entries contend at the endurance events is the big question, without significant time to develop ahead of Bathurst. While the driver line-up is a solid mix of youth and experience, ultimately it depends on how the Altima shapes up against the Holden ZB Commodore and Ford Mustang.

**COULD TEAM 18'S VETERANS SPRING A SURPRISE?**

Mark Winterbottom and Steven Richards won Bathurst together in 2013 and reunite this season. With their combined pedigree and Richards' experience in Triple Eight Race Engineering-built Commodores, this partnership could well



Mark Winterbottom and Steven Richards are gunning for a maiden win for Charlie Schwertkolt's Team 18.

emerge from the mid-pack and challenge in the endurance events.

**WHAT CAN MATT STONE RACING'S YOUNGSTERS PRODUCE?**

In contrast to Team 18's veterans, another Triple Eight Race Engineering Holden ZB Commodore customer entry in Matt Stone Racing has an inexperienced driver line-up but could still surprise this endurance season. Todd Hazelwood continues to grow as a driver, while Jack

Smith has the benefit of eight races as a wildcard entrant in 2019. They could be a darkhorse amongst the Holden ranks.

**WILL KOSTECKI BROTHERS RACING SINK OR SWIM IN THE MAIN GAME?**

Kostecki Brothers Racing is the only non-main game team entered in the 2019 PIRTEK Enduro Cup. And with Brodie and Jake Kostecki making their Supercars debuts at Bathurst, all involved face a big test. Mixing it with the regular entrants

Kelly Racing will be hoping the revamped Nissan Altimas are on the pace in the enduros.





and, potentially, beating the internationals in the Walkinshaw Andretti United wildcard entry will be considered a pass.

**CAN TEKNO AUTOSPORTS REDISCOVER ITS BATHURST-WINNING FORM?**

The team that won Bathurst in 2016 has gone backwards in recent seasons. The loss of key personnel has proved costly and is the probable impediment for the team's ability to run competitively. If there's any trace of the Bathurst-winning team remaining, it needs to come to the fore soon.

**WILL THE LACK OF A LEAD-IN EVENT CAUSE ISSUES AT BATHURST?**

With the Sandown 500 moving to November, there's no pre-Bathurst endurance event in 2019. This means the teams won't have had a race to practice their endurance-spec pitstops and co-drivers won't have had Supercars race mileage before Bathurst. In a race of such fine margins at Supercars' biggest test, this lack of preparation could be very evident.



Tekno Autosports needs a strong showing in the endurance events.

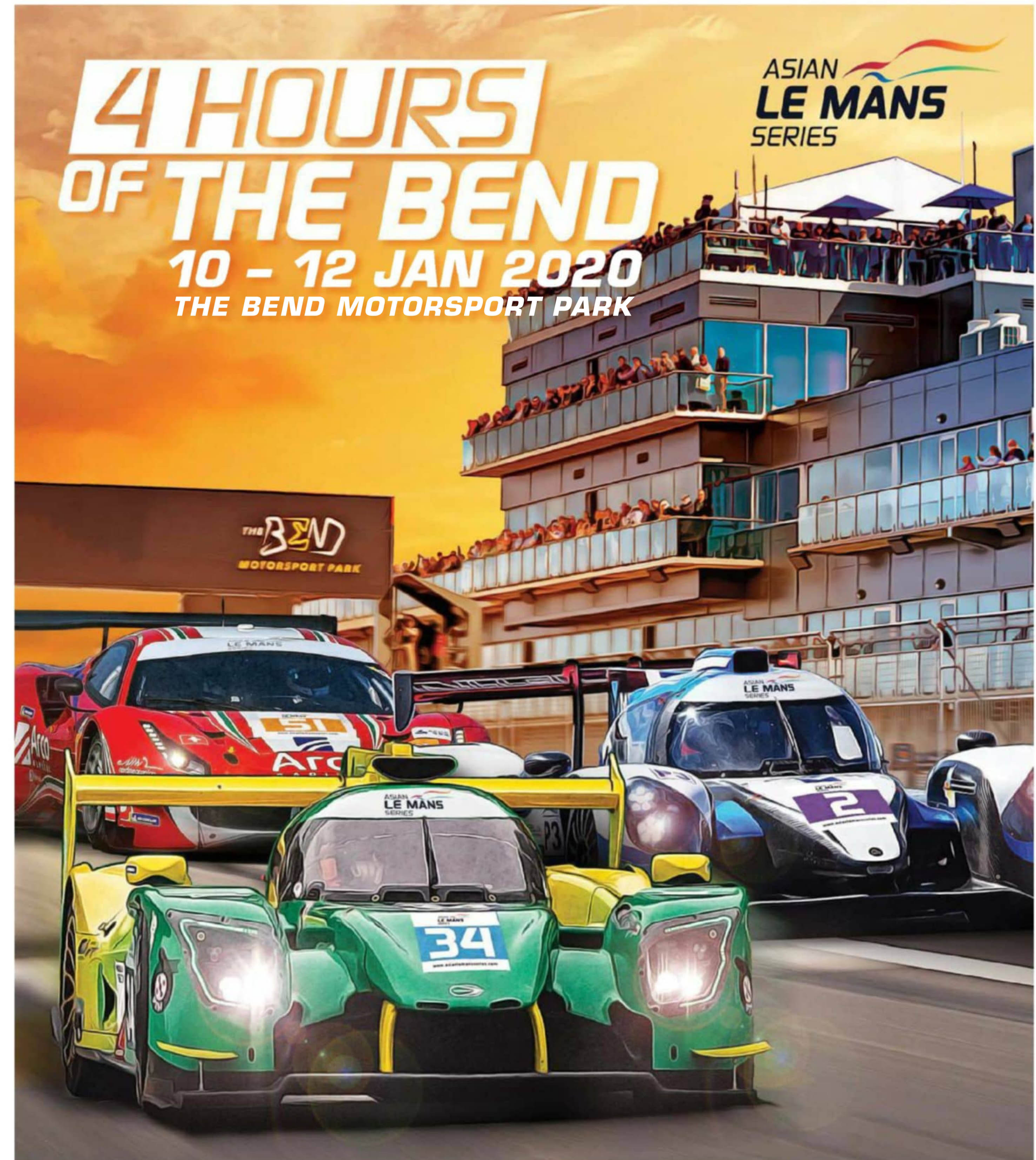
**WHAT IMPACT WILL THE DATE CHANGE HAVE ON SANDOWN?**

Sandown has traditionally been the Bathurst lead-in, so its new slot at the end of the PIRTEK Enduro Cup could change the way the race plays out. Teams and

co-drivers will be well-versed following Bathurst and the Gold Coast. And with championship considerations more in play as the penultimate event of the season, it could be a more conservative Sandown 500 in 2019. **X**



The 2018 Supercheap Auto Bathurst 1000 had plenty of drama. What awaits in 2019?



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The 1999 Bathurst 1000 was the first Great Race to be included in the championship.



IMAGES Peter Norton, Autopics.com.au

# NUMBERS GAME

The milestones, numbers and records to watch for in the 2019 Supercheap Auto Bathurst 1000 and PIRTEK Enduro Cup.

**59** The 2019 Supercheap Auto Bathurst 1000 is the 59th running of Australia's great endurance race at the Mount Panorama Circuit. The event started at Phillip Island as the Armstrong 500 in 1960 before moving to Bathurst in 1963, shifting from 500 miles to 1000 kilometres in 1973. Two Bathurst 1000 races were held in 1997 and 1998, one for V8 Supercars and one for the two-litre Super Touring cars.

**20** It's 20 years since the Bathurst 1000 was first included in the Australian Touring Car Championship/Virgin Australia Supercars Championship in 1999.

**4** Four current drivers were on the grid for the historic 1999 Bathurst 1000: Steven Richards (winner alongside Greg Murphy), Craig Lowndes, Garth Tander and Dean Canto.

**30** The 2019 Supercheap Auto Bathurst 1000 will be the 30th race held at the Mount Panorama Circuit that counts towards the Australian Touring Car Championship/Virgin Australia Supercars Championship. The circuit hosted championship rounds in 1966, 1969, 1970, 1972, 1995 (two races) and 1996 (three races) before the Bathurst 1000 was included in the championship from 1999.

**3RD** Steven Richards will move up to third on the list of most successive starts in the Bathurst

500/1000 with his 27th appearance. The record is held by his father Jim Richards with 35 consecutive starts.



Steven Richards and Craig Lowndes could make more history at Bathurst in 2019.

**1ST** Craig Lowndes and Jamie Whincup could become the most successful combination in the history of the Bathurst 500/1000 if they claim victory in 2019. They are currently tied with Peter Brock/Jim Richards and Brock/Larry Perkins on three wins. Lowndes would also sit second on the all-time wins' list on eight, ahead of Richards.

**1ST** David Reynolds could equal the record for most consecutive fastest race laps recorded in the Bathurst 500/1000 in 2019. He set the fastest race lap at the 2016, 2017 and 2018 races. Mark Skaife holds the record of four, set between 1990 and 1993.

**20** Ford is gunning for its 20th win in the Bathurst 500/1000 and first with the Mustang. It would be the fourth different nameplate to win for the Blue Oval, in addition to the Cortina, Falcon and Sierra. Holden holds the record for most victories in the Bathurst 500/1000 with 33.

**33** The 2019 Supercheap Auto Bathurst 1000 marks the return of the Mustang to the Great Race for the first time since



Dick Johnson Racing/DJR Team Penske last won Bathurst in 1994.

1986, 33 years ago, when Dick Johnson and Gregg Hansford finished in fourth place in the Ford Mustang GT Group A.

**5TH** A win for a Commodore entry in the 2019 Supercheap Auto Bathurst 1000 would be the fifth in a row for Holden dating back to 2015. It would be the second longest consecutive run of wins for a manufacturer, with Holden winning seven in a row between 1999 and 2005.

**2ND** Triple Eight Race Engineering would move to second on the list of most wins for a team in the Bathurst 500/1000 with victory in 2019. The team currently sits

on seven wins, equal with the Holden Racing Team, and two behind the Holden Dealer Team. The Holden Dealer Team scored the first of its nine wins on debut 50 years ago in 1969.

**25** It's 25 years since Dick Johnson Racing/DJR Team Penske last won the Bathurst 1000. Dick Johnson and John Bowe won in 1994, the team's third and most recent win in the Bathurst 1000.

**25** It's also 25 years since Supercars first raced on the Surfers Paradise Street Circuit in 1994. The Gold Coast event was included in the championship from 2002.

**10** The 2019 Vodafone Gold Coast 600 is the 10th event on the Gold Coast run to the two-driver 600km endurance format.

**55** It's 55 years since Sandown first hosted the endurance event that became known as the Sandown 500 in 1964. It was called the Sandown International Six Hour.

**35** It's 35 years since the first Sandown 500 in 1984. The event increased to 500 kilometres with victory to the Holden Dealer Team's Peter Brock and Larry Perkins.

**48** The Sandown endurance event will be run for the 48th time in 2019. And it shapes as the last Sandown endurance event with the 500km race switching to The Bend Motorsport Park and Sandown hosting a sprint event from 2020.

**2ND** Victory for Craig Lowndes and Jamie Whincup in the Penrite Oil Sandown 500 will move Lowndes to equal second on the all-time Sandown endurance wins list on six, alongside Allan Moffat, with Whincup just behind with five wins. **X**



The factory Holden team made its Bathurst debut 50 years ago, with victory for the Holden Dealer Team in 1969.





*Enduro*  
DREAM TEAM

INTERVIEW Andrew Clarke IMAGES Red Bull Holden Racing Team, James Baker

# 2019 RED BULL HOLDEN RACING TEAM

GARTH TANDER ★ SHANE VAN GISBERGEN ★ JAMIE WHINCUP ★ CRAIG LOWNDES

In 2019 Triple Eight Race Engineering fields what could be considered the strongest endurance driver line-up in the history of Australian touring cars, with Craig Lowndes and Garth Tander joining Jamie Whincup and Shane van Gisbergen respectively with 14 Bathurst 1000s and 12 championships won in total. Lowndes and Tander share their thoughts on their return to Supercars in these exclusive interviews.

**T**

he path taken to Triple Eight Race Engineering's super team is very different for Craig Lowndes and Garth Tander.

Lowndes' venture to co-driver duties with Jamie Whincup was well planned, rolling out on a farewell tour in 2018. Tander, in contrast, woke up one day with the news he was being replaced at Garry Rogers Motorsport (GRM), prematurely ending his full-time career and opening the door for Triple Eight to complete a powerhouse driver line-up for the 2019 PIRTEK Enduro Cup.

All together the four drivers have 14 wins in the Bathurst 1000 and 12 Supercars championships, arguably the greatest ever two-car team line-up in the history of the Great Race with a star-studded team inside the garage to boot.

These are the thoughts of Lowndes and Tander as they return to the driver's seat.

**CRAIG LOWNDES**

Lowndes is now just two Bathurst wins shy of mentor Peter Brock's record of nine. And with Lowndes resigning with Triple Eight till the end of 2021, the record for most Bathurst wins is in sight.

Lowndes and Whincup completed a famous three-peat of Bathurst wins for Triple Eight from 2006 to 2008, before the rules were changed to split full-time drivers. It was always the tantalising dream to bring them back together, but it required the 45-year-old legend to retire from his main drive. Enter 2019.

**How have you found the transition to being a co-driver?**

LOWNDES: I still enjoy the driving and I miss that side of it, but I think it was the right time for me to step down. I could never go cold turkey. The commentary role keeps me involved, still seeing the cars, still talking to the teams and engineers. I think it has been a great transition for me.

**Suited up for Bathurst keeps you very involved.**

LOWNDES: For me, Bathurst has always been the ultimate race; it's always been a Bathurst win over a championship win. So, you're right, it's been an easier step down than if I was missing Bathurst, as there would have been a much bigger regret. The opportunity to still drive in Bathurst, Gold Coast and Sandown has definitely softened that blow.

**Do you miss the challenge of working with the team at each round?**

LOWNDES: I've still been part of the process for the team and in debriefs, so I'm still trying to contribute in that way. Watching the team progress through race weekends has been interesting. I don't think I've ever seen the team change so many things in the car or on both cars at a given race weekend in my time with Triple Eight. It's the process of developing the linear spring, and it has been interesting to see the dynamics in the team.

It would have been nice to be part of that process. One of the things I really enjoyed over my time as a full-time driver is developing and being part of that process of making the cars better and stronger, but it's now Jamie and Shane's role.





2011: Triple Eight drivers Craig Lowndes and Jamie Whincup with their Holden Astra race car.

**Do you always go into a race with Jamie? Or did it depend on who was joining in the other car?**

**LOWNDES:** The first part of it, when I was going to drive with him, was taken out of a little bit. One of our sponsors at the time, Jamie and I could just go because of our history, but in saying that, I did in the middle between Jamie and Shane's return of the way we did in the cars, in height, etc.

There was a discussion with Shane's return of what he wanted to see, but it was not a surprise for Jamie and I to go in.

On the other side of it, I was really happy when I heard that Gareth was out of a full-time drive. Factually, it was a decision to get in contact with him and because I thought the setup for me will be looking for a co-driver, but I think there is a really good driver for the job and that's Shane. I think it took long for Shane to get in contact anyway and things changed very quickly.

It's a great combination. I think it will be the first time that Shane won't be in a co-driver that needs a driver's seat and everything else with both of them. So that's a great sign.

**How will you and Gareth cope with being co-drivers?**

**LOWNDES:** We all see this as a team and we'll definitely push each other. There is no doubt that the first thing you want to do is be a good mate, mate, and I will definitely have to be strong even in Gareth's mind.

My role will be to look after the car, position the car when we need it, so that's not too far from what I have done in the past. It's worked well for me in the past for 20 years, and hopefully again we can stay over that 20-year mark.

**How does it seem as a stronger line-up?**

**LOWNDES:** Not as a whole team. I think Jamie will be a combination in the early days, but a very strong combination, but I think he has more than qualified as a lead driver in going to be the strongest as a whole team that I have seen.

**Last year's #11 season was a fairytale. Do you alongside Shane's title battle. Can you do it again?**  
**LOWNDES:** I do think he's great at times, and Shane and I are a great combination. We are the same



The #11 season from 2010 to 2011. Certainly, it's not what he wanted, it wasn't planned for 2011, but joining Triple Eight's line-up in any form is a chance to provide still has plenty to offer.

2011: The way and Lowndes, now full-time driver, took to the #11 season in 2010 and 2011.

**Clearly you weren't expecting to have this as a co-driver. Have you settled into it?**

**WHINCUP:** Ever since January, I wasn't expecting to go on as a co-driver. But now it's done, but it wasn't long at all that it all changed.

When transitioning into a co-driver role is a far more racing a superior job than clearly being a bit of a change in job description, in job requirements, and in how often you're driving the car and, obviously, in terms.

The biggest thing for me that'll be a challenge is not becoming a co-driver in the car is really, but being able to get into the team as a lead driver is a better opportunity for me.

That's not the best race of the season in terms of my opinion, but it's a lot of a fairytale. You can't see it, but you expect it, but to be able to do that, you're a better able to see it. It's a fairytale.

**Do you think about Phil and Brock's recorded nine wins, can you be your own number one?**  
**LOWNDES:** This is a great opportunity to get to race that's not mine, which would be incredible if we get that far. We'll just get used to the category. I don't think that anyone would get close to that, yet here we are sitting around. Who knows, we'll be able to be a combination that is strong enough.

#### CRAIG TAYLOR

Taylor's path to becoming a driver dates at Triple Eight's test track in the lead of Lowndes. Taylor's due to race at Taylor's last race at the top of the #11 season, and it's a great opportunity to see how the car is doing.

**"TO HAVE BOTH CARS WITH ARGUABLY FOUR LEAD DRIVERS IS GOING TO BE THE STRONGEST AS A WHOLE TEAM THAT I HAVE SEEN" – CRAIG LOWNDES**



TANDER: It was all very quick. Once I found out that I didn't have a full-time position at GRM, they gave me a couple of options as to what I could do with them. One of those options was to terminate any contract that we had and walk away, which is what I did.

I wasn't aware what was going on with any endurance drives, so made one phone call and did a deal; it was pretty quick. I had a fair inkling of who to call.

**And then you've joined this enduro super team.**

TANDER: Yeah, it is, and I feel like the rookie in that line-up, because the other three boys obviously know the Triple Eight machinery and team very well, whereas I'm the new guy, but that's good because I'm enjoying learning.

I've been to Bathurst before with exceptional driver combinations and exceptional teams and it doesn't work out. Just because you've got all those ingredients on paper doesn't mean that you're guaranteed

some form of success, so we've just got to go there, drive hard, not really do anything too silly and see where we end up.

**How do you think you're going to go with being the co-driver?**

TANDER: I'm looking forward to it, to be honest. It'll be a different type of pressure because it's not my car and it's Shane's championship that I've got in my hands when I'm driving.

My mindset is that we're going there to win the race, so we've just got to do the best job to win the race, whatever my role is.

I'm looking forward to it because it's a different type of environment than what I've been in for the last 20 years, so that's a cool thing.

**Have you missed the day-to-day workload of being a full-time Supercars driver?**

TANDER: Driving a Supercar isn't now my 24 hours, seven days a week focus, and that's no longer the be all and end all of how I put food on the table, so that does change your focus and that does change what you're thinking about 24/7.

I'm really enjoying the time that I spend with the Red Bull guys, whether it's in the

co-driver practice sessions or just being there; I'm really enjoying my time at the track. And that can't be said for the past three or four years, because the cars I've been driving haven't been top level, and every professional athlete wants to be performing at the top level regardless of what they're doing.

**How has the relationship with Shane developed?**

TANDER: Shane and I have known each other for quite a while and been friends for quite some time.

We've talked quite a bit in the past and now that we're teammates we talk a lot more. The relationship is developing into a closer one because we're working together.

In reality, there's only really three or four guys that you'd be keen to do the endurance thing with, and Shane is one of them.

We had talked about how cool it would be to drive together and here we find ourselves doing just that, so it's not a bad thing at all. X

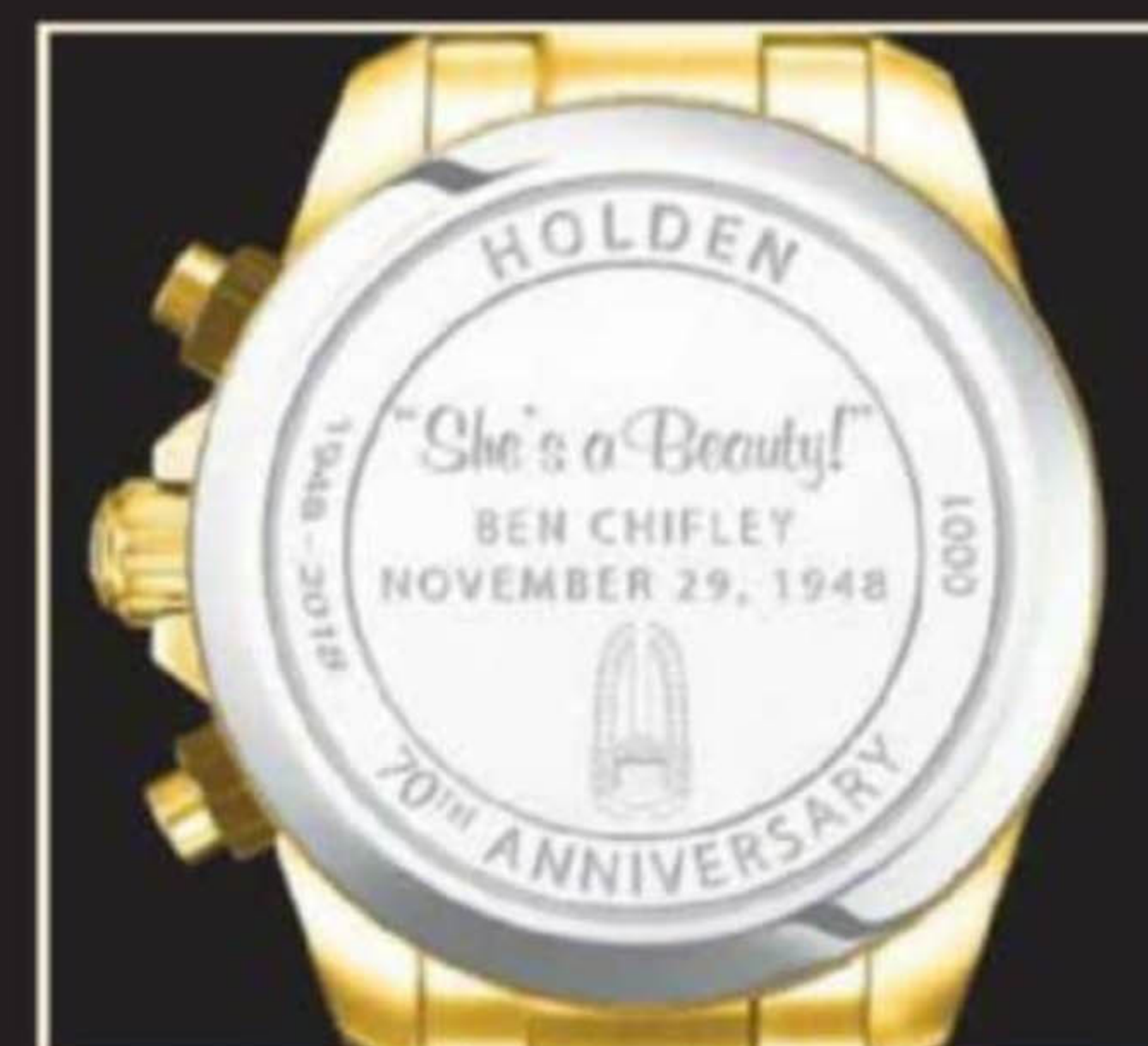


Van Gisbergen and Tander shape as one of the favourites for the 2019 PIRTEK Enduro Cup.

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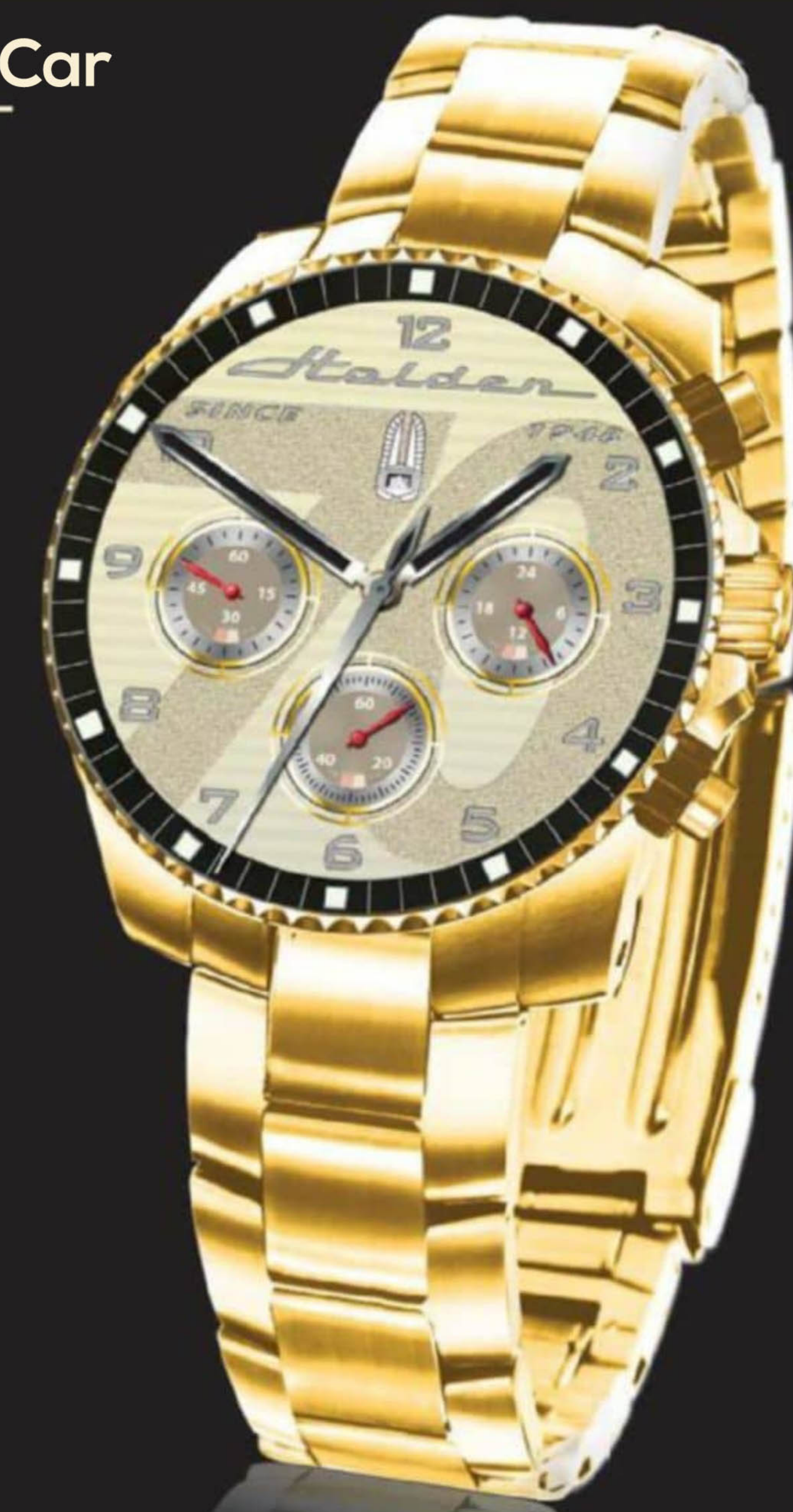
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## CELEBRATING 80 YEARS OF MOTOR RACING



No visit to Mount Panorama is complete without a stop at the National Motor Racing Museum, right beside the track at Murray's Corner. Don't miss the constantly-changing array of racing cars and motor bikes that have made their mark not only on Mount Panorama, but in Australia.

Learn of the origins of motor racing in Bathurst since 1914 from the first Australian Grand Prix and the Vale circuit, through to present day supercar and GT car racing.

Inside the museum you'll see many of the dominant machines that ran in Australian touring car, open wheeler, rally, motorcycle and speedway races. The stories of drivers and events are told through original trophies, race suits, leathers, race footage and photographs.

Check out the new Immersive Room and take a virtual spin around the historic Mount Panorama circuit, enjoy a lap of the Museum shop and take in the Peter Brock statue & playground.

Open daily from 9.00am - 4.30pm.

AT MOUNT PANORAMA BATHURST

400 Panorama Avenue  
Mount Panorama

T: 02 6332 1872  
E: [nmrm@bathurst.nsw.gov.au](mailto:nmrm@bathurst.nsw.gov.au)  
Admission Charges Apply



# NEW AT THE NATIONAL MOTOR RACING MUSEUM

Just in time for the Bathurst 1000 weekend, the National Motor Racing Museum at Murray's Corner has several new attractions for race fans to come and see.

The museum is celebrating 40 years since the first RaceCam in-car camera made its debut at the Great Race with a brand-new special exhibition. This exhibition showcases the development of in-car cameras and also celebrates the career of Peter Williamson, a driver synonymous with RaceCam's development through his memorable commentary that accompanied the images from his car. Featured will be several of 'Willo's' race cars, personal memorabilia and a selection of camera equipment that show how far broadcast technology has advanced since 1979.

Another new feature at the museum is the spectacular 'Immersive Room'. With a combination of period and new footage of 11 cars from the museum's collection, this experience gives visitors a

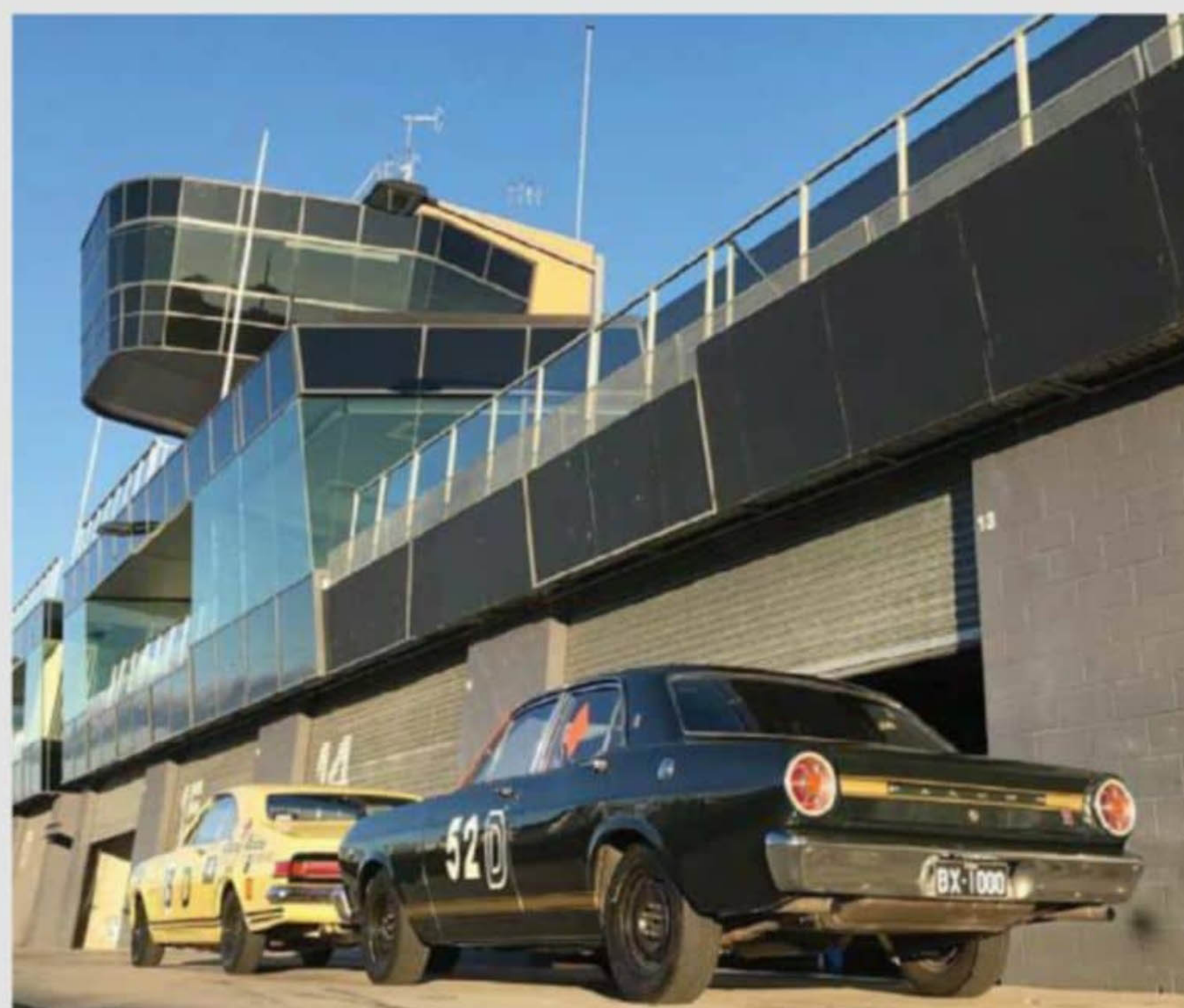
taste of the speed, sound and excitement of racing at Mount Panorama.

With a constantly changing selection of more than 100 race cars and motorcycles from all eras of Australian motorsport on show, there's always something new to see at the National Motor Racing Museum, so make sure it's on your plan for race week at the Mountain!

The museum will be open for extended hours during race week (October 10-14):

- Thursday 10th & Friday 11th, 8am-5pm
- Saturday 12th, 8am-6pm
- Sunday 13th, 8am-5pm
- Monday 14th, 8am-4.30pm

For admission prices, contact details and more information, check out the museum's website at NMRM.com.au, or follow on Facebook ('National Motor Racing Museum').



## BATHURST WINNERS

YEAR/RACE TITLE	WINNING DRIVERS	TEAM	CAR
1963 Armstrong 500	Harry Firth/Bob Jane	Ford Motor Company	Ford Cortina GT
1964 Armstrong 500	Bob Jane/George Reynolds	Ford Motor Company	Ford Cortina GT
1965 Armstrong 500	Barry Seton/Midge Bosworth	Fairfield Motors	Ford Cortina GT500
1966 Gallaher 500	Rauno Aaltonen/Bob Holden	BMC Australia	Morris Cooper S
1967 Gallaher 500	Harry Firth/Fred Gibson	Ford Motor Company	Ford XR GT Falcon
1968 Hardie-Ferodo 500	Bruce McPhee/Barry Mulholland	Wyong Motors	Holden GTS 327 Monaro
1969 Hardie-Ferodo 500	Colin Bond/Tony Roberts	Holden Dealer Team	Holden GTS 350 Monaro
1970 Hardie-Ferodo 500	Allan Moffat	Ford Motor Company	Ford XW GT-HO Ph II Falcon
1971 Hardie-Ferodo 500	Allan Moffat	Ford Motor Company	Ford XY GT-HO Ph III Falcon
1972 Hardie-Ferodo 500	Peter Brock	Holden Dealer Team	Holden XU-1 Torana
1973 Hardie-Ferodo 1000	Allan Moffat/Ian Geoghegan	Ford Motor Company	Ford XA GT Falcon
1974 Hardie-Ferodo 1000	John Goss/Kevin Bartlett	McLeod Ford	Ford XA GT Falcon
1975 Hardie-Ferodo 1000	Peter Brock/Brian Sampson	Gown-Hindhaugh Racing	Holden L34 Torana
1976 Hardie-Ferodo 1000	Bob Morris/John Fitzpatrick	Ron Hodgson Racing	Holden L34 Torana
1977 Hardie-Ferodo 1000	Allan Moffat/Jacky Ickx	Moffat Ford Dealers	Ford XC Falcon
1978 Hardie-Ferodo 1000	Peter Brock/Jim Richards	Holden Dealer Team	Holden A9X Torana
1979 Hardie-Ferodo 1000	Peter Brock/Jim Richards	Holden Dealer Team	Holden A9X Torana
1980 Hardie-Ferodo 1000	Peter Brock/Jim Richards	Holden Dealer Team	Holden VC Commodore
1981 James Hardie 1000	Dick Johnson/John French	Dick Johnson Racing	Ford XD Falcon
1982 James Hardie 1000	Peter Brock/Larry Perkins	Holden Dealer Team	Holden VH Commodore
1983 James Hardie 1000	Peter Brock/Larry Perkins/John Harvey	Holden Dealer Team	Holden VH Commodore
1984 James Hardie 1000	Peter Brock/Larry Perkins	Holden Dealer Team	Holden VK Commodore
1985 James Hardie 1000	John Goss/Armin Hahne	Tom Walkinshaw Racing	Jaguar XJ-S
1986 James Hardie 1000	Allan Grice/Graeme Bailey	Chickadee/Roadways Racing	Holden VK Commodore
1987 James Hardie 1000	Peter Brock/David Parsons/Peter McLeod	HDT Racing	Holden VL Commodore
1988 Tooheys 1000	Tony Longhurst/Tomas Mezera	Benson & Hedges Racing	Ford Sierra RS500
1989 Tooheys 1000	Dick Johnson/John Bowe	Dick Johnson Racing	Ford Sierra RS500
1990 Tooheys 1000	Allan Grice/Win Percy	Holden Racing Team	Holden VL SS Commodore
1991 Tooheys 1000	Jim Richards/Mark Skaife	Gibson Motorsport	Nissan Skyline GT-R
1992 Tooheys 1000	Jim Richards/Mark Skaife	Gibson Motorsport	Nissan Skyline GT-R
1993 Tooheys 1000	Larry Perkins/Gregg Hansford	Perkins Engineering	Holden VP Commodore
1994 Tooheys 1000	Dick Johnson/John Bowe	Dick Johnson Racing	Ford EB Falcon
1995 Tooheys 1000	Larry Perkins/Russell Ingall	Perkins Engineering	Holden VR Commodore
1996 AMP Bathurst 1000	Craig Lowndes/Greg Murphy	Holden Racing Team	Holden VR Commodore
1997 AMP Bathurst 1000*	Geoff Brabham/David Brabham	BMW Motorsport Australia	BMW 320i
1997 Primus 1000 Classic	Larry Perkins/Russell Ingall	Perkins Engineering	Holden VS Commodore
1998 AMP Bathurst 1000*	Rickard Rydell/Jim Richards	Volvo S40 Racing/TWR	Volvo S40
1998 FAI 1000 Classic	Jason Bright/Steven Richards	Stone Brothers Racing	Ford EL Falcon
1999 FAI 1000	Greg Murphy/Steven Richards	Gibson Motorsport	Holden VT Commodore
2000 FAI 1000	Garth Tander/Jason Bargwanna	Garry Rogers Motorsport	Holden VX Commodore
2001 V8 Supercar 1000	Mark Skaife/Tony Longhurst	Holden Racing Team	Holden VX Commodore
2002 Bob Jane T-Marts 1000	Mark Skaife/Jim Richards	Holden Racing Team	Holden VX Commodore
2003 Bob Jane T-Marts 1000	Greg Murphy/Rick Kelly	Kmart Racing	Holden VY Commodore
2004 Bob Jane T-Marts 1000	Greg Murphy/Rick Kelly	Kmart Racing	Holden VY Commodore
2005 Supercheap Auto Bathurst 1000	Mark Skaife/Todd Kelly	Holden Racing Team	Holden VZ Commodore
2006 Supercheap Auto Bathurst 1000	Craig Lowndes/Jamie Whincup	Triple Eight Race Engineering	Ford BA Falcon
2007 Supercheap Auto Bathurst 1000	Craig Lowndes/Jamie Whincup	Triple Eight Race Engineering	Ford BF Falcon
2008 Supercheap Auto Bathurst 1000	Craig Lowndes/Jamie Whincup	Triple Eight Race Engineering	Ford BF Falcon
2009 Supercheap Auto Bathurst 1000	Garth Tander/Will Davison	Holden Racing Team	Holden VE Commodore
2010 Supercheap Auto Bathurst 1000	Craig Lowndes/Mark Skaife	Triple Eight Race Engineering	Holden VE Commodore
2011 Supercheap Auto Bathurst 1000	Garth Tander/Nick Percat	Holden Racing Team	Holden VE Commodore
2012 Supercheap Auto Bathurst 1000	Jamie Whincup/Paul Dumbrell	Triple Eight Race Engineering	Holden VE Commodore
2013 Supercheap Auto Bathurst 1000	Mark Winterbottom/Steven Richards	Ford Performance Racing	Ford FG Falcon
2014 Supercheap Auto Bathurst 1000	Chaz Mostert/Paul Morris	Ford Performance Racing	Ford FG Falcon
2015 Supercheap Auto Bathurst 1000	Craig Lowndes/Steven Richards	Triple Eight Race Engineering	Holden VF Commodore
2016 Supercheap Auto Bathurst 1000	Will Davison/Jonathon Webb	Tekno Autosports	Holden VF Commodore
2017 Supercheap Auto Bathurst 1000	David Reynolds/Luke Youlden	Erebus Motorsport	Holden VF Commodore
2018 Supercheap Auto Bathurst 1000	Craig Lowndes/Steven Richards	Triple Eight Race Engineering	Holden ZB Commodore

\* Super Touring Bathurst 1000



# MOST PODIUMS

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

# POLE POSITIONS

YEAR	DRIVER	TIME	CAR
1967	Ian Geoghegan	3m02.00s	Ford XR GT Falcon
1968	Bruce McPhee	2m56.70s	Holden GTS 327 Monaro
1969	Ian Geoghegan	2m48.90s	Ford XW GT-HO Falcon
1970	Allan Moffat	2m52.10s	Ford XW GT-HO Ph II Falcon
1971	Allan Moffat	2m38.90s	Ford XY GT-HO Ph III Falcon
1972	Allan Moffat	2m35.80s	Ford XY GT-HO Ph III Falcon
1973	John Goss	2m33.40s	Ford XA GT Falcon
1974	Peter Brock	2m30.80s	Holden L34 Torana
1975	Colin Bond	2m27.40s	Holden L34 Torana
1976	Allan Moffat	2m25.00s	Ford XB GT Falcon
1977	Peter Brock	2m24.90s	Holden A9X Torana
1978	Peter Brock	2m20.00s	Holden A9X Torana
1979	Peter Brock	2m20.50s	Holden A9X Torana
1980	Kevin Bartlett	2m20.97s	Chevrolet Camaro
1981	Kevin Bartlett	2m36.40s**	Chevrolet Camaro
1982	Allan Grice	2m17.50s	Holden VH Commodore
1983	Peter Brock	2m16.20s	Holden VH Commodore
1984	George Fury	2m13.85s	Nissan Bluebird Turbo
1985	Tom Walkinshaw	2m18.82s	Jaguar XJ-S
1986	Gary Scott	2m17.16s	Nissan Skyline Turbo
1987	Klaus Ludwig	2m16.96s	Ford Sierra RS500
1988	Dick Johnson	2m16.46s	Ford Sierra RS500
1989	Peter Brock	2m15.80s	Ford Sierra RS500
1990	Klaus Niedzwiedz	2m13.94s	Ford Sierra RS500
1991	Mark Skaife	2m12.62s	Nissan Skyline GT-R
1992	Dick Johnson	2m12.893s	Ford Sierra RS500
1993	Larry Perkins	2m13.013s	Holden VP Commodore
1994	Glenn Seton	2m12.1464s	Ford EB Falcon
1995	Craig Lowndes	2m11.5540s	Holden VR Commodore
1996	Glenn Seton	2m11.0160s	Ford EF Falcon
1997*	Paul Morris	2m16.5958s	BMW 320i
1997	Mark Skaife	2m10.0397s	Holden VS Commodore
1998*	Rickard Rydell	2m14.9265s	Volvo S40
1998	Mark Skaife	2m09.8954s	Holden VT Commodore
1999	Mark Larkham	2m09.5146s	Ford AU Falcon
2000	Wayne Gardner	2m28.3844s**	Ford AU Falcon
2001	Marcos Ambrose	2m09.7785s	Ford AU Falcon
2002	Mark Skaife	2m08.8278s	Holden VX Commodore
2003	Greg Murphy	2m06.8594s	Holden VY Commodore
2004	Steven Richards	2m07.9611s	Holden VY Commodore
2005	Craig Lowndes	2m08.5990s	Ford BA Falcon
2006	Mark Skaife	2m07.4221s	Holden VZ Commodore
2007	Mark Winterbottom	2m07.0908s	Ford BF Falcon
2008	Garth Tander	2m07.2963s	Holden VE Commodore
2009	Garth Tander	2m07.9463s	Holden VE Commodore
2010	Mark Winterbottom	2m07.5377s	Ford FG Falcon
2011	Greg Murphy	2m08.8009s	Holden VE Commodore
2012	Will Davison	2m08.0693s	Ford FG Falcon
2013	Jamie Whincup	2m07.8825s	Holden VF Commodore
2014	Shane van Gisbergen	2m06.3267s	Holden VF Commodore
2015	David Reynolds	2m27.8201s**	Ford FG X Falcon
2016	Jamie Whincup	2m05.4263s	Holden VF Commodore
2017	Scott McLaughlin	2m03.8312s	Ford FG X Falcon
2018	David Reynolds	2m04.0589s	Holden ZB Commodore

\*Super Touring Bathurst 1000 \*\*Wet weather qualifying  
Note: From 1963-66 the grid was lined up by classes with the most expensive class at the front.

# FASTEST RACE LAPS

YEAR	DRIVER	TIME	CAR
1964	Ian Geoghegan/Leo Geoghegan	3m21.3s	Ford Cortina GT
1965	Brian Foley	3m.13.7s	Morris Cooper S
1966	Frank Matich	3m10.0s	Morris Cooper S
1967	Fred Gibson	3m03.0s	Ford XR GT Falcon
1968	Bruce McPhee	2m58.0s	Holden GTS 327 Monaro
1969=	Allan Moffat/Alan Hamilton	2m52.1s	Ford XW GT-HO Falcon
1969=	Fred Gibson/Barry Seton	2m52.1s	Ford XW GT-HO Falcon
1970	John Goss/Bob Skelton	2m53.0s	Ford XW GT-HO Falcon
1971	Bob Morris	2m40.0s	Ford XY GT-HO Falcon
1972	Allan Moffat	2m36.5s	Ford XY GT-HO Falcon
1973	John Goss	2m34.8s	Ford XA GT Falcon
1974	Peter Brock	2m29.8s	Holden L34 Torana
1975	Not recorded	-	-
1976=	Allan Moffat	2m28.4s	Ford XB GT Falcon
1976=	Peter Brock	2m28.4s	Holden L34 Torana
1977	Allan Moffat	2m26.4s	Ford XC Falcon
1978	Allan Moffat	2m22.0s	Ford XC Falcon
1979	Peter Brock	2m21.1s	Holden A9X Torana
1980	Dick Johnson	2m22.2s	Ford XD Falcon
1981	Dick Johnson	2m20.9s	Ford XD Falcon
1982	Peter Brock	2m20.1s	Holden VH Commodore
1983	Peter Brock	2m18.5s	Holden VH Commodore
1984	Peter Brock	2m15.13s	Holden VK Commodore
1985	John Goss	2m21.86s	Jaguar XJ-S
1986	Allan Grice	2m18.99s	Holden VK Commodore
1987	Andrew Miedecke	2m22.50s	Ford Sierra RS500
1988	Tony Longhurst	2m19.06s	Ford Sierra RS500
1989	Dick Johnson	2m19.12s	Ford Sierra RS500
1990	Mark Skaife	2m15.46s	Nissan Skyline GT-R
1991	Mark Skaife	2m14.50s	Nissan Skyline GT-R
1992	Mark Skaife	2m16.47s	Nissan Skyline GT-R
1993	Mark Skaife	2m14.803s	Holden VP Commodore
1994	Dick Johnson	2m14.1458s	Ford EB Falcon
1995	Craig Lowndes	2m14.3229s	Holden VR Commodore
1996	Craig Lowndes	2m13.1636s	Holden VR Commodore
1997*	Jason Plato	2m16.8034s	Renault Laguna
1997	Larry Perkins	2m12.3398s	Holden VS Commodore
1998*	Rickard Rydell	2m17.9558s	Volvo S40
1998	Craig Lowndes	2m12.7771s	Holden VT Commodore
1999	Paul Radisich	2m.12.5624s	Ford AU Falcon
2000	Craig Lowndes	2m14.2602s	Holden VT Commodore
2001	Simon Wills	2m10.2011s	Ford AU Falcon
2002	Brad Jones	2m09.5705s	Ford AU Falcon
2003	Garth Tander	2m08.6726s	Holden VY Commodore
2004	Jason Bright	2m08.8972s	Holden VY Commodore
2005	Mark Skaife	2m08.6515s	Holden VZ Commodore
2006	Craig Lowndes	2m08.6571s	Ford BA Falcon
2007	Jamie Whincup	2m08.4651s	Ford BF Falcon
2008	James Courtney	2m09.2775s	Ford BF Falcon
2009	Jason Richards	2m08.9972s	Holden VE Commodore
2010	Jason Bright	2m08.8215s	Holden VE Commodore
2011	Jamie Whincup	2m09.3340s	Holden VE Commodore
2012	Shane van Gisbergen	2m09.5962s	Ford FG Falcon
2013	Garth Tander	2m10.5344s	Holden VF Commodore
2014	Chaz Mostert	2m07.4913s	Ford FG Falcon
2015	Jamie Whincup	2m07.1226s	Holden VF Commodore
2016	David Reynolds	2m06.2769s	Holden VF Commodore
2017	David Reynolds	2m07.5013s	Holden VF Commodore
2018	David Reynolds	2m06.1492s	Holden ZB Commodore

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

# MOST WINS

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

## MOST WINS IN A ROW

WINS	DRIVERS
3	Peter Brock/Jim Richards (1978-1980)
3	Peter Brock/Larry Perkins (1982-1984)
3	Craig Lowndes/Jamie Whincup (2006-2008)

## MOST WINS PER MAKE

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

## BEST RESULT FOR MAKE

1st to 9th – Morris Cooper S in 1966

## MOST WINS IN A ROW FOR MAKE

7 – Holden (1999-2005)

## MOST WINS FOR TEAM

9 – Holden Dealer Team/HDT Racing

## BIGGEST WINNING MARGIN

6 laps – Peter Brock/Jim Richards in 1979

## CLOSEST NON-FORMATION WINNING MARGIN

0.1434 seconds – Will Davison/Jonathon Webb ahead of Shane van Gisbergen/Alexandre Prémat (2016)

## MOST STARTS

35 – Jim Richards

## MOST FASTEST LAPS

6 – Peter Brock

## MOST SHOOTOUTS

21 – Dick Johnson

## MOST POLES FOR MAKE

23 – Ford, Holden

## MOST POLES FOR TEAM

7 – Holden Racing Team

## MOST POLES IN A ROW

3 – Allan Moffat (1970-1972), Peter Brock (1977-1979)

## MOST WINS FROM POLE

2 – Allan Moffat (1970-1971), Peter Brock/Jim Richards (1978-1979), Mark Skaife/Jim Richards (1991 & 2002)

## MOST BATHURST-CHAMPIONSHIP DOUBLES

3 – Mark Skaife (1992, 2001, 2002)

## MOST SANDOWN-BATHURST DOUBLES

5 – Peter Brock (1975, 1978, 1979, 1980, 1984)

## MOST SANDOWN-BATHURST-CHAMPIONSHIP TRIPLES

2 – Peter Brock (1978, 1980)



# MOST POLE POSITIONS

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





# GOLD COAST 600 WINNERS

YEAR	WINNING DRIVERS	TEAM	CAR
2010	Garth Tander/Cameron McConville	Holden Racing Team	Holden VE Commodore
2010	Jamie Whincup/Steve Owen	Triple Eight Race Engineering	Holden VE Commodore
2011	Jamie Whincup/Sebastien Bourdais	Triple Eight Race Engineering	Holden VE Commodore
2011	Mark Winterbottom/Richard Lyons	Ford Performance Racing	Ford FG Falcon
2012	Jamie Whincup/Sebastien Bourdais	Triple Eight Race Engineering	Holden VE Commodore
2012	Will Davison/Mika Salo	Ford Performance Racing	Ford FG Falcon
2013	Craig Lowndes/Warren Luff	Triple Eight Race Engineering	Holden VF Commodore
2013	David Reynolds/Dean Canto	Ford Performance Racing	Ford FG Falcon
2014	Shane van Gisbergen/Jonathon Webb	Tekno Autosports	Holden VF Commodore
2014	Jamie Whincup/Paul Dumbrell	Triple Eight Race Engineering	Holden VF Commodore
2015	Shane van Gisbergen/Jonathon Webb	Tekno Autosports	Holden VF Commodore
2015	James Courtney/Jack Perkins	Holden Racing Team	Holden VF Commodore
2016	Shane van Gisbergen/Alexandre Prémat	Triple Eight Race Engineering	Holden VF Commodore
2016	Jamie Whincup/Paul Dumbrell	Triple Eight Race Engineering	Holden VF Commodore
2017	Chaz Mostert/Steve Owen	Prodrive Racing Australia	Ford FG X Falcon
2017	Scott McLaughlin/Alexandre Prémat	DJR Team Penske	Ford FG X Falcon
2018*	Chaz Mostert/James Moffat	Tickford Racing	Ford FG X Falcon

## MOST WINS

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

## MOST POLE POSITIONS

- 5** Jamie Whincup
- 4** Shane van Gisbergen
- 3** Scott McLaughlin
- 2** David Reynolds

## MOST WINS PER MAKE

- 11** Holden
- 6** Ford

## MOST WINS PER TEAM

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



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# SANDOWN WINNERS

YEAR	WINNING DRIVERS	TEAM	CAR
1964	Ralph Sach/Roberto Bussinello	Alec Mildren Racing	Alfa Romeo TI Super
1965	Frank Gardner/Kevin Bartlett	Alec Mildren Racing	Alfa Romeo TI Super
1968	Tony Roberts/Bob Watson	Bill Patterson Motors	Holden GTS 327 Monaro
1969	Allan Moffat/John French	Ford Motor Company	Ford XW GT-HO Falcon
1970	Allan Moffat	Ford Motor Company	Ford XW GT-HO Ph II Falcon
1971	Colin Bond	Holden Dealer Team	Holden XU-1 Torana
1972	John Goss	McLeod Ford	Ford XY GT-HO Ph III Falcon
1973	Peter Brock	Holden Dealer Team	Holden XU-1 Torana
1974	Allan Moffat	Allan Moffat Racing	Ford XB GT Falcon
1975	Peter Brock	Gown-Hindhaugh Motors	Holden L34 Torana
1976	Peter Brock	Team Brock	Holden L34 Torana
1977	Peter Brock	Bill Patterson Racing	Holden A9X Torana
1978	Peter Brock	Holden Dealer Team	Holden A9X Torana
1979	Peter Brock	Holden Dealer Team	Holden A9X Torana
1980	Peter Brock	Holden Dealer Team	Holden VB Commodore
1981	Peter Brock	Holden Dealer Team	Holden VC Commodore
1982	Allan Moffat	Allan Moffat Racing	Mazda RX-7
1983	Allan Moffat	Allan Moffat Racing	Mazda RX-7
1984	Peter Brock/Larry Perkins	Holden Dealer Team	Holden VK Commodore
1985	Jim Richards/Tony Longhurst	JPS Team BMW	BMW 635CSi
1986	George Fury/Glenn Seton	Nissan Motorsport	Nissan Skyline Turbo
1987	George Fury/Terry Shiel	Nissan Motorsport	Nissan Skyline Turbo
1988	Allan Moffat/Gregg Hansford	Allan Moffat Racing	Ford Sierra RS500
1989	Jim Richards/Mark Skaife	Nissan Motorsport	Nissan Skyline GTS-R
1990	Glenn Seton/George Fury	Glenn Seton Racing	Ford Sierra RS500
1991	Mark Gibbs/Rohan Onslow	Bob Forbes Racing	Nissan Skyline GT-R
1992	Larry Perkins/Steve Harrington	Perkins Engineering	Holden VL SS Group A SV Commodore
1993	Geoff Brabham/David Parsons	Glenn Seton Racing	Ford EB Falcon
1994	Dick Johnson/John Bowe	Dick Johnson Racing	Ford EB Falcon
1995	Dick Johnson/John Bowe	Dick Johnson Racing	Ford EF Falcon
1996	Craig Lowndes/Greg Murphy	Holden Racing Team	Holden VR Commodore
1997	Greg Murphy/Craig Lowndes	Holden Racing Team	Holden VS Commodore
1998	Larry Perkins/Russell Ingall	Perkins Engineering	Holden VT Commodore
2003	Mark Skaife/Todd Kelly	Holden Racing Team	Holden VY Commodore
2004	Marcos Ambrose/Greg Ritter	Stone Brothers Racing	Ford BA Falcon
2005	Craig Lowndes/Yvan Muller	Triple Eight Race Engineering	Ford BA Falcon
2006	Jason Bright/Mark Winterbottom	Ford Performance Racing	Ford BA Falcon
2007	Craig Lowndes/Jamie Whincup	Triple Eight Race Engineering	Ford BF Falcon
2012	Craig Lowndes/Warren Luff	Triple Eight Race Engineering	Holden VE Commodore
2013	Jamie Whincup/Paul Dumbrell	Triple Eight Race Engineering	Holden VF Commodore
2014	Jamie Whincup/Paul Dumbrell	Triple Eight Race Engineering	Holden VF Commodore
2015	Mark Winterbottom/Steve Owen	Prodrive Racing Australia	Ford FG X Falcon
2016	Garth Tander/Warren Luff	Holden Racing Team	Holden VF Commodore
2017	Cameron Waters/Richie Stanaway	Prodrive Racing Australia	Ford FG X Falcon
2018	Jamie Whincup/Paul Dumbrell	Triple Eight Race Engineering	Holden ZB Commodore

## MOST WINS

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

## MOST WINS IN A ROW

- 7 Peter Brock (1975-1981)

## MOST WINS PER MAKE

- 21 Holden
- 15 Ford
- 4 Nissan
- 2 Alfa Romeo, Mazda, BMW

## MOST PODIUMS

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

## MOST POLE POSITIONS

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

## MOST WINS FROM POLE POSITION

- 3 Peter Brock (1978-1980)

## MOST POLE POSITIONS IN A ROW

- 5 Allan Moffat (1969-1973)

## BIGGEST WINNING MARGIN

- 7 laps Ralph Sach/Roberto Bussinello ahead of Peter Manton/Brian Foley in 1964

## CLOSEST FINISHING MARGIN

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

## MOST WINS IN A ROW FOR MAKE

- 7 Holden (1975-1981)

## MOST POLES IN A ROW FOR MAKE

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

## BEST RESULT FOR MAKE

- 1st to 7th Holden in 1975

## QUEENSLAND 500 RACE WINNERS

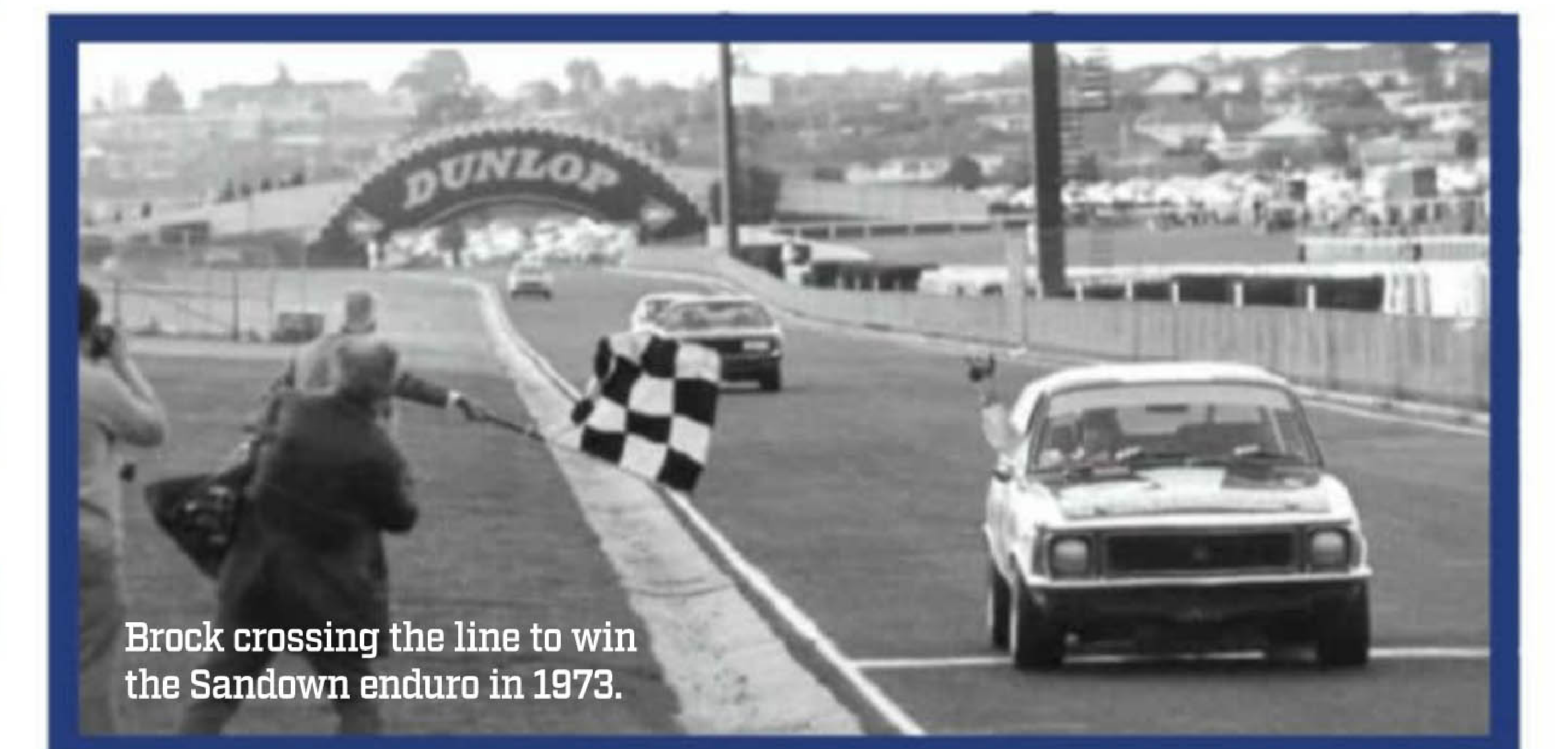
1999	Russell Ingall/Larry Perkins	Perkins Engineering	Holden VT Commodore
2000	Craig Lowndes/Mark Skaife	Holden Racing Team	Holden VT Commodore
2001	Steven Johnson/Paul Radisich	Dick Johnson Racing	Ford AU Falcon
2002	David Besnard/Simon Wills	Stone Brothers Racing	Ford AU Falcon

## PHILLIP ISLAND 500 RACE WINNERS

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



Peter Brock was the master at Sandown.



Brock crossing the line to win the Sandown enduro in 1973.



# ENDURANCE CUP WINNERS

## 1981

### EVENT WINNERS

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

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

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

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

### *Champion*

Toyota – Toyota Celica (Class C)\*

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

## 1982

### EVENT WINNERS

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

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

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

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

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

### *Champion*

Allan Moffat – Mazda RX-7

## 1983

### EVENT WINNERS

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

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

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

**Bathurst 1000:**  
Peter Brock/Larry Perkins/John Harvey –

Holden VH Commodore SS

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

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

### *Champion*

Peter McLeod – Mazda RX-7

## 1984

### EVENT WINNERS

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

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

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

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

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

### *Champion*

Allan Moffat – Mazda RX-7

## 1985

### EVENT WINNERS

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

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

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

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

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

### *Champion*

Jim Richards – BMW 635 CSi



Lowndes takes victory at Bathurst in 2018.



Steven Richards and Craig Lowndes, winners of the 2018 PIRTEK Enduro Cup.

## 1986

### EVENT WINNERS

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

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

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

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

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

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

### *Champion*

Jim Richards – BMW 635 CSi

## 1990

### EVENT WINNERS

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

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

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

### *Champion*

Glenn Seton – Ford Sierra RS500

## 1991

### EVENT WINNERS

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

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

### *Champion*

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

## 2013

### EVENT WINNERS

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

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

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

### *Champion*

Craig Lowndes/Warren Luff – Holden VF Commodore

## 2014

### EVENT WINNERS

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

**Bathurst 1000:**

Chaz Mostert/Paul Morris – Ford FG Falcon

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

### *Champion*

Jamie Whincup/Paul Dumbrell – Holden VF Commodore

## 2015

### EVENT WINNERS

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

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

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

### *Champion*

Garth Tander/Warren Luff – Holden VF Commodore

## 2016

### EVENT WINNERS

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

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

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

### *Champion*

Shane van Gisbergen/Alexandre Prémat – Holden VF Commodore

## 2017

### EVENT WINNERS

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

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

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

### *Champion*

Chaz Mostert/Steve Owen – Ford FG X Falcon

## 2018

### EVENT WINNERS

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

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

**Gold Coast 600:**  
Chaz Mostert/James Moffat – Ford FG X Falcon

### *Champion*

Craig Lowndes/Steven Richards – Holden ZB Commodore



WORDS James Crocker IMAGES Supercars, Kelly Racing, Brad Jones Racing

# YOUNG GUNS TO WATCH

The 2019 PIRTEK Enduro Cup will be a crucial test in the careers of a number of up and coming drivers, thrown into the deep-end at Bathurst with the opportunity to impress in the main game. These are their stories...

**T**he season of endurance is a chance for the rising stars of Supercars to make a name for themselves. With no warm-up event before Bathurst, the pressure will be on the youngsters to not only get up to speed but also impress.

These are the young drivers to watch in the 2019 PIRTEK Enduro Cup:

## JAKE KOSTECKI & BRODIE KOSTECKI ▼

The KostECKis have become regulars in the Dunlop Super2 Series in recent years, with brothers Kurt and Jake and cousin Brodie becoming a part of the furniture in the second-tier category.

This season saw Kurt break off from the family operation to join Triple Eight Race Engineering's Dunlop Super2 Series team, whilst Jake and Brodie stayed to team up in this season's PIRTEK Enduro Cup in a wildcard entry.

Jake has been a regular in the top 10 in the Dunlop Super2 Series in 2019. Brodie started the season with a race win in Adelaide, though he bowed out of the championship with his car converted into the ZB Commodore that the cousins will pilot this endurance season.

The KostECKis have found themselves a backer for their maiden campaign with Boost Mobile coming aboard as title sponsor for Bathurst, in what is a momentous



occasion for KostECKi Brothers Racing.

With both KostECKis hitting career-best form this season, they and the team will be out to prove they aren't out of place in the main game.

## WILL BROWN

Brown burst onto the scene in 2016, taking out both the Toyota 86 Series and Formula 4 Series championships.

The Toowoomba native followed this up with an impressive Dunlop Super2 Series debut season with Eggleston Motorsport in 2017, taking six top-10 finishes in his first six races on his way to ninth in the championship and the Mike Kable Young Gun Award.

He stepped up into the main game in 2018 alongside Anton De Pasquale at Erebus Motorsport. Strong runs were counteracted by bad luck at Bathurst and a mistake that resulted in a hefty accident on the Gold Coast, but Brown gave a good account for himself and returns to the #99 for this year's PIRTEK Enduro Cup.

Brown is in his third Dunlop Super2 Series tilt in 2019, in addition to a successful campaign in the inaugural TCR Australia Series.

The De Pasquale-Brown combination impressed at Bathurst last season, so look for the #99 entry to be at the forefront of this endurance season. With Brown's name being linked with a few main-game seats, another strong endurance run could strengthen his case for a full-time drive in 2020.

## THOMAS RANDLE ►

Tickford's Dunlop Super 2 Series young gun makes the step up into the main game this year, partnering Lee Holdsworth in the #5



entry for the PIRTEK Enduro Cup.

The 23-year-old from Melbourne comes from a racing background with father Dean being a successful Sports Sedan runner for several years.

The second-generation racer began in the Australian Formula Ford and Formula 4 Series before heading overseas, having run competitively in British Formula 3 and the Formula Renault Eurocup before returning to Australia last year to race for Tickford Racing in the Dunlop Super2 Series.

He was awarded the Mike Kable Young Gun Award in 2018 following a strong rookie campaign in the Dunlop Super2 Series. Despite a slow start to 2019, Randle has broken through in recent rounds by running at the front-end of the field on a more consistent basis.

In preparation for his endurance role, Randle made a main-game wildcard start at The Bend Motorsport Park, gaining valuable experience before Bathurst.

Much is expected of Randle, in a car that has been at the front of the field all season, so the stage is set for him to make a big impression.

## BRYCE FULLWOOD ▲

Twenty-one-year-old Fullwood is the next in a long line of talents to pass through the doors of MW Motorsport. Since entering the Dunlop Super2 Series in 2015, Fullwood has been at the front of the pack for the most part of the last five seasons.

Fullwood has stepped up in 2019, putting together an extremely strong Dunlop Super2 Series campaign that sees him lead the championship by a large margin.

The Darwin native teams up with one of the quiet achievers of the 2019 season in André Heimgartner at Kelly Racing. This year's endurance campaign is Fullwood's second in the main game, having made his debut alongside Todd Hazelwood at Matt Stone Racing in 2018.

With Fullwood racing the Altima to wins in the Dunlop Super2 Series, he is relishing the chance to get behind the wheel of the #7 entry.

"Kelly Racing is a very big operation and have been in the motorsport game for a long time, so I'm really excited to learn from the team and, obviously, André has had a good year so far and is one of the leading cars in the team," he says.

"I'm really keen to learn from these people that have a lot more experience than I do."



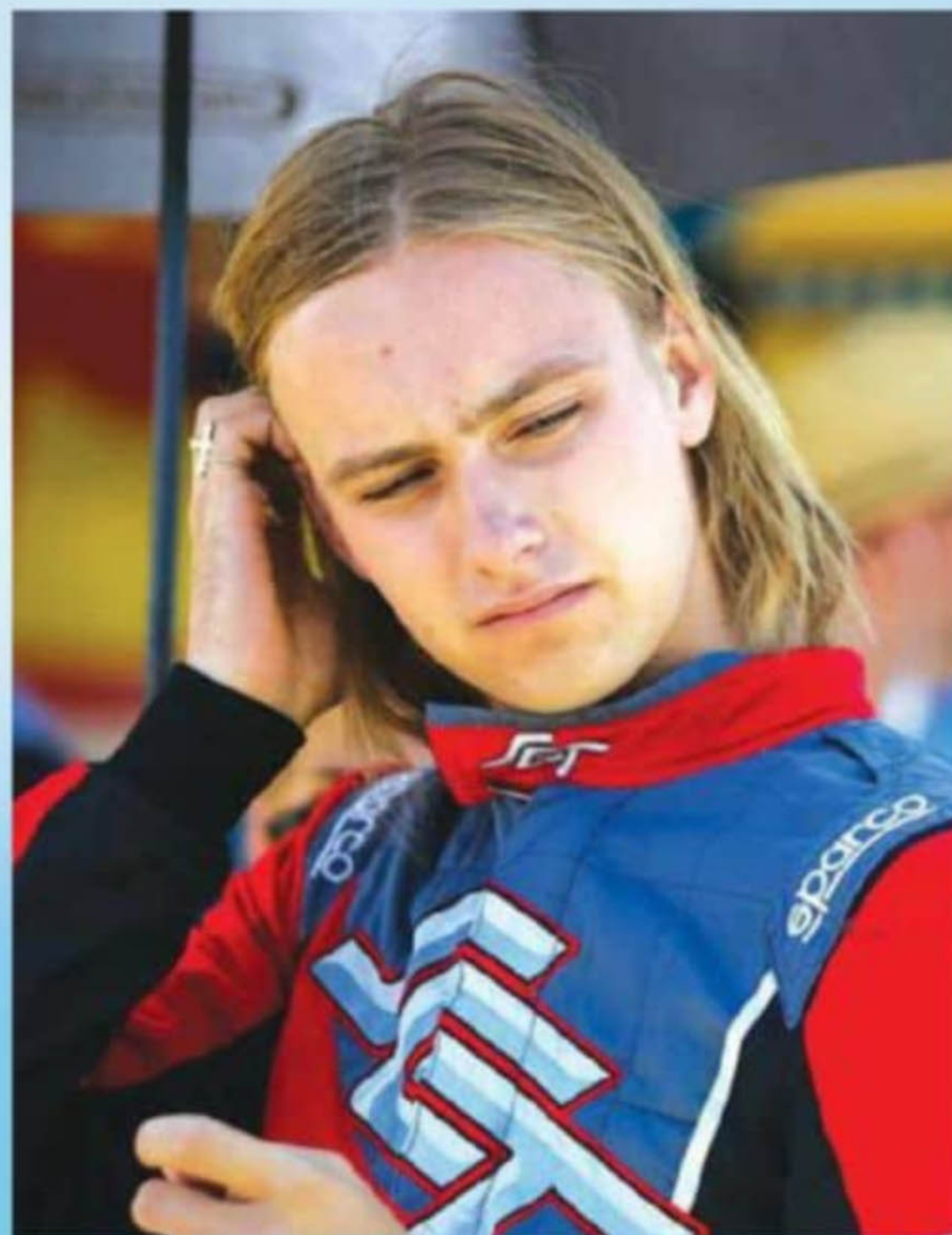
Given the speed that both Heimgartner and Fullwood have shown in their respective campaigns this season, this pairing could be a darkhorse come the endurance events. And if Fullwood continues his stellar form in the Dunlop Super2 Series, he could be another name that pops up in the silly season mix.

**ALEX RULLO ▼**

Rullo has a heap of experience in Supercars, debuting in the main game as a 16-year-old with Lucas Dumbrell Motorsport in 2017. The West Australian moved back to the Dunlop Super2 Series in 2018, finishing fourth in the championship, in addition to an endurance campaign with Nissan Motorsport.

Rullo returns to the #78 Nissan Altima, teaming up with Simona De Silvestro for a second straight season after recording a respectable 14th place at Bathurst last year.

"It's great to be able to partner with Simona once again for the PIRTEK Enduro Cup; I'm stoked that the team chose to put me in their Supercar again, and Simona has been good to work with in the past," he says.



With Rullo potentially looking to return to the Dunlop Super2 Series next season, a respectable showing will help his cause.

**JACK SMITH ▲**

Smith enters his first endurance campaign with a wealth of experience considering he's only 20 years of age. With championship wins in Super3 and New Zealand's BNT V8 Series, Smith has been one to watch over the past few seasons.

The Queenslander has clocked up the kilometres this season in preparation for his PIRTEK Enduro Cup debut, having competed in four main-game wildcard event starts for Brad Jones Racing (BJR) in addition to his commitments in the Dunlop Super2 Series. However, Smith steps out of the BJR fold for the PIRTEK Enduro Cup, teaming up with Todd Hazelwood at Matt Stone Racing.

While Smith has gained valuable experience with his main-game outings, the switch of teams within the same season presents a big challenge.

"I've never really driven any Supercar other than a BJR car, apart from a brief stint with Paul Morris, so I'm really looking forward to meeting the team and driving the car," he says.

"I've known Todd for a little bit now and think he's a really good guy, so I'm excited to work with another young driver."

With Hazelwood and Matt Stone Racing setting good pace at certain stages this season, the pair could be a surprise contender in the long-distance races. And with Smith's name also mentioned in the silly season rumour mill, a strong showing could help his case in stepping up to the main game on a full-time basis in 2020.

**RICHARD MUSCAT**

Muscat is the oldest member on this list at 27 years of age, though he too is waiting for his chance to impress in a Supercar on a more regular basis.

The Victorian returns to the Garry Rogers Motorsport fold for his third PIRTEK Enduro Cup, partnering James Golding for the second year running.

A talented sportscar driver, Muscat has been competing in the Lamborghini Super Trofeo Asia Series in 2019 following top 10 championship finishes in the Dunlop Super2 Series in 2016 and 2017 in addition to an Australian GT title with Erebus Motorsport in 2014.

To remind Supercars team bosses of his talent, Muscat will be looking for another top-10 finish at Bathurst following eighth place in 2018, in what would be an improvement for the struggling Garry Rogers Motorsport. ✘

"IT'S GREAT TO BE ABLE TO PARTNER WITH SIMONA ONCE AGAIN FOR THE PIRTEK ENDURO CUP."  
ALEX RULLO



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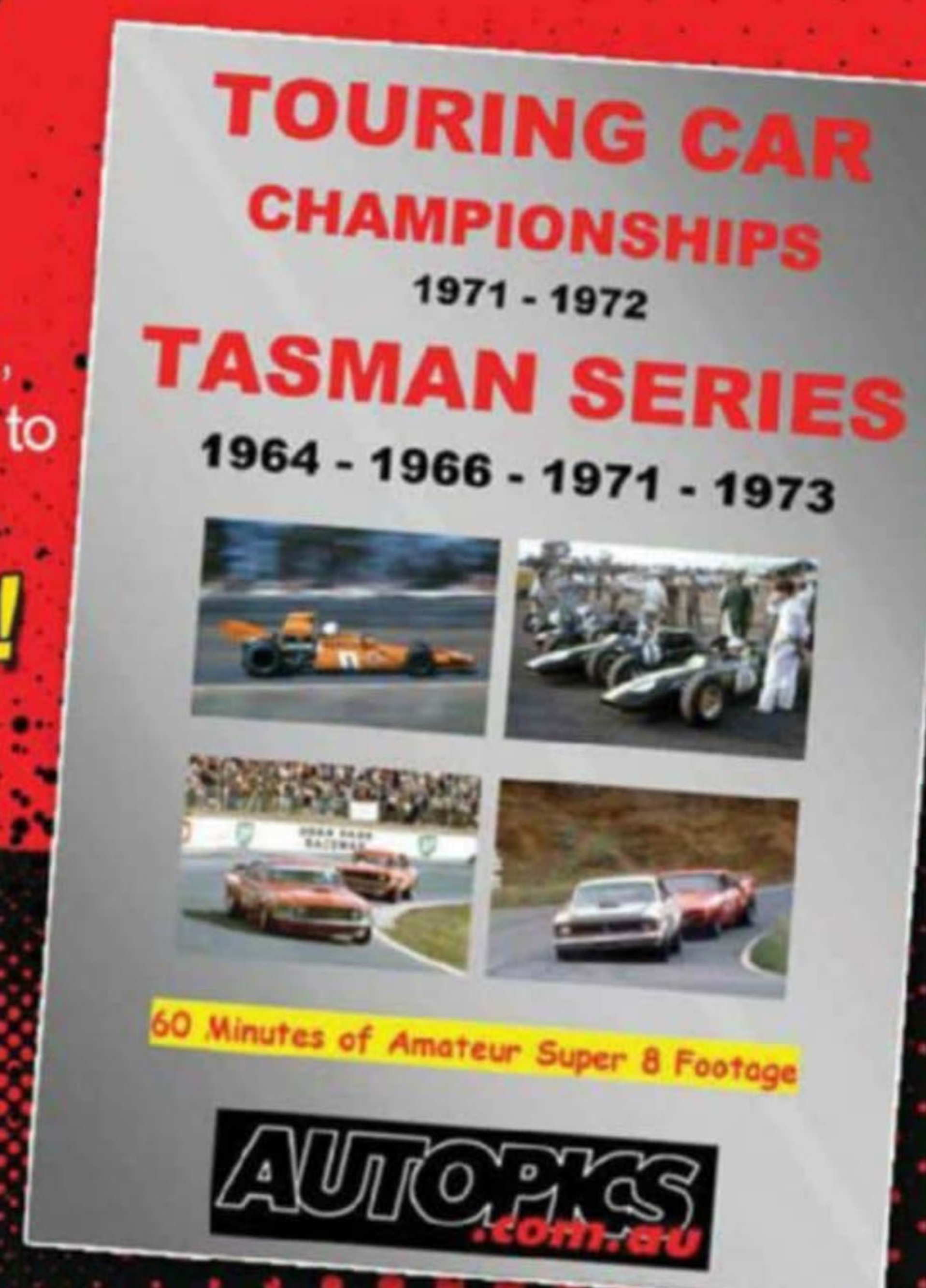
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# BACK IN THE MIX

WORDS John Bannon IMAGES Peter Norton, Garry Rogers Motorsport

It's been a long road back for Kiwi Chris Pither after a serious practice crash at Bathurst in 2008 put his career on hold. More than 10 years on, the 32-year-old is the only driver to have his name on both Dunlop Super2 Series and Australian V8 Ute Racing Series trophies. After being sidelined at the start of 2019, he's eager to prove once again that he belongs in the Virgin Australia Supercars Championship.

**T**here's no golden ticket to the Virgin Australia Supercars Championship. Not even winning the Dunlop Super2 Series guarantees you a seat in the main game. After claiming the second-tier title last season, Chris Pither began 2019 on the sidelines.

As it has panned out, though, while it may have been a quiet start to the year for the New Zealander, he's been making up for lost time. He received the call up

to fill in at Garry Rogers Motorsport (GRM) at Winton and Darwin after regular driver Richie Stanaway withdrew with a neck injury. In his first Supercars race of the year, Pither dragged the #33 Commodore from the back of the grid in qualifying to a then equal season-best 14th in the race.

Just a week earlier, Pither contested the first round of the all-new TCR Australia Series in a GRM-prepared Renault Megane RS.



Pither replaced the injured Richie Stanaway at Winton and Darwin in 2019.



"It's a great feeling to continue our successful relationship since winning the Dunlop Super2 Series last year," he says. "GRM is a fantastic team and very supportive of its drivers and staff. I'm very pleased to continue to drive with them."

Despite Pither missing out on a full-time Supercars drive with the team, GRM was happy to keep Pither in the fold.

"Chris is a genuine talent," says team owner Garry Rogers. "He is fast, smart and very dedicated. He is everything you want in a race driver."

The 2018 Dunlop Super2 Series champion has taken the long road to being a driver in demand. The now 32-year-old arrived on the Supercars scene with Team Kiwi in 2006. An endurance campaign for Paul Morris Motorsport alongside fellow New Zealander Fabian Coulthard followed in 2007 before a massive practice accident at Bathurst in 2008.

The Palmerston North-born driver sat out from the sport in 2009, before rebuilding his career in the New Zealand V8 Ute Championship Series, claiming the title in 2010. He returned to Australia the following year and duly took out the Australian V8 Ute Racing Series in 2011.

Pither's instant success in utes earned him a recall to the Supercars ranks, and he secured an endurance drive alongside David Wall at Brad Jones Racing in 2012.

He made two main-game starts with Super Black Racing at the end of 2015 before a full championship campaign in 2016, with the season highlight being a pole position at Queensland Raceway. The team folded at the end of the year after team owner Tony Lentino passed away mid-season. A further endurance drive followed in 2017 with Erebus Motorsport, which yielded an excellent fourth at Bathurst alongside Dale Wood.

Pither returned to the Dunlop Super2 Series in 2018, this time with GRM, in addition to a PIRTEK Enduro Cup campaign alongside veteran Garth Tander. Now with several years of Supercars experience under his belt, he was pleased to finally claim a title in a Supercar.

"I'm relaxed more than anything else having got it [the title] finished and I can go out there again knowing I've got it all over and done with," he says.

"I feel relaxed because it's all done and dusted and we managed to achieve what we aimed to do. I'd probably be more emotional if I didn't win it, to be honest.

"We came into the year and that [the championship] was the goal. So I'd be lying if I said I wasn't a little bit nervous coming



ABOVE: Pole position with Super Black Racing at Queensland Raceway in 2016 showed Pither's talent in Supercars.

into the event but at the same time I was just focussed on that one thing and really ticking the box."

Newcastle was a remarkable weekend for New Zealanders, with compatriot Scott McLaughlin winning his first Virgin Australia Supercars Championship just a few hours after Pither's triumph.

"Kiwis can fly," exclaims Pither. "We're lucky in New Zealand. We have lots of race tracks, and I think a lot of Kiwis are very passionate about cars and engineering. I can't pinpoint why lots of Kiwis are out there doing it [winning championships] for the size of the country. But it's pretty exciting that Kiwis won both [Supercars'] championships."

The championship wins by Pither and McLaughlin in Australia's two top Supercar categories created a unique piece of history for Kiwi fans.

"I don't think both the Dunlop Super2 Series and the Virgin Australia Supercars Championship had been won by Kiwis before in the same year," says Pither.

"So that is pretty unique and I think there will be some Kiwis celebrating pretty hard. Kiwis in general are pretty passionate about cars and motor racing, and that shows with the amount of Kiwis that are over here [in Australia] competing in different series. It's an exciting thing and it's the icing on the cake to get it done.

"You always back your fellow countryman. We talk to each other regularly and definitely support each other's endeavours. I think there's a little misconception about what we do between events.

"Everyone is busy like the mechanics and the rest of the crew are flat out with the

cars. The drivers also train hard and have different commitments.

"So we don't really see each other between events, but we are always watching out for what each other is doing and there's definitely a few text messages flying around between the Kiwis."

Another unique piece of history for Pither is that he became the only driver to win the Australian V8 Ute Racing Series (these days the ECB SuperUtes Series) and the Dunlop Super2 Series.

At 32 Pither may no longer be a young rising star, but he still has the combination of youth and importantly extensive experience to be a valuable asset to a Supercars team. And he is still aiming for a return to the main game on a full-time basis.

"Supercars is my goal and winning the feeder category gives myself the best shot of stepping up," he says.

"You obviously want to know that you can do the job at this level before putting yourself into the main series.

"Looking back on 2016 with Super Black Racing, it was a great year although we ended up tapering off towards the end of the season once the drive was going to evaporate.

"To that point, especially at QR [Queensland Raceway] we were getting some really strong results, and I felt it was a great rookie year.

"I'd love to have done a second or third year to really reach my potential. You need that second and third year to really get the most out of yourself.

"I'd love to have another go in the main series, but we'll just have to wait and see if any opportunities present themselves." X

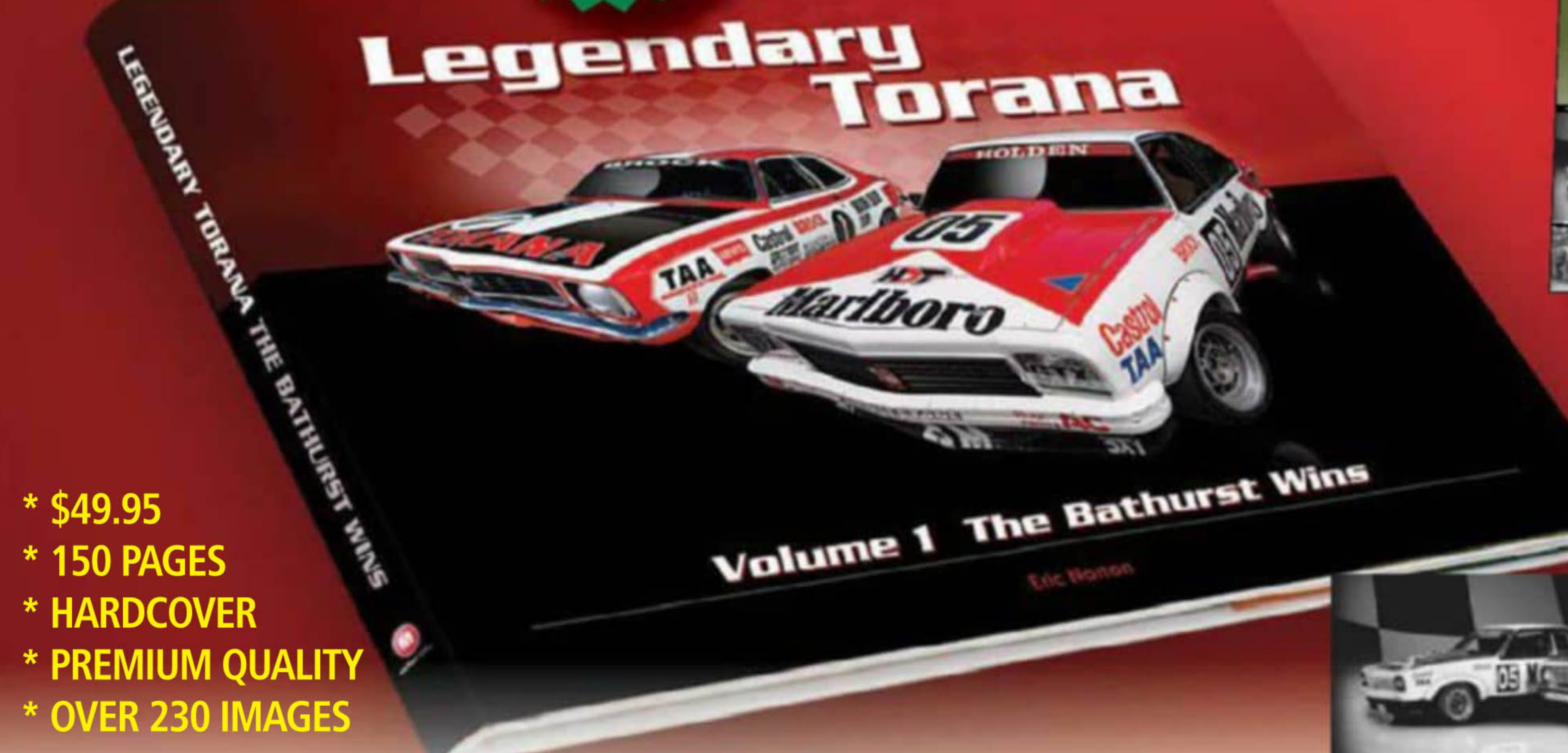
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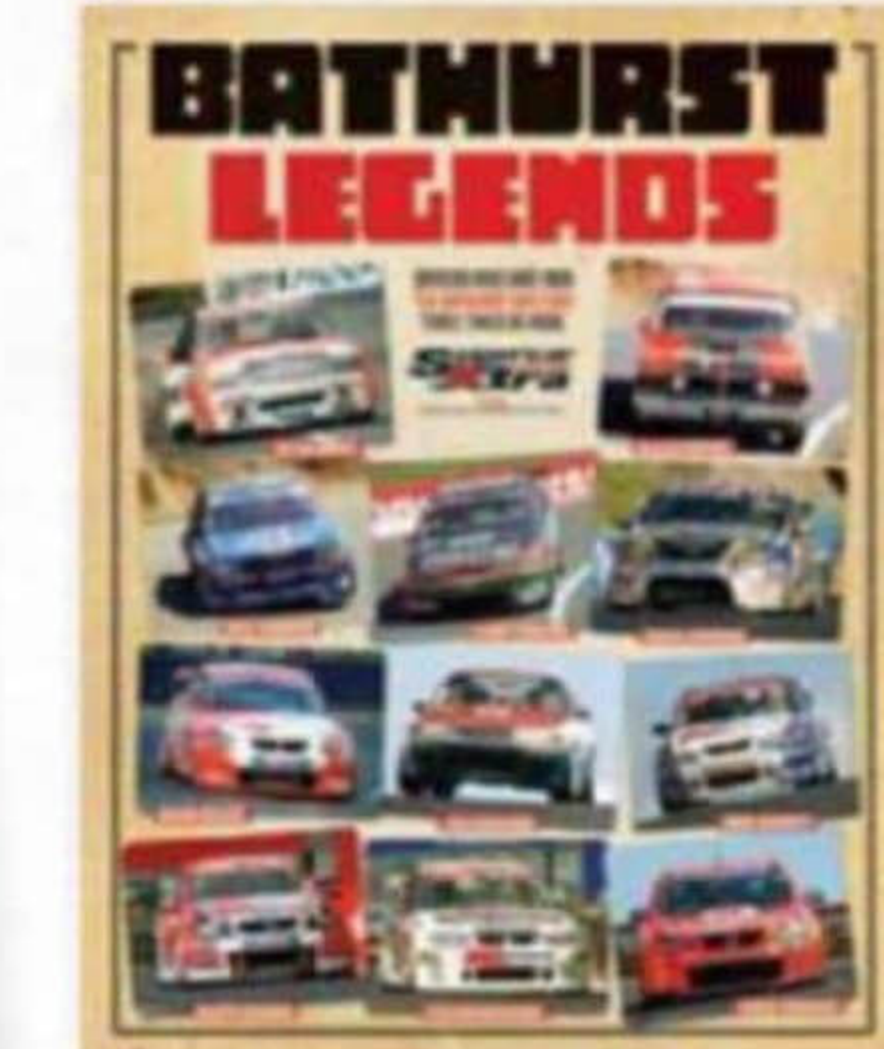
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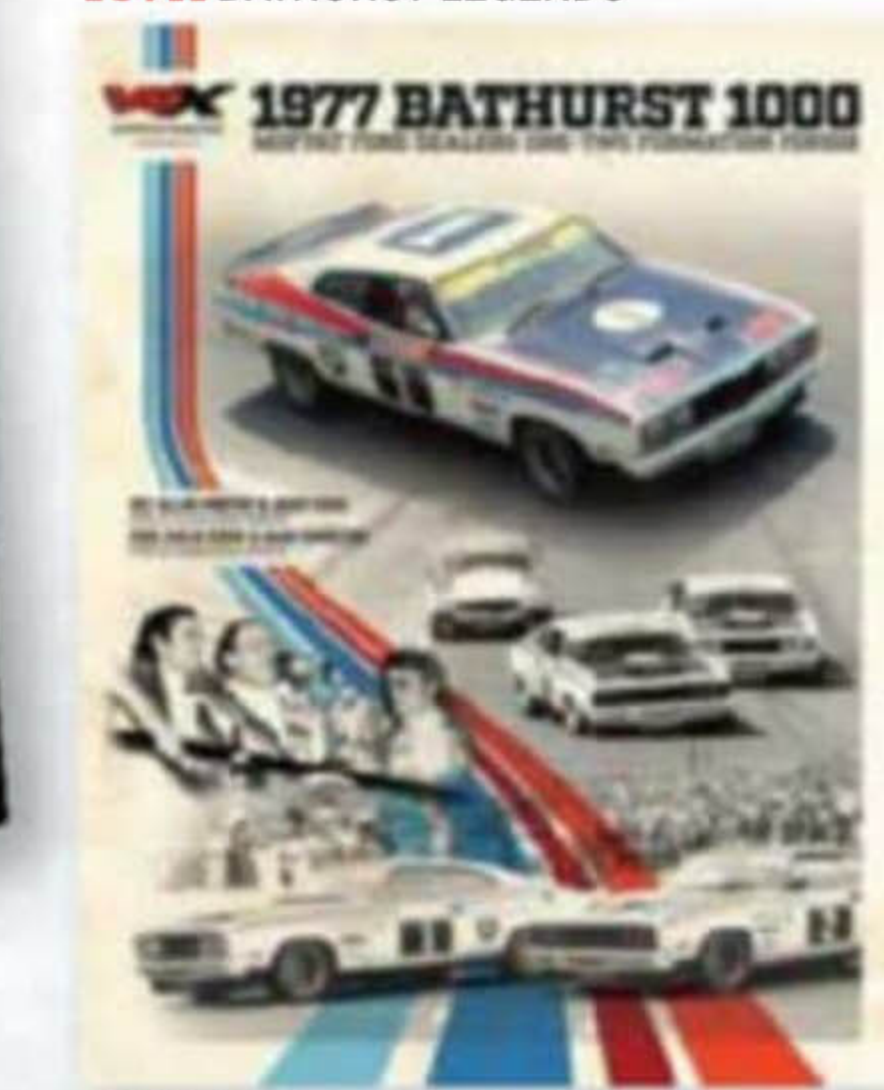
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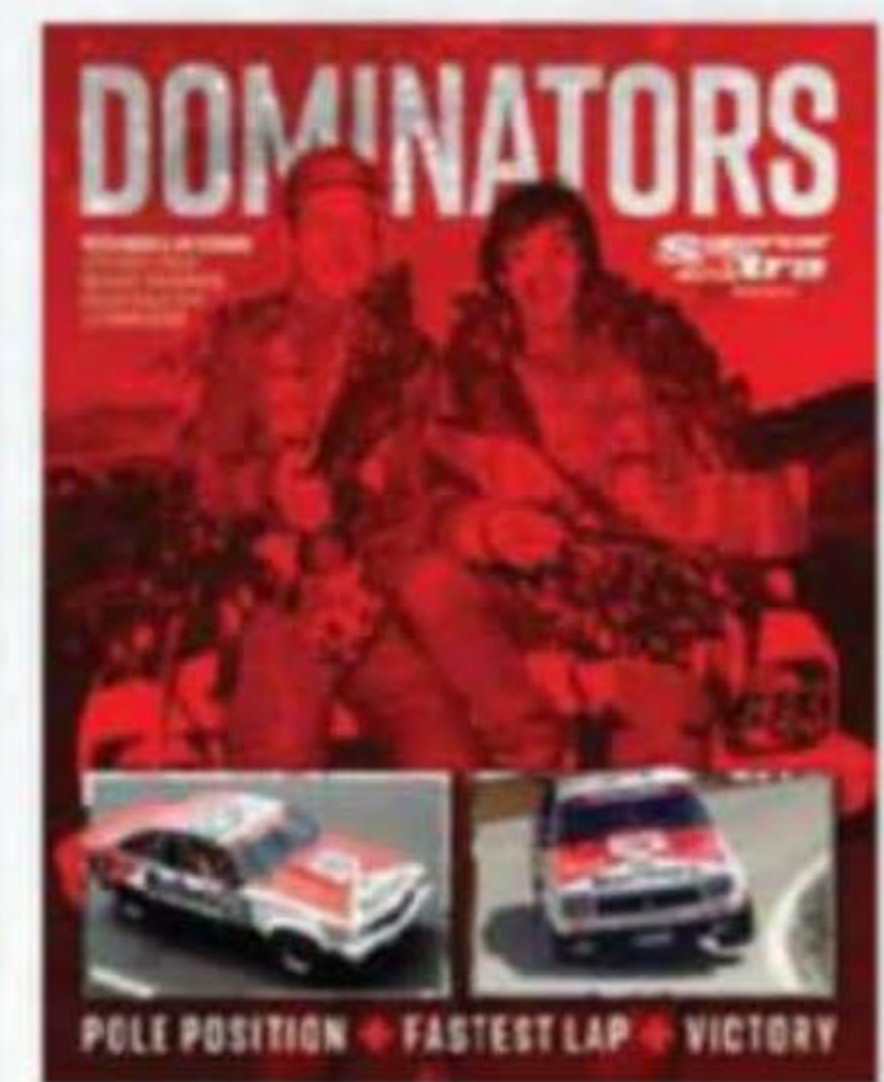
113A TRIPLE EIGHT DREAM TEAM



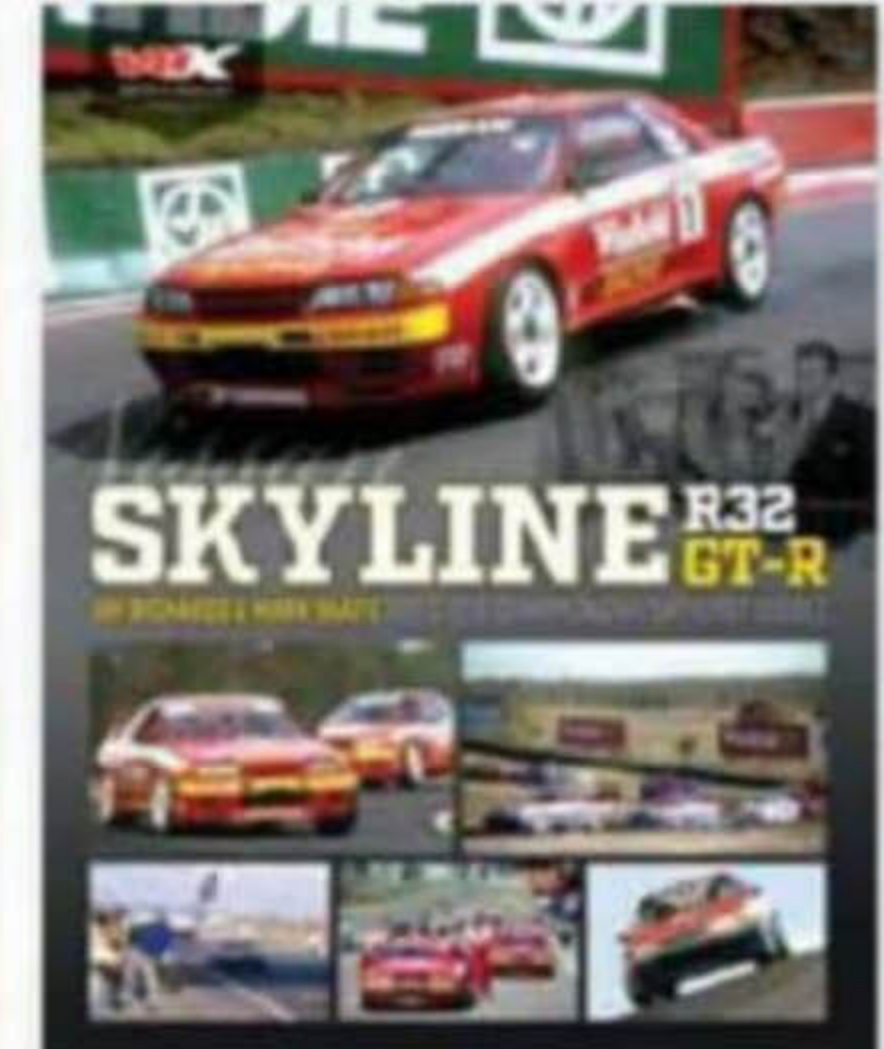
107A BATHURST LEGENDS



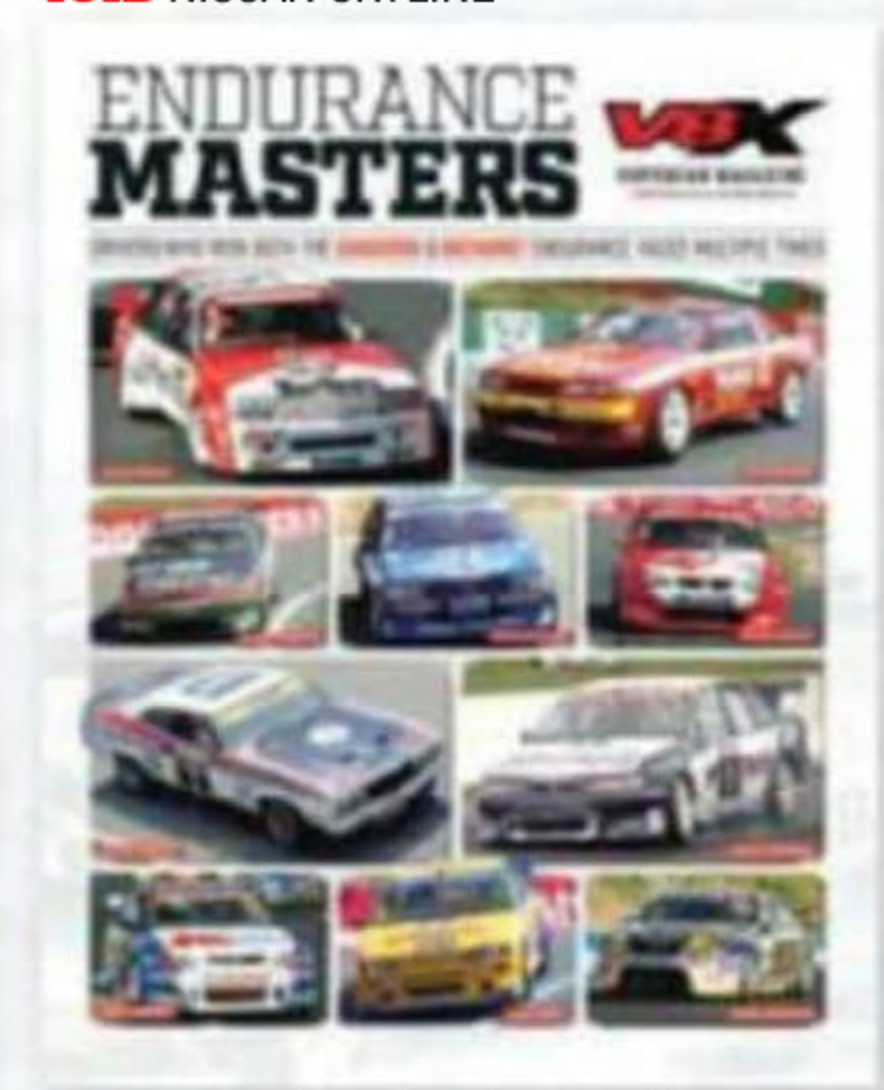
101A 1977 BATHURST 1000



113B 1979 BATHURST DOMINATORS



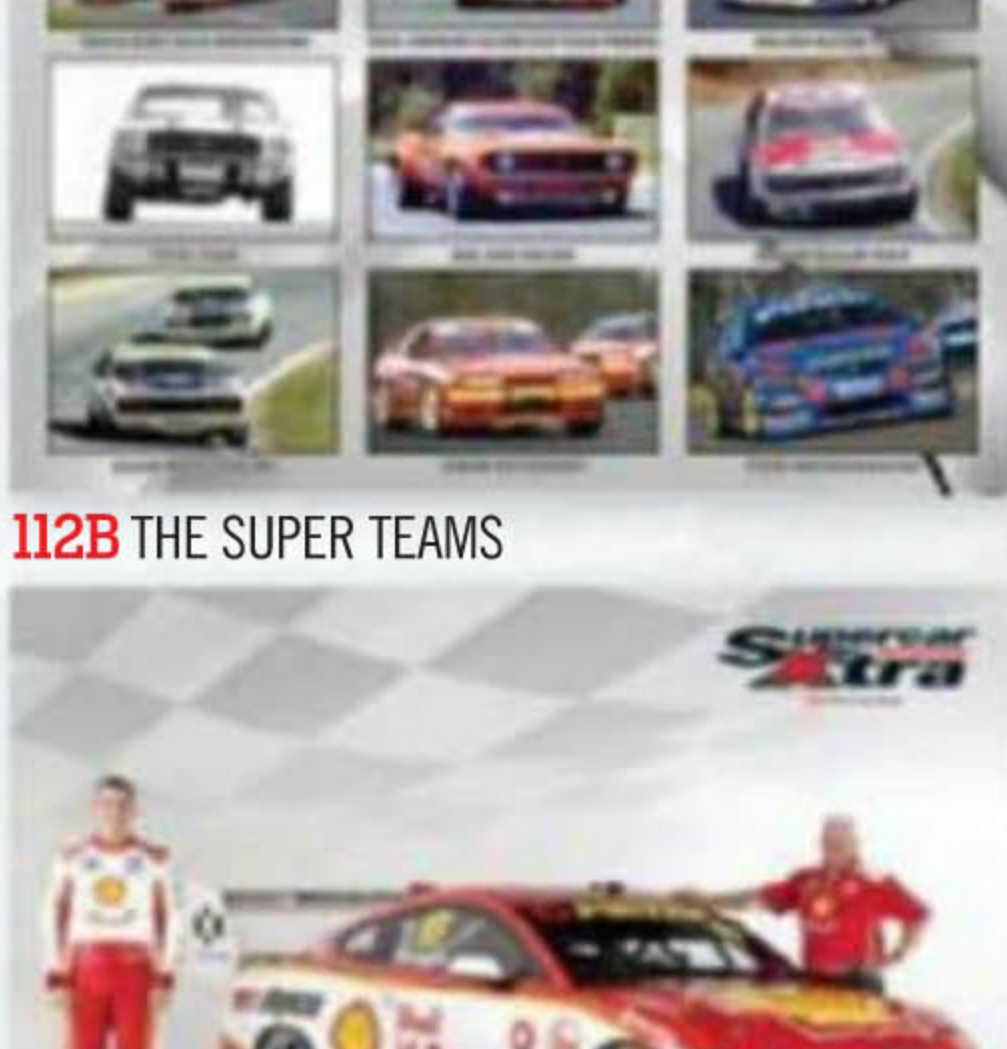
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Built to 2019 3E specification using the best components including Motec, 100 litre fuel cell, dry break, adjustable Koni suspension, AP racing brakes and more. This is a very well sorted car with a strong pedigree eligible for multiple sprint and enduro categories at state and national level...

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**1969 Porsche 911 Group**

Slate Grey 1969 Porsche 911 with Group N Log Book. Originally LHD and professionally converted to RHD using factory panels by RSR Sportscars. 2.3 litre twin plug mfi engine, 915 close ratio race prepared gear box with LSD, adjustable sway bars, koni shocks, 3 sets of rims with wet and dry tyres. Very competitive car - Group N class lap record holder at Mallala. Previous SA rego - easy conversion back to a street car if so desired.

**FOR CONTACT DETAILS,  
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**2019 MARC 2 MUSTANG**

This car has competed in 2 rounds (Winton & Sandown) in sports cars and Sports sedans category. Built by MARC Cars Australia (MAY2019) Build no 6 Code named #FARNHAM# Safety Cage Manufacturer - Pace innovations Pty Ltd Premier fuel systems certificate of conformity Life line fire & safety systems Albins ST6, 6 Speed sequential transaxle Bosch ABS M5 Recaro P1300GT seat Schroth racing harness There is a large list of extras the car was built with so please contact me for the rest of the details...

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**Class 1 pro lite buggy**

Nissan VQ35DE engine \*Albin AGB10 5 speed sequential gear box with Albins shifter and gear indicator RATIOS: 1st 3.18 2nd 2.14 3rd 1.65 4th 1.32 5th 1.10 Diff. 5.14 \*Front suspension - Jimco style front arms with Fox 2 1/2 coil over shocks with remote canisters...

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**PORSCHE 997.2 GT3 Cup**

For sale is an Australian delivered 2011 Porsche 997 Series 2 GT3 Cup Car. History in Carrera Cup, GT3 Cup Challenge and Production Sports with eligibility into GT3 Cup Challenge until 2022. Car as following: Chassis = 22,000kms Engine = 10,600kms Gearbox = 1,400kms since refresh Clutch = 200kms Drive Shafts = 2,200kms Brakes / rotors = 1 meet old Car has endurance gearbox upgrade, Hollinger differential, auto bleep, 3 sets of wheels, air spike, wheel socket and 5 sets of 80% slicks. Some spares. A proven car with strong pedigree. No damage. Perfect chassis. Inspection welcomed. ...

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**Nissan 200SX S15 Sport Sedan**

Nissan SR20DET block fitted with Darton HD sleeves, Custom TCR main Girdle, TCR 4140 main caps, NITTO Stroker Crank, 19mm "I" Beam rods & AGE 625 bolts, JE Pistons (ceramic coated), TCR Custom dry sump kit and pan, P11 VVL head, Supatek oversized valves, Kelford Beehive springs and Ti retainers, Turbo X-Trail Cams, TCR low mount manifold, GT35-X Gen 1 turbo, 44mm Tial MVR gate (housing mounted) Hypertune Inlet, 1600cc injectors, Hypertune Intercooler Nascar radiator, Haltech ECU, ACT CroMo twin plate 7.25" clutch, Tractive RD906 sequential gearbox, TCR CV/CV tail-shaft, Nismo diff. Running on E85 - 550RWHWP @ 23psi Boost Chassis - Seam welded body, 10 point custom cage, TCR Carbon/Kevlar doors, bonnet, boot, front bar, splitter and wing, MCA suspensions...

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**Jaguar XJ13 replica**

Temporo XJ13 replica. All aluminium hand crafted body, 5.3 litre Jaguar V12 fuel injected, Autronic ECU, ZF transaxle, dry sump. This car is the best spec you can get with fresh 390 hp engine, fresh brakes, beautiful body, excellent paint. Temporo is reknowned as the finest hand built replica made...

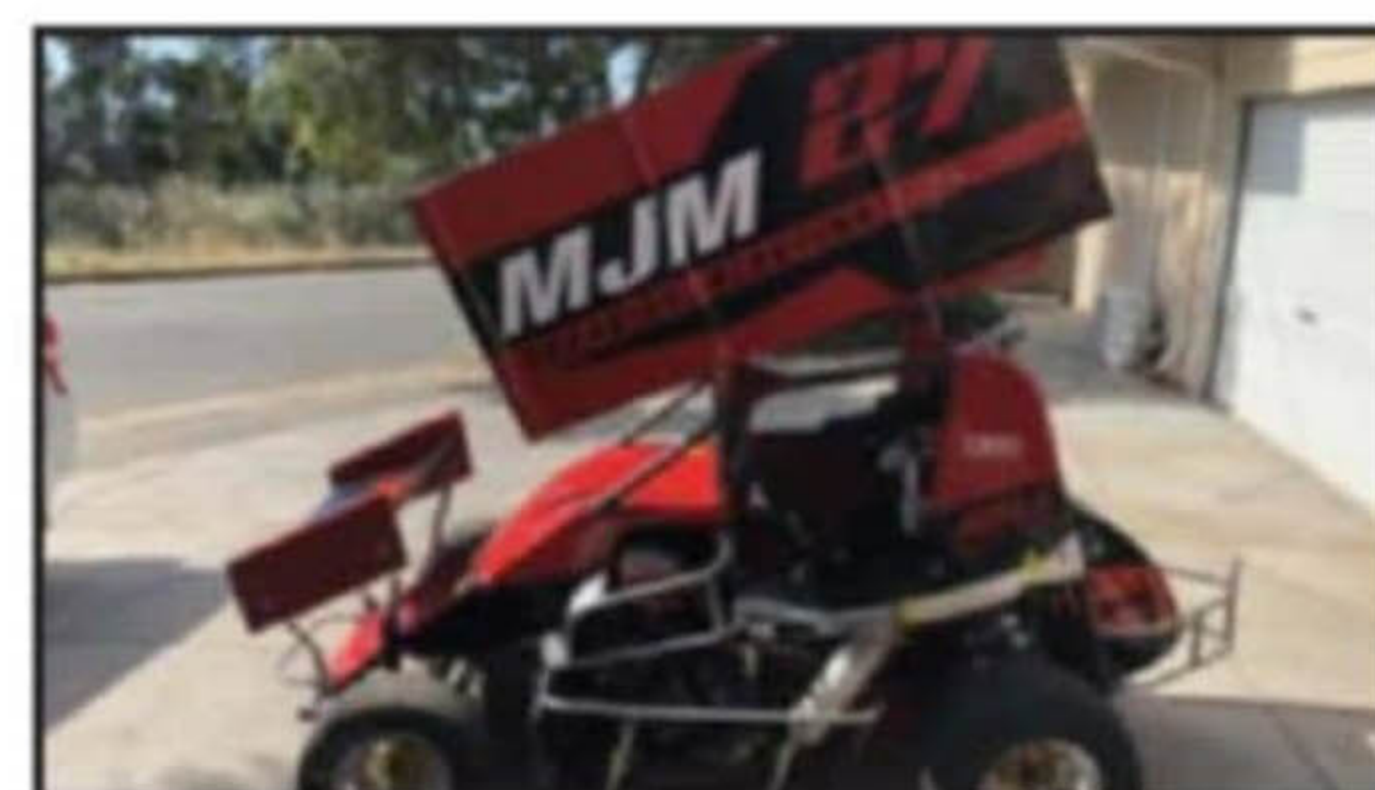
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**AUDI R8 LMS 2013**

2013 spec homologation. Eligible for AGT Trophy class.GT-1 Aust. CUE series and Vic series events. Comes with 3 sets of wheels. This is a low Hrs car. This car was raced by Rob Smith winner of the 2016 Australian Trophy Series. Has been maintained by Audi Sport Customer Racing Australia, no expense spared. This car will be delivered ready to race. Talk to Audi Sport Customer Racing about a arrive and drive package and join the Audi Sport Team. Price reduced for quick sale \$190,000 ONO.

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**2010 stallard formula 500**

2010 Stallard chassis with 2010 Yamaha R6 built at jettco developments jettco cylinder head mods , 2 speed transmission. Kinsler mechanical injection, CSI rs shocks tuned by Glenn Inglis and HRP wings. Front running car. Full spares package.

**FOR CONTACT DETAILS,  
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# TOP 10 MOST SUCCESSFUL ENDURO COMBINATIONS



**10 GREG MURPHY & RICK KELLY**  
Murphy and Kelly are one of just five pairings to go back-to-back in the Bathurst 500/1000 with victories in 2003 and 2004, recording a perfect strike-rate from their only two seasons as co-drivers.

**9 CRAIG LOWNDES & STEVEN RICHARDS**  
The veterans teamed up for five seasons from 2014 to 2018, adding to their Bathurst 1000 tallies with wins in 2015 and 2018 while also taking out the PIRTEK Enduro Cup in their final outing as a combination.



**8 BOB JANE & HARRY FIRTH**  
The first endurance masters won the Armstrong 500 at Phillip Island in 1961 and 1962 and continued their winning run when the event moved to the Mount Panorama Circuit, Bathurst, in 1963.

**7 LARRY PERKINS & RUSSELL INGALL**  
Perkins and Ingall won Bathurst in their first attempt as co-drivers in 1995, going on to win again in 1997. They also won the Sandown 500 in 1998 and Queensland 500 in 1999 in their seven years together.



**6 CRAIG LOWNDES & MARK SKAIFE**  
Lowndes and Skaife won the Queensland 500 for the Holden Racing Team in 2000, though they had more success in their second stint together at Triple Eight Race Engineering in 2010 and 2011 with two wins in the Phillip Island 500 and victory in the Bathurst 1000 in 2010.

**5 JIM RICHARDS & MARK SKAIFE**  
Richards and Skaife were unstoppable in 1991 and 1992, winning both championships and back-to-back Bathurst 1000s. They reunited in 2002 to win a third Bathurst 1000 together, in addition to a win in the Sandown 500 in 1989.



**4 DICK JOHNSON & JOHN BOWE**  
Johnson and Bowe were co-drivers for a 10-year period from 1988 to 1997, winning the Bathurst 1000 in 1989 and 1994 and the Sandown 500 in back-to-back years in 1994 and 1995.



**3 PETER BROCK & LARRY PERKINS**  
Brock and Perkins scored a hat-trick of wins at Bathurst between 1982 and 1984, albeit with the assistance of a second car in 1983. The high point was 1984 with victory in the first Sandown enduro run to 500 kilometres followed by the third win at Bathurst in the famed Group C Holden VK Commodore.

**2 CRAIG LOWNDES & JAMIE WHINCUP**  
Lowndes and Whincup achieved the rare three-peat of Bathurst 500/1000 wins between 2006 and 2008. Their four years together also netted a Sandown 500 win in 2007 while they also claimed a win as co-drivers in the Bathurst 12 Hour.

**1 PETER BROCK & JIM RICHARDS**  
Brock and Richards were the first drivers to score three wins in a row in the Bathurst 500/1000 between 1978 and 1980. The 1979 win remains the most dominant in the event's history, with a margin of six laps and Brock recording the fastest lap on the final lap of the race. X



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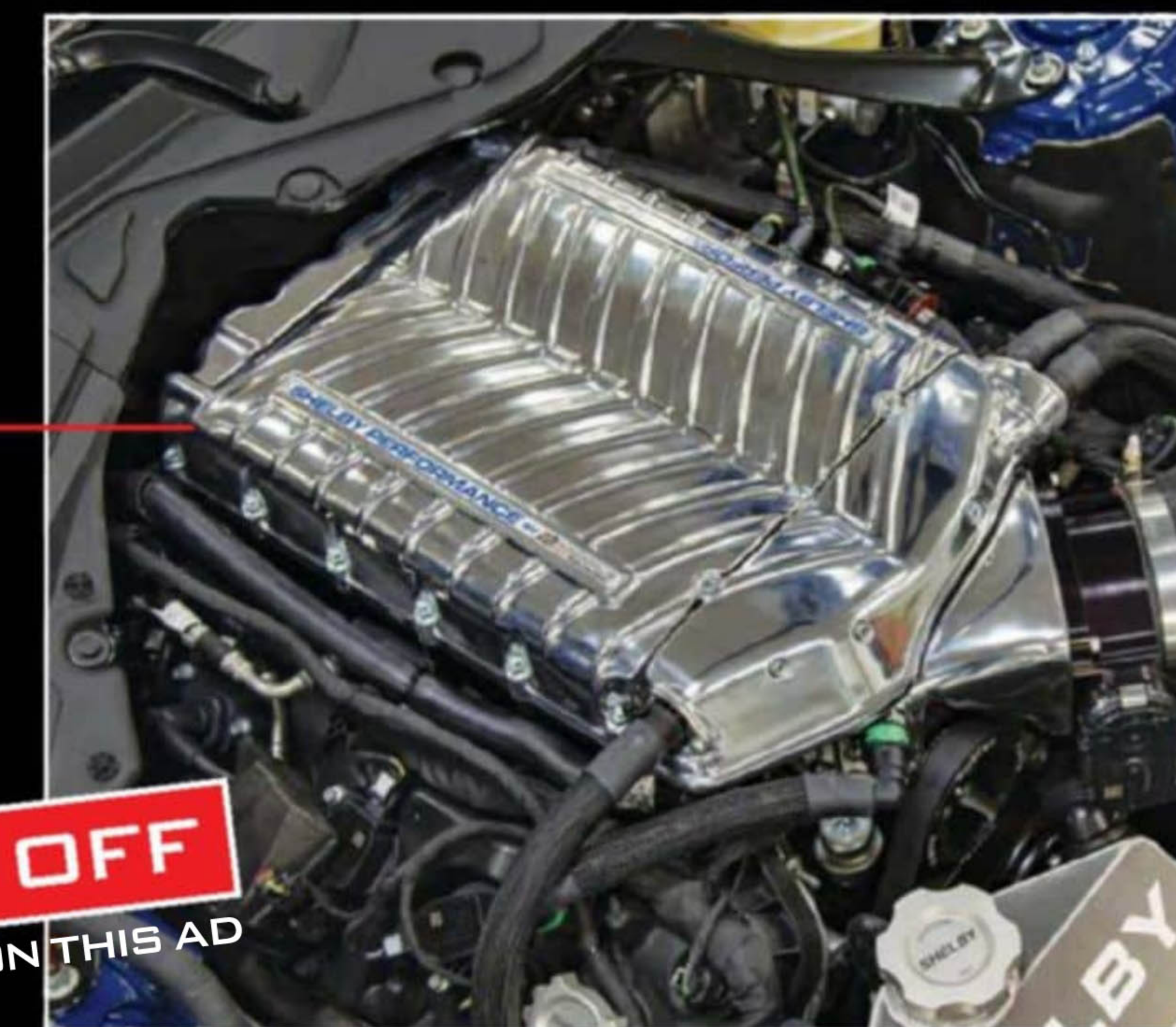
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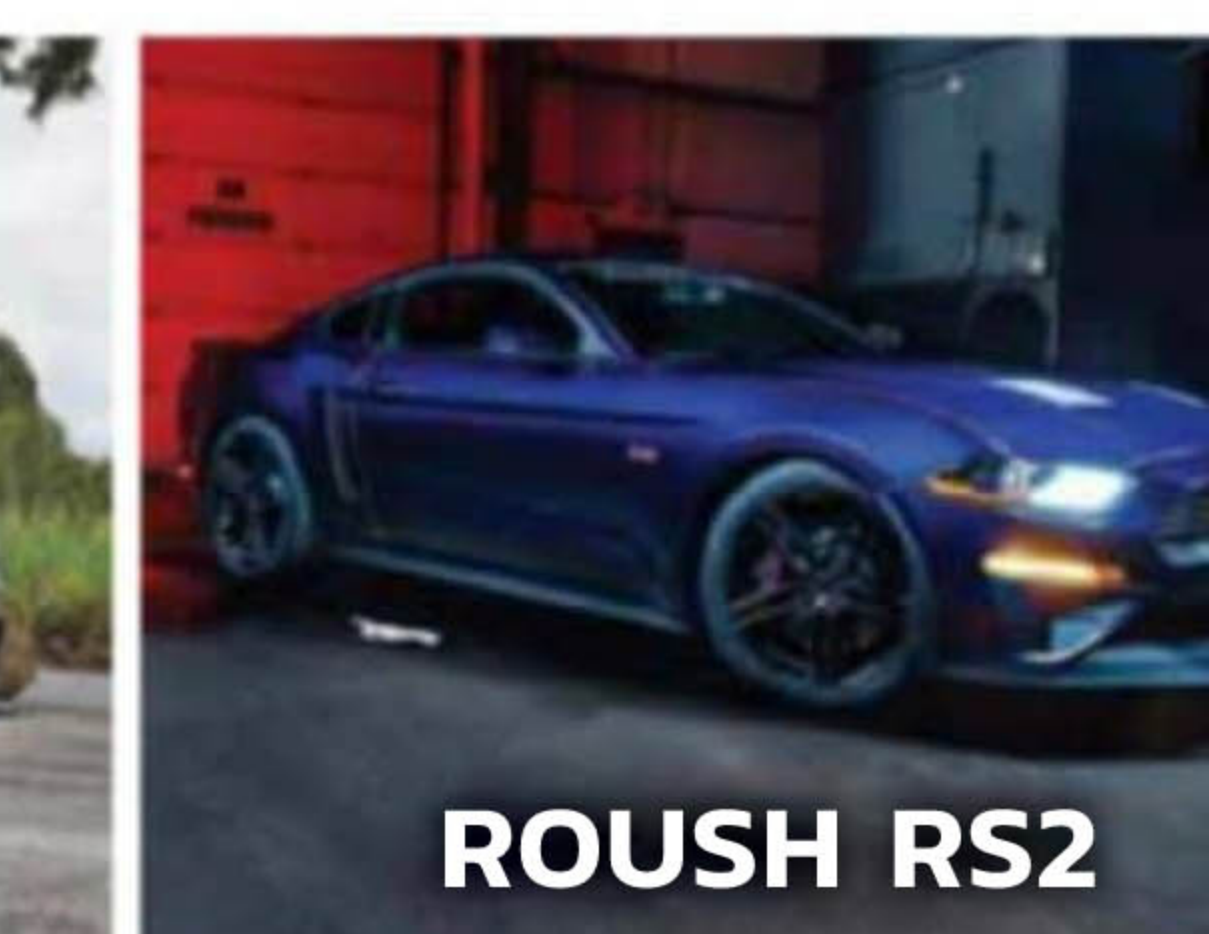
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