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SUPER CAR MAGAZINE



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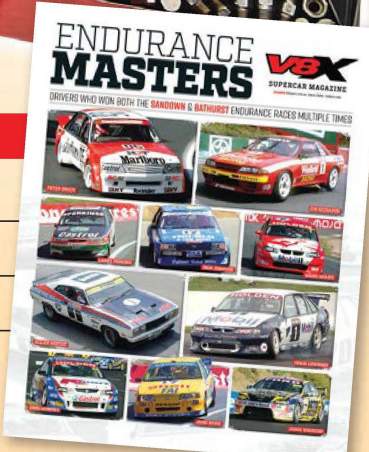
A CENTURY OF FLASHBACKS / THEN & NOW / THROUGH THE YEARS

V8 RULES: OUR TRIBUTE TO THE EIGHT-CYLINDER ENGINE

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EXCLUSIVE COLUMNS: WINTERBOTTOM, LOWNDES & ROGERS

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Welcome

BRINGING UP OUR CENTURY

Seventeen years after the launch of V8X Supercar Magazine, here we are presenting issue #100!

Reaching the century wouldn't have been possible without you, our readers. So thank you for your support in helping us reach this milestone.

We look forward to continue providing independent and in-depth analysis of the Virgin Australia Supercars Championship into triple-digit editions of this publication.

We celebrate our milestone with a look back at the very first edition of V8X Supercar Magazine from 2000, track the history of Supercars over that time through our covers and reflect on what's changed from then to now.

It's perhaps fitting that the first cover star of V8X Supercar Magazine, Garth Tander, is back racing at Garry Rogers Motorsport. In a nod to his return to his former team, he stars on this issue's poster.

This issue also looks ahead to the 2017 Pirtek Endurance Cup with a team-by-team preview of the long-distance events, along with a full rundown of the record books for the endurance

title and the Sandown, Bathurst and Gold Coast events.

There's also a special masters of endurance poster featuring the drivers who have won multiple Sandown and Bathurst long-distance races (see below).

Remember, you can also purchase these posters and others printed on high-quality photographic stock, uncreased, unfolded, unstapled and delivered in protective mailing tube, from our online store.

Elsewhere in this issue, we chat with the rising stars that drove in the main game as wildcard entrants in 2017, James Golding, Macauley Jones, Shae Davies, Jack Le Brocq and Todd Hazelwood.

In our *Motorsport Legends*

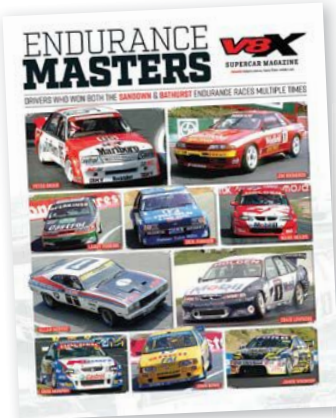
section, we investigate how the V8 engine came to be so prominent and popular in the Australian motorsport landscape, which is a timely reminder heading into the Gen2 era and given our 100th edition celebrations.

You'll also find the latest columns from Mark Winterbottom, Craig Lowndes and Garry Rogers, analysis of the key issues in Supercars and a nod to the best endurance racers.

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

Thank you for your support. Here's to the next 100 editions!

— Adrian



The two-sided poster in issue #100.

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THE MUSTA MUDDLE

The Falcon hasn't been part of the Australian marketplace since Ford ended production in October 2017, but the FG X Supercar will race on until the end of 2018 at the least. Will it be replaced by the Mustang? The saga continues...

Holden's plans for the Gen2 of Supercars are now confirmed: the new-generation version of the imported Commodore will debut in 2018. Factory-backed team Triple Eight Race Engineering will introduce the new 3.6-litre V6 turbo at selected wildcard events next season before its full introduction in 2019.

As for Holden's great rival Ford, the uncertainty over if and when the Mustang will replace the Falcon drags on amid much speculation and misinformation.

These are the facts:

■ There won't be a Mustang on the Supercars grid in 2018. A report by James Phelps in the News Limited press said: "Ford will replace the iconic Falcon in next year's Supercars championship with the Mustang." However, the report was wide of the mark and did more damage in getting Ford to agree to the project.

Prodrive Racing Australia had been working on a proposed Mustang and would present the project to Ford Performance in the United States of America and Ford Australia for their review.

The publicity from the incorrect reporting drew the ire of Ford Australia, forcing Prodrive Racing Australia to release a statement to confirm the



ING

Mustang wouldn't be developed for 2018.

"This process is ongoing and involves consultation with multiple partners," said the team.

"Prodrive Racing appreciates the significant level of interest in this process from members, fans and the media, but confirmation of its future plans will be made at the appropriate time."

■ The development of a Mustang Supercars requires the approval of Ford because the manufacturer owns the intellectual property of the Mustang name and body shape.

■ A Mustang Supercar would require a change to the current Car of the Future control chassis. Though the Gen2 rules allow for two-door coupes to enter the series, the body panels would need to fit over the control chassis, which is locked in until 2021.

While this has prompted speculation that any potential Ford entrant could instead seek approval to design and homologate a Mondeo or Focus, teams could request the Supercars Commission to approve adjustments to the chassis for the Mustang.

■ The Falcon FG X will be on the grid in 2018. "We are not sure



what we will race in the future, but I can confirm we will be racing the Falcon FG X in 2018," Prodrive Racing Australia boss Tim Edwards told Speedcafe.com.

"We are only in the third year of racing this car. We raced the FG for five or six years, so it is not like it is dated and it is still competitive.

"We are not at all concerned and in some ways you could say we are happy. We don't have to distract ourselves and can focus on making this car go faster and faster."

What happens for 2019 and beyond, though, remains to be seen. Current Ford teams DJR

Team Penske and Prodrive Racing Australia both have strong ties to the Mustang that would justify a Supercars presence.

DJR Team Penske's owners, Team Penske, have a link with Ford headquarters and Ford Performance through their NASCAR program. Team Penske runs a Mustang in NASCAR's second-tier Xfinity Series in 2017. Roger Penske has championed the Mustang in Supercars cause in America.

Prodrive Racing Australia launched its Tickford road-car arm in late 2016. Tickford provides aftermarket parts packages for Ford cars, including for the V8-powered GT and EcoBoost Mustangs (pictured).

The speculation over the Mustang follows the recent launch of a GT4 version of the model. The possibility of the Mustang racing in the Australian GT Championship led Triple Eight team boss Roland Dane to question whether the Mustang is an appropriate fit for Supercars, given the likely confusion of the same cars racing in Supercars and GTs.

While the Mustang has been a popular addition to the Australian marketplace as a replacement

for the Falcon in the performance sector, its reputation took a hit with a two-star ANCAP safety rating.

DJR Team Penske and Prodrive Racing Australia are continuing to work towards a Mustang Supercar.

With a five-litre V8 version Mustang on the roads, Ford and the Mustang's heritage in Australian touring cars and the current Ford teams' ties to the manufacturer and car, a Supercars program makes a lot of sense.

Both teams worked closely in the homologation of the FG X Falcon and maintain links that would continue on the Mustang.

"Everything is an option for 2019 and if we are both racing Ford products then there is the likelihood we will work together to develop it," said Edwards.

"That is pretty much the way homologations have worked in the past. We took more of a lead role with the FG X but Penske still contributed financially to that."

The Mustang won five Australian Touring Car Championships in a row from 1965 to 1969 under the Improved Production regulations and reappeared under the Group A rules in the mid-eighties with less success. **V8X**



SUPERCARS' ROAD RELEVANCE

The 'win on Sunday, sell on Sunday' mantra was once a vital ingredient in the success of Australian touring cars. But, with the link between Supercars and what you see on the showroom floor growing ever more tenuous, things have changed.

When the Supercars field rolls out on practice day for the Gold Coast 600 on Friday, October 20, none of the three cars represented in Australia's premier motorsport category will be on sale in showrooms.

Holden closes its manufacturing plant that day, bringing an end to the VF Commodore. The Ford FG X Falcon finished production last October with the end of Ford's own local production. And Nissan no longer imports the Altima into Australia.

"We have always prided ourselves on being relevant," Supercars CEO James Warburton told *V8X Supercar Magazine* in issue #99. "I don't think any one in the category thinks that (having FG X and Altima on the grid) would be a good idea beyond next year."

Supercars' popularity in Australia was based on the close link between the cars that raced and those sold in the marketplace, especially the locally-produced Ford Falcon and Holden Commodore. The V8-era technical regulations were created to fit the Falcon and Commodore.

Enticing manufacturers to a unique motorsport category based in a marketplace as small as Australia is one of the biggest challenges facing Supercars. This, as we've detailed



extensively in recent issues, comes at a time when manufacturers can sell road-relevant cars to race in GT categories/events worldwide for minimal costs.

With manufacturers hard to come by, all eyes are on Holden as the first manufacturer to commit to the Gen2 rules and a technical platform away from the V8 engine.

Factory team Triple Eight Race Engineering will introduce the new-imported Commodore (pictured), based on the European-designed Opel Insignia sedan, as a Supercar next season powered by the current V8 engine. The new V6 twin-turbo engine will be run at selected events in 2018 before a full introduction in 2019.

This change comes at a time when Holden is preparing for life as an imported make with debates around the marketing of the brand.

Recent changes in its marketing approach have called into

question just what level Holden will leverage its Supercars involvement at a time when the brand tries to increase its appeal to a wider audience away from its traditional demographics.

"We have a long and proud heritage in Australia but there is a deep perception of the brand," says Holden's general manager of marketing, communications and digital, Natalie Davey.

"I grew up with Holden — the V8 Supercars, Bathurst, the utes and Commodores. We have all grown up with the Holden of yesterday and it's not something we can brush off overnight.

"We know changing perception is a long-term plan but we want to evolve to include all audiences. This isn't about not wanting our loyal customers anymore. We want to build that appeal beyond the heartland."

However, some have questioned whether Holden has moved too far away from its heartland. And for Holden's

Supercars fans, that includes whether the brand should've retained the Commodore name on a front-wheel-drive imported design that will race without a V8.

According to executive director of marketing, Mark Harland, Holden has fallen to an "all-time low" in terms of brand appeal.

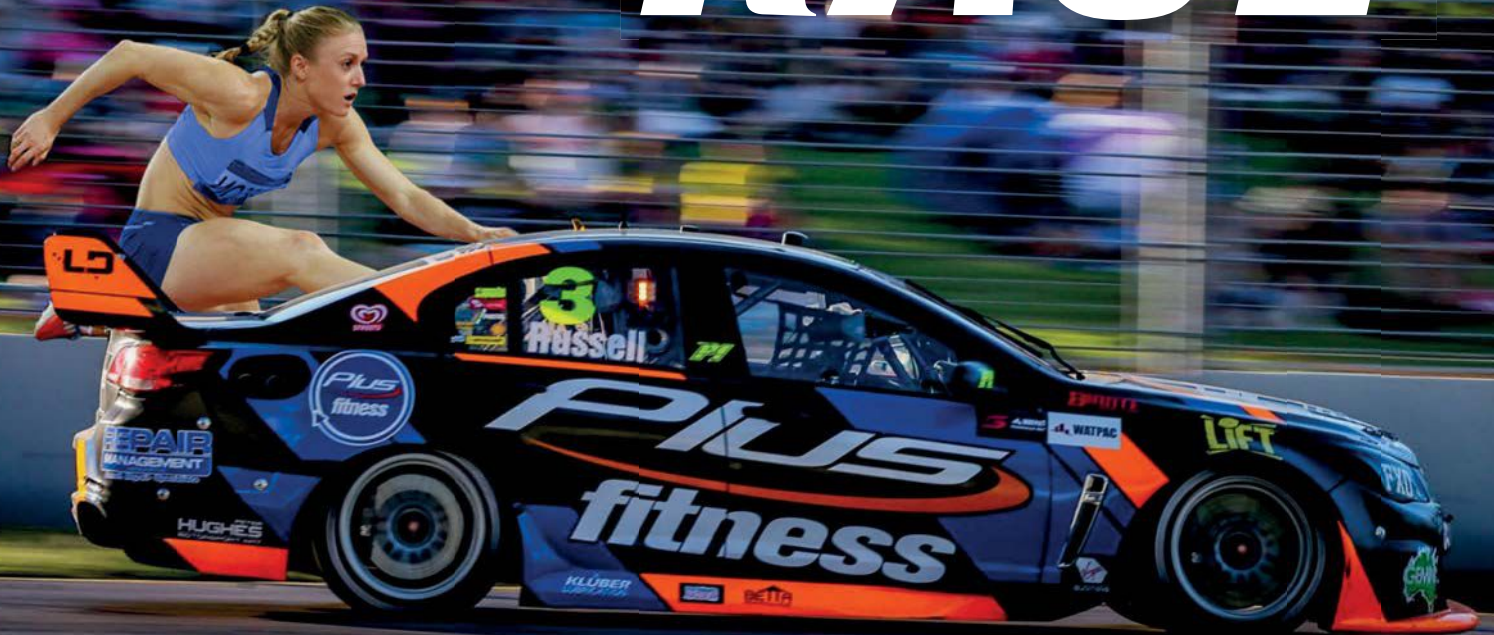
"Everyone said, 'We got to move away. We can't be just talking about V8 Commodores and the guys who drive V8 Commodores and we've got to go all the way over here and just talk to 20-year-old females.'

"I'd say at times we swung the pendulum too far. The thought is right but the execution was wrong. We can't completely walk away from the people that have been with us forever."

Other manufacturers will keep a close eye on Holden's approach to its Supercars involvement entering this new era as a gauge for whether the series is still relevant to selling cars. **V8X**

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BIG BASH SUPERCARS

Australian sporting codes are busily creating shortened versions of their games to replicate the success of cricket's Big Bash League, including the Virgin Australia Supercars Championship.

It's the buzz term within Australian sports: Big Bash-style events. The Big Bash League's rise has forced other codes to look at how they can have their own quick-fire condensed spectacles that differentiate from their core products.

Cricket has Twenty20, rugby league/union has its Sevens competitions, AFL is developing AFLX, basketball has 3x3 and netball Fast5. Now Supercars wants in with a non-championship spectacle set for under lights at Sydney Motorsport Park.

"What we want to do is create something unique," says Supercars CEO James Warburton.

"You've got to continue to innovate in your sport and

you've got to push the boundaries and find new levels of interest.

"It might be a made-for-TV event that we'd run mid-week, on say the Wednesday and Thursday nights, or be based around fan activation at the event.

"It could be non-championship which allows a lot more freedom in terms of the format, including opening it up the Super2 teams as well.

"A lot of things have already been done with reverse grids and things like that but combining the fields for a series of heats and a final is among what's in the mix."

But in the rush to try and repeat the Big Bash's success, sporting codes are seemingly ignoring the reasons for its success.

The Big Bash League is the most successful of these new competitions because it retains the core essence of the original version of cricket, simply condensing the amount of overs with minor rule changes. The more rules are changed from the original sports, the less popular the condensed versions have been.

As Warburton suggests, Supercars has tried many different formats over the years in both championship and non-championship events: reverse grids, the 'Dash for Cash', a manufacturers' challenge, knockout-style qualifying races, double-file rolling starts, full-field qualifying shootouts and more. The inclusion of Super2 entrants into the main game is already happening with the

wildcard initiative this season.

Those gimmicks, aside from the inclusion of wildcards into the main game, rarely drew wide acclaim from fans. So how will the proposed Supercars Big Bash version be received?

Intriguingly, the World Touring Car Championship has introduced rallycross-style joker laps and cycling-style team time trials to its events in 2017 to mixed responses.

The Supercars races at the Australian Grand Prix will be included in the championship for the first time from 2018, which means the event will no longer will be used to test various formats.

So does Supercars need a non-championship event with formats that have already been tried? Let's see... **V8X**



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DOUBLING UP AT BATHURST

Supercars looks set to commit to a second championship round in Bathurst at the proposed Velocity Park facility adjacent to Mount Panorama.

A sprint round at Mount Panorama Circuit is considered sacrilegious to hardcore motorsport fans in Australia. But the development of the Velocity Park facility adjacent to Mount Panorama will allow Supercars to add a second round in Bathurst to the championship while protecting the status of the Bathurst 1000.

The 4.58km FIA/FIM-accredited Velocity Park facility would sit adjacent to the 6.2km Mount Panorama Circuit, near-est Sulman Park (see map).

Bathurst Regional Council has been pushing for a permanent facility to complement Mount Panorama, given the restrictions on the usage of the public roads that make up the

home of the Bathurst 1000 and with an eye on attracting major motorcycling events.

"Mount Panorama is already one of the world's most exciting venues for motor racing and the Velocity Park project will grow its enviable status as a tourism and sporting hub in Australia," said Deputy Premier and Minister for Regional NSW, John Barilaro, following the state government's pledge of \$10 million in funding for the facility.

The \$52.4 million Velocity Park project, located on a 668-hectare parcel, will create an estimated 220 new jobs and have a potential capacity of 50,000.

"This is more than a race track, we shouldn't consider this as a race track, this is



about a business park investing and being able to move into Bathurst," says Member for Bathurst Paul Toole.

"There will be new businesses that will come here, there will be new businesses that we haven't even thought about that will move into Bathurst.

"This is going to drive regional activity here in this region. It's going to provide an economic boost, it's going to promote jobs and it's going to see new industry moving to Bathurst."

Bathurst staged Australian Touring Car Championship rounds in 1966, 1969, 1970, 1972, 1995 and 1996. The latter two recorded poor crowds and were criticised for intruding on the Bathurst 1000, which itself was included in the championship from 1999.

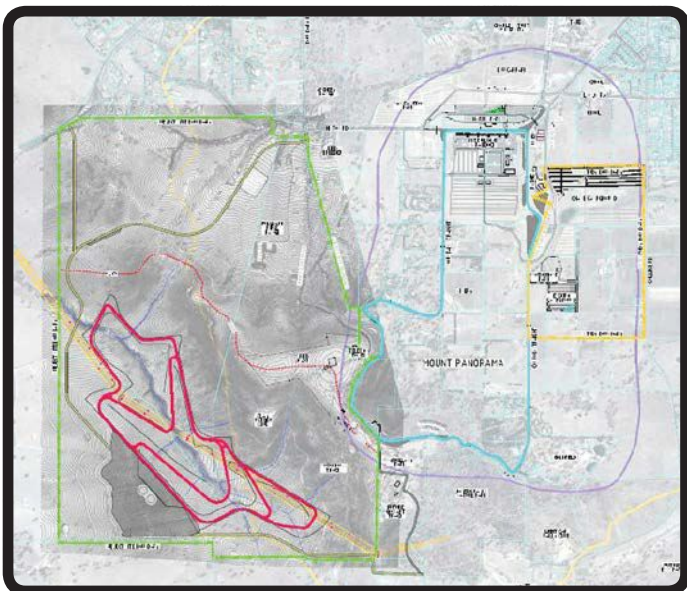
Supercars has already declared its interest in staging a sprint round at the Velocity Park facility in the coming years.

"The Bathurst Regional Council is a fantastic partner of ours and the plans for the second circuit are absolutely world class," Supercars CEO James Warburton told Supercars.com.

"We would absolutely consider running a SuperSprint round at Bathurst once it's completed.

"The way the second circuit is being planned, a sprint event on that layout would have a completely different DNA to the Supercheap Auto Bathurst 1000 in October.

"It's something that would be a great addition to the calendar for us." V8X



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TEAMS CRITICAL OF SUPER5000

Supercars teams continue to distance themselves from the controversial Super5000 series.

The new modern Formula 5000 category remains a divisive issue in the Australian motorsport landscape, with the series rivalling the already announced Formula Thunder 5000, created by publisher Chris Lambden.

The project for the Oscar Fiorinotto-designed, 600hp racers is funded by property developer Brian Boyd from PAYCE Consolidated and sponsor partner Wilson Security, while Supercars maintains intellectual property of the car and the rights to run the series.

Utilising Supercars' V8 engines and transaxles, with cars estimated to cost in the region of \$300,000, the series appears to fit into the remit of current Supercars teams.

Triple Eight team owner Roland Dane has been most vocal since the project first



emerged and feels Supercars should steer clear of what he labels "a waste of time" and "a distraction" from more pressing matters. He was also particularly scathing of the look of the Super5000 car.

"I still think it is a complete and utter waste of time and a distraction for Supercars, which is unnecessary," said Dane.

"Supercars management haven't got the time to be distracted by this, we've got other things to do closer to home.

"I think the car looks like it has been built out of lego and looks like something which is 50 years out of date.

"I'm not a fan of it and never have been and I doubt I will ever be."

While the the series is yet to win over Supercars teams, the car is gathering interest both in Australia and Asia, according to Supercars CEO James Warburton. He maintains the project is still in its infancy.

"It's certainly generated an enormous amount of publicity, so I think there's quite a bit of interest filtering in, which is obviously being managed by the people that are potentially running the category," he said.

"It's just registering interest and then, as I've always said,

the market will decide as to whether or not there's a category there, full stop."

In a bid to ensure a Formula 5000 series returns to Australian soil, Formula Thunder 5000 boss Lambden and Super5000 backer and Wilson Security boss John McMellan have decided to align the two projects.

A new Formula 5000 car will be developed incorporating beneficial technical elements from both the Formula Thunder 5000 and Super5000 cars.

It is anticipated that Formula 5000 cars will be racing midway through 2018.

Scan to read the full article.

SUPERCARS ON THEN OFF MARKET

Archer Capital has abandoned plans to sell its majority stake of the Virgin Australia Supercars Championship.

An article in *The Australian Financial Review* claims the private-equity firm has shelved plans to offload its controlling stake.

Archer Capital purchased a 65 per cent share of the sport in 2011 while the remaining 35 per cent is owned by the Supercars teams.

Earlier in the year Supercars confirmed the sport's owners had enlisted investment bank

UBS to lead the sale process.

Media reports highlighted five corporations, including News Corp Australia, Supercars former owners Sports Entertainment Limited and TEG, owners of Ticketek, had registered interest in purchasing the stake.

It is understood indicative offers were tabled but the report suggests these were below the \$100 million reported asking price for the sale.

In response to the article, Supercars CEO James

Warburton said, "It is business as usual, which has been the sport's position throughout the sale process."

Scan to read the full article.



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BEYOND THE WHEEL

Column by Mark Winterbottom



GENERATION NEXT

The young drivers certainly arrived in Supercars.

Shane van Gisbergen has won a championship and is still very young, despite having been in the series for a decade. Scott McLaughlin, Chaz Mostert and Cameron Waters have come on strong in recent seasons and are genuine contenders.

The arrival of new talent challenging the established competitors is what makes sport so exciting. And, as a competitor, it keeps you on your toes and hungry for the challenge.

Personally, even though I'm called a veteran for having been in the series for over a decade, I am still as hungry, fit and fast as I have ever been.

There are plenty of years left in me and I haven't even considered retirement, especially when we are still running competitively in a team with a winning pedigree such as Prodrive Racing Australia.

I still work very hard on my fitness and believe I am stronger than ever. Combined with the motivation to get back the #1 plate, there are still the ingredients there to succeed in Supercars.

With each passing year you become a smarter racer. And with that accumulated experience and fitness, I believe I'm still in my prime.

Experience counts for a lot in this sport in terms of understanding what's needed to get to the top in addition to the technical side, so there's

“While there’s been a lot of discussion around the next generation of cars that will be raced into Gen2, there’s still a lot of life in the FG X Falcon.”

still life in us veterans yet and we can still mix it to win the championship.

While there's been a lot of discussion around the next generation of cars that will be raced into Gen2, there's also still a lot of life in the FG X Falcon.

Remember, we are only in the third season of running the FG X and we are still extracting speed from the car.

We are now entering the best time of the year with the endurance events. Not only are Sandown, Bathurst and the Gold Coast amongst the best events of the season, there's

also the addition of a field of co-drivers.

Working with another driver is a refreshing change and it's good to have a second opinion in terms of direction.

Dean Canto and I have been driving in the same team for years and we go way back to our go-karting days. But last season was the first time we drove together in the same car.

We didn't achieve the results we wanted last season, so there's definitely unfinished business for us in the endurance events. We are ready to go!

– Frosty



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RIGHT ON TRACK

Column by
Craig Lowndes



SIGNING ON INTO GEN2

I'm really happy to be staying with Triple Eight Race Engineering for another two seasons.

It's good to get our future locked away early on so we can all focus on the rest of the season and, for the team, look ahead to introducing the new Commodore.

Staying on with Triple Eight was always my first choice. It's been a long time since I first signed on with the team back in 2005.

We've enjoyed some great times together, so we look forward to more success in the coming seasons.

I've always said that if I'm still motivated and I'm still competitive then I'll keep going.

I'm enjoying racing as much as I ever have, so it was a no-brainer for me to continue.

The team was willing to give us a two-year deal, so we can continue and then reassess where we are at the end of 2019.

The competition side is still one of the things I enjoy most



about racing. I wouldn't want to be out there taking up a seat and making up the numbers.

If you're not competitive, then it's time to give up your seat to someone else to prove their worth.

An added motivation is certainly being around for the next generation of Supercars.

All I've ever driven is five-litre V8s, so the possibility of racing with a new engine is an exciting change that will challenge teams and drivers.

The category has undergone two big changes in recent times with the introduction of the

Car of the Future platform and now Gen2 with different engines and body shapes.

Any time we have got something new to play with, it always makes it more exciting. Everyone is wondering what the engine performance will be like.

There's a lot of installation that needs to go on for the new engine and the re-design to make it all fit.

It's been an interesting process to monitor at the workshop.

While that's going on, we are still very focussed on this

season and being consistently up the front. Qualifying has really been our Achilles heel and something we need to improve on.

We can't start at the back and hope to be fighting for wins.

The championship is a lot tougher than I can ever remember it, which has made all of us raise our games.

We are still trying to get our heads around the new-construction tyre and we have tried the setup used by Shane van Gisbergen and Jamie Whincup. However, it doesn't suit our style, so we have gone in our own way and feel like we've found a direction in recent races.

We've been really fast at some points but not others. It's a combination of little things rather than one big thing.

Getting everything right setup-wise for the whole race weekend is what we need to be doing in the second half of the season.

– Craig

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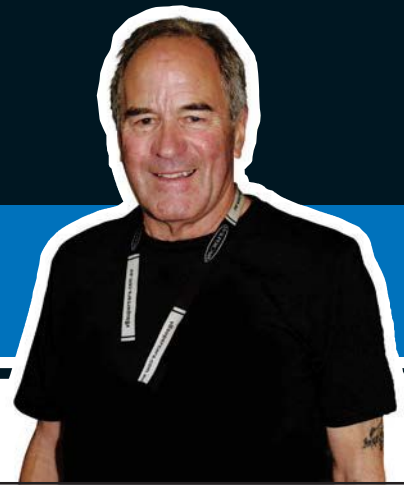
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CALTEX

GARRY THE GURU



UPWARD TRAJECTORY

I'm excited to be heading into the endurance events. Garth Tander is a very good and experienced driver who has shown his mettle in Supercar for a long time. His maturity will not just be a help to the other drivers but will also benefit the entire crew.

He could have got a job with a number of other teams, but when he and I had a discussion it became very obvious that he was extremely keen to come to our team and was confident with the way that we do things. I saw that as a really big vote of confidence.

He is great for our sponsor group and he is just a good person to have around the team. He is an exceptional ambassador and brings a wealth of experience. He brings a great work ethic to the team along with a good level of professionalism.

It would have been nice to have a few more races under our belts with our new Commodores heading into the endurance events, but we know pretty much what we have to do.

There is no substitute for experience and we hadn't raced a Commodore in the main series for three years before the start of the season, so to get hold of some of the development information that others have already got has been a challenge for us. That is where Garth has really been invaluable. He has been racing Commodores all of the time so that is something else that he brings to the team.

I also have complete faith



in the other drivers. James Moffat has been a little up and down, but you would have to say that the last few meetings he has really got hold of it and performed in a very stable way. He has been around Bathurst many times and he has had a decent level of success up there.

The youth we have got is also really good. You can have youth for the sake of having youth, but I believe we have a certain level of intelligence with our youth.

James 'Beiber' Golding, for example, is only young but his driving is very good; he is a very cool and calm fellow and while he has the enthusiasm levels he doesn't get too engrossed in the personal battles or the battle of the moment. He just does a good job for the whole event.

As a team, we have let Richard Muscat down a couple

of times with equipment and things that he couldn't control in Super2 this year, but through the whole season he has kept a very level head and whenever everything has been right he has produced the goods.

I think we have as much chance as any other team at Sandown, Bathurst and the Gold Coast. There is no such thing as an endurance race these days; they are just longer sprint races with the speed that they are run at. The reliability factor of every car in the field today is miles ahead of where it was a long time ago. Long gone

are the days when you could just stay on the lead lap and race at the end.

Today you need two drivers in the car who can drive as fast as each other without tearing the car to shreds in the process and I believe that we have got four guys who can do that.

We go to every meeting with confidence because if we didn't then we wouldn't want to go. The teams are all very competitive teams, but I have complete faith that my workforce is equal too or better than most, so that gives me a lot of confidence.

— Garry

"I THINK WE HAVE AS MUCH CHANCE AS ANY OTHER TEAM AT SANDOWN, BATHURST AND THE GOLD COAST."

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This place is the holy grail for me, I have been coming here the past 13 years for the best racing you can see. I have driven the track in my own car at 60 km an hour as it is a street for most of the year but this, this was something else. Feeling the power going up the mountain and the speed coming down mixed with the extreme undulation of the track gave me a new appreciation for this place and the drivers that come here to battle. Will definitely be going again next year! – *Brendan Algie*

Bathurst track at 200k was an experience to behold. From drivers to catering staff, the morning was perfect....Can't wait to hopefully receive this gift package again !! – *John Parker*



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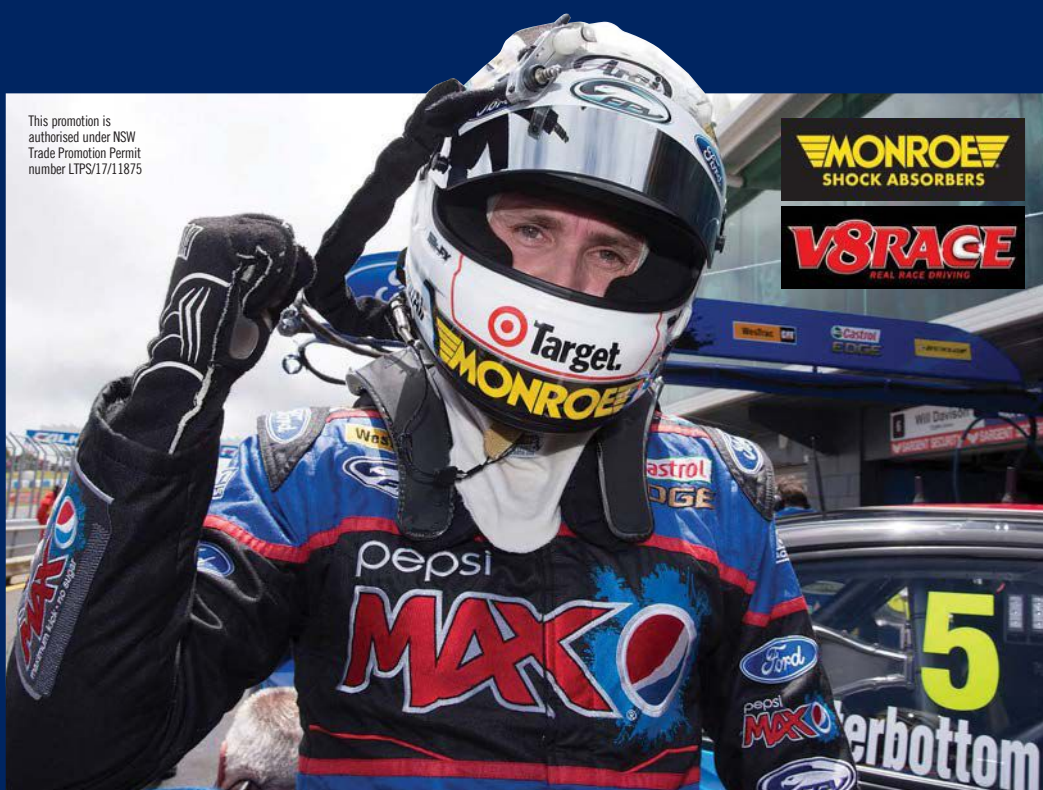
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ENDURO CUP

2017 ENDURANCE CUP

PREVIEW

Going the

DISTANCE

WORDS Adrian Musolino IMAGES Peter Norton, Glenis Lindley, Ben Auld

It's the best time of the year... the long-distance races, highlighted by the Great Race, the Supercheap Auto Bathurst 1000. The driver pairing with the most points across Sandown, Bathurst and Gold Coast will be awarded with the Pirtek Endurance Cup. And with 900 points on the line across four races and 2100 kilometres of racing, the endurance events will play a big role in determining the winner of the 2017 Virgin Australia Supercars Championship.





SANDOWN

SEPTEMBER 15-17

The Pirtek Endurance Cup gets underway at the home of the traditional Bathurst precursor, Sandown International Raceway.

The joint motorsport and horse-racing facility challenges drivers, with the two long straights testing horsepower and the fast sweeper at Dandenong Road testing drivers.

Sandown's pedigree is in endurance racing, having first hosted an international six-hour touring-car race, which eventually became the Sandown 500, in 1964. The circuit became the traditional lead-in race to the Bathurst 1000 over the following years and first ran to 500 kilometres in 1984.

The 500km enduro went to Queensland Raceway from 1999 to 2002 and Phillip Island from 2008 to 2011, though the Sandown 500 returned to the championship calendar in 2012.

Expect the unexpected at Sandown. It's the first endurance hit-out of the season and the need to compromise on car setup for straight-line speed and handling, plus variable weather, often results in varied results.

Just two of the last 30 Sandown races have been won by the car starting on pole – Craig

Lowndes/Greg Murphy for the Holden Racing Team in 1996 and Jamie Whincup/Paul Dumbrell for Triple Eight in 2014 – highlighting the unpredictability of the event.

Grid positions will once again be determined by two 60km qualifying races, one for the co-drivers and one for the main drivers. The finishing order for the latter sets the grid for the Sandown 500.

TRACK FACTS

Length: 3.1km (anti-clockwise)
Average speed: 164km/h
Top speed: 270km/h
Qualifying lap record: 1m08.5730s
 Jamie Whincup, Holden VF Commodore, 2014
Race lap record: 1m09.3416s
 Chaz Mostert, Ford FG X Falcon, 2015

2016 PODIUM

1st Garth Tander/Warren Luff
 Holden VF Commodore
2nd Shane van Gisbergen/Alexandre Prémat
 Holden VF Commodore
3rd Will Davison/Jonathon Webb
 Holden VF Commodore



BATHURST

OCTOBER 5-8

The big one! The Bathurst 1000 remains the biggest event on the Supercars schedule; the race all teams and drivers want to win above all the rest.

The Mount Panorama Circuit, originally constructed as a scenic tourist drive in 1938, has hosted a long-distance touring-car race since 1963, when the endurance event moved from Phillip Island. In 1973, the race was increased from 500 miles to 1000km and run to the same technical regulations as the Australian Touring Car Championship. The Bathurst 1000 was included in the championship from 1999 and has played a big part in the title proceedings in recent seasons.

Mount Panorama is a favourite amongst the drivers and ranks amongst the best race tracks of the world. The undulating run from Griffin's Bend to Forrest's Elbow is considered the greatest test of drivers on the Supercars schedule.

Recent Bathursts have been decided in manic final stints, including last season when a collision between leaders Jamie Whincup, Scott McLaughlin and Garth Tander paved the way for Tekno Autosports' Will Davison to sail through for the win.

The addition of wildcard entries has been aided by the second-tier Super2 Series round at Bathurst becoming non-championship in order to encourage teams to

TRACK FACTS

Length: 6.2km (anti-clockwise)

Average speed: 178km/h

Top speed: 300km/h

Qualifying lap record: 2m04.9097s

Jamie Whincup, Holden VF Commodore, 2015

Race lap record: 2m06.2769s

David Reynolds, Holden VF Commodore, 2016

2016 PODIUM

1st Will Davison/Jonathon Webb

Holden VF Commodore

2nd Shane van Gisbergen/Alexandre Prémat

Holden VF Commodore

3rd Nick Percat/Cameron McConville

Holden VF Commodore

enter the Bathurst 1000.

An added complication for teams will be the switch to last year's specification Dunlop tyre to ensure the championship avoids a repeat of the failures witnessed at Phillip Island this season.





The Supercars field takes to the punishing streets of Surfers Paradise in October.

GOLD COAST

OCTOBER 20-22



The Pirtek Endurance Cup will be awarded on the Gold Coast as the long-distance events wrap up on the high-speed and concrete-lined streets of Surfers Paradise.

It's an unforgiving circuit where the smallest mistakes can be punished with big consequences, as both full-timers and co-drivers have found out over the years.

The Gold Coast hosted non-championship races on the IndyCar/CART support bill from 1991 to 2001 before the round was included in the V8 Supercars championship race from 2008.

With the IndyCar Series moving on and A1 Grand Prix unable to fill the void left in 2009, V8 Supercars became the main attraction. The track was shortened from 4.47km to 2.96km and was rebranded as the Gold Coast 600 in 2010, featuring two 300km races and international drivers as co-drivers. The international co-driver component was dropped for 2013 and the event included in the Pirtek Endurance

TRACK FACTS

- Length:** 2.96km (anti-clockwise)
- Average speed:** 146km/h
- Top speed:** 265km/h
- Qualifying lap record:** 1m10.0480s
David Reynolds, Ford FG Falcon, 2013
- Race lap record:** 1m10.0851s
Will Davison, Ford FG Falcon, 2011

2016 PODIUMS

RACE 1

- 1st** Shane van Gisbergen/Alexandre Prémat
Holden VF Commodore
- 2nd** Scott McLaughlin/David Wall
Volvo S60
- 3rd** Jamie Whincup/Paul Dumbrell
Holden VF Commodore

RACE 2

- 1st** Jamie Whincup/Paul Dumbrell
Holden VF Commodore
- 2nd** Shane van Gisbergen/Alexandre Prémat
Holden VF Commodore
- 3rd** Scott McLaughlin/David Wall
Volvo S60

Cup alongside Sandown and Bathurst.

With the Pirtek Endurance Cup on the line and the championship reaching its climax, look for plenty of action on the streets of Surfers Paradise.



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THE CONTENDERS

TRIPLE EIGHT

- #88** Jamie Whincup/Paul Dumbrell
Holden VF Commodore
- #97** Shane van Gisbergen/Matt Campbell
Holden VF Commodore
- #888** Craig Lowndes/Steven Richards
Holden VF Commodore

Triple Eight has proven to be the masters of the endurance series, taking three of the four Pirtek Endurance Cups run since 2013. Impressively, too, the titles have been spread across the team's three entries of Craig Lowndes, Jamie Whincup and Shane van Gisbergen, plus three different co-drivers.

Van Gisbergen and Alexandre Prémat scored a commanding win in the 2016 Pirtek Endurance Cup with three second places and a win on the Gold Coast, helping van Gisbergen to secure his first championship win. However, the departure of Prémat to DJR Team Penske has signalled the changing of the guard into this season.

Triple Eight has bucked with its trend of hiring former full-time drivers as co-drivers by securing the services of Matt Campbell alongside van Gisbergen. Campbell impressed last season as co-driver to Todd Kelly at Nissan Motorsport in addition to winning the Australian Porsche Carrera Cup. In 2017 he's starred on the international stage in the Porsche Supercup on the Formula 1 support bill and shapes as a future Triple Eight full-timer.

In the other factory Holden Red Bull

BEST SANDOWN 500 RESULT

1st – Craig Lowndes/Yvan Muller 2005, Craig Lowndes/Jamie Whincup 2007, Craig Lowndes/Warren Luff 2012, Jamie Whincup/Paul Dumbrell 2013 & 2014

BEST BATHURST 1000 RESULT

1st – Craig Lowndes/Jamie Whincup 2006, 2007 & 2008, Craig Lowndes/Mark Skaife 2010, Jamie Whincup/Paul Dumbrell 2012, Craig Lowndes/Steven Richards 2015

BEST GOLD COAST 600 RESULT

1st – Jamie Whincup/Steve Owen 2010, Jamie Whincup/Sebastien Bourdais 2011 & 2012, Craig Lowndes/Warren Luff 2013, Jamie Whincup/Paul Dumbrell 2014 & 2016, Shane van Gisbergen/Alexandre Prémat 2016

BEST PIRTEK ENDURANCE CUP RESULT

1st – Craig Lowndes/Warren Luff 2013, Jamie Whincup/Paul Dumbrell 2014, Shane van Gisbergen/Alexandre Prémat 2016

entry, Jamie Whincup and Paul Dumbrell team up for their sixth consecutive endurance campaign together. The #88 entry crossed the line first at Mount Panorama last year but a penalty for contact dropped it back to 11th and proved very costly for Whincup's championship charge.

In the team's third entry, Craig Lowndes reunites with Steven Richards for the fourth consecutive season to form the most experienced duo in the field, with a combined total of 10 Bathurst 1000 wins.

Triple Eight will need another strong endurance run to keep pace with DJR Team Penske. And given the team's enduro pedigree and strength of its driver line-up, you wouldn't bet against them.

TEKNO AUTOSPORTS

- #19** Will Davison/Jonathon Webb
Holden VF Commodore

The reigning Bathurst 1000 winners have endured a challenging 2017 so far, from the car-destroying crash at Symmons Plains to inconsistent pace.

Tekno Autosports has been a regular front-runner in recent endurance campaigns, finishing in the top three of the Pirtek Endurance Cup standings for the last three seasons, winning at Bathurst and the Gold Coast and taking podiums at Sandown. So the customer Triple Eight team's season could be salvaged by another strong endurance-event run.

Will Davison is gunning for his third Bathurst 1000 and a maiden win in the Sandown 500. He will once again be joined in his Holden VF Commodore by team owner Jonathon Webb.

BEST SANDOWN 500 RESULT

3rd – Shane van Gisbergen/Jonathon Webb 2015, Will Davison/Jonathon Webb 2016

BEST BATHURST 1000 RESULT

1st – Will Davison/Jonathon Webb 2016

BEST GOLD COAST 600 RESULT

1st – Shane van Gisbergen/Jonathon Webb 2014 & 2015

BEST PIRTEK ENDURANCE CUP RESULT

2nd – Shane van Gisbergen/Jonathon Webb 2015, Will Davison/Jonathon Webb 2016

WALKINSHAW RACING

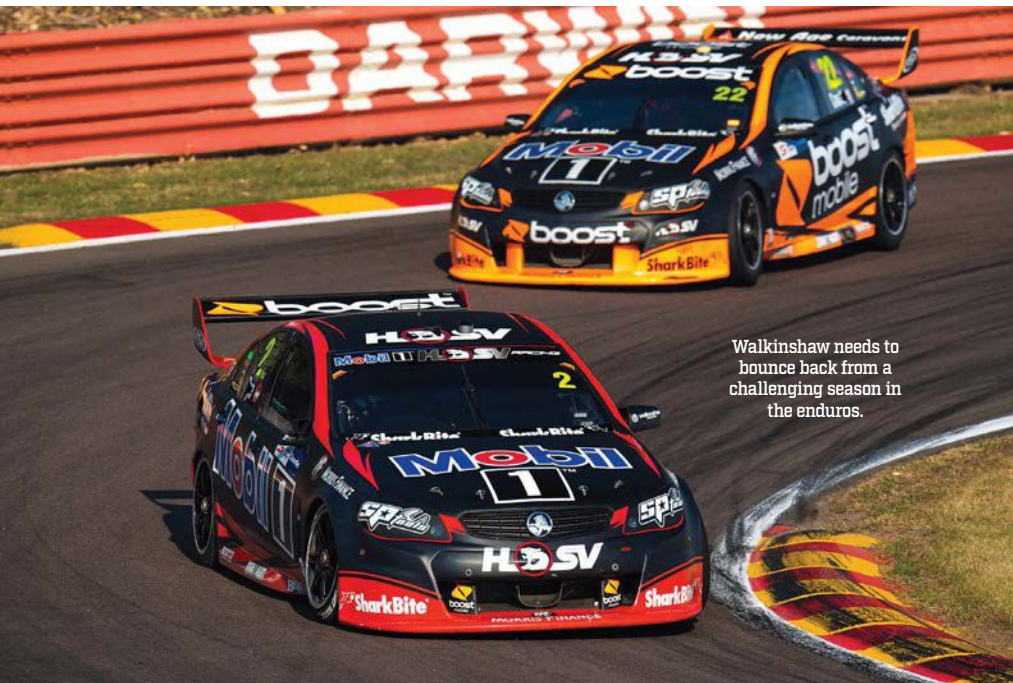
- #2** Scott Pye/Warren Luff – Holden VF Commodore
- #22** James Courtney/Jack Perkins – Holden VF Commodore

It's been a tumultuous season for Walkinshaw Racing in its post-Holden Racing Team guise.

The loss of factory Holden funding and firing of team manager Alex Burgess leaves



Shane van Gisbergen and Jamie Whincup are both having stellar seasons.



Walkinshaw needs to bounce back from a challenging season in the enduros.

the team in yet another rebuilding phase as it attempts to get back into the top 10 on a more consistent basis.

The team won the Sandown 500 and challenged at the Bathurst 1000 with Garth Tander and Warren Luff last season but the loss of Tander's experience and speed at tracks such as Mount Panorama could prove telling.

Luff remains in the #2 entry as co-driver to Scott Pye, while James Courtney and Jack Perkins team up for a third consecutive year and will be looking to repeat their Gold Coast win of 2015.

A strong endurance campaign will go a long way to helping the team rebound from a challenging start to 2017.

BEST SANDOWN 500 RESULT

1st – Craig Lowndes/Greg Murphy 1996 & 1997, Mark Skaife/Todd Kelly 2003, Garth Tander/Warren Luff 2016

BEST BATHURST 1000 RESULT

1st – Allan Grice/Win Percy 1990, Craig Lowndes/Greg Murphy 1996, Mark Skaife/Tony Longhurst 2001, Mark Skaife/Jim Richards 2002, Greg Murphy/Rick Kelly 2003 & 2004, Mark Skaife/Todd Kelly 2005, Garth Tander/Will Davison 2009, Garth Tander/Nick Percat 2011

BEST GOLD COAST 600 RESULT

1st – Garth Tander/Cameron McConville 2010, James Courtney/Jack Perkins 2015

BEST PIRTEK ENDURANCE CUP RESULT

1st – Garth Tander/Warren Luff 2015

GARRY ROGERS MOTORSPORT

#33 Garth Tander/James Golding – Holden VF Commodore

#34 James Moffat/Richard Muscat – Holden VF Commodore

Garry Rogers Motorsport has exceeded expectations in its return to running Holden VF Commodores in 2017.

After a three-year stint with the Volvo Polestar S60, Garry Rogers Motorsport has picked up where it left off in 2013 and is a front-running Holden team.

Garth Tander has led the charge on his return to the team and his experience will provide a big boost as it looks to break through for its first wins at Sandown and the Gold Coast and end a 17-year drought at Mount Panorama.

Tander partners with rising star James Golding in the #33 entry, forming an intriguing combination of experience and

BEST SANDOWN 500 RESULT

4th – Garth Tander/Cameron McConville 2004, Scott McLaughlin/David Wall 2016

BEST BATHURST 1000 RESULT

1st – Garth Tander/Jason Bargwanna 2000

BEST GOLD COAST 600 RESULT

2nd – Scott McLaughlin/Alexandre Prémât 2014, Scott McLaughlin/David Wall 2016

BEST PIRTEK ENDURANCE CUP RESULT

3rd – Scott McLaughlin/David Wall 2016

youth. Golding has made wildcard appearances in the main game this season and will benefit from the tutelage of his multiple Bathurst-winning co-driver.

James Moffat enters his first endurance campaign in a Commodore with Super2 driver Richard Muscat as co-driver.

Muscat will make his main-game debut with the team at Sandown, following on from some improved results in Super2 this season.

It's a gamble on youth from renowned talent-spotter Garry Rogers. But with Tander's return, the team is in a solid position heading into the enduros.



PRODRIVE RACING AUSTRALIA

#5. Mark Winterbottom/Dean Canto – Ford FG X Falcon

#6. Cam Waters/Richie Stanaway – Ford FG X Falcon

#55. Chaz Mostert/Steve Owen – Ford FG X Falcon

#56. Jason Bright/Garry Jacobson – Ford FG X Falcon

Prodrive may have lost the title of the leading Ford team to DJR Team Penske in 2017 but the four-car team remains a contender heading into the endurance events.

Prodrive has been 'best of the rest' behind DJR Team Penske and the Red Bull Holden Racing Team entries for the most part of 2017 and will benefit from continuity in co-drivers heading into the endurance events.

Mark Winterbottom and Chaz Mostert reunite with Dean Canto and Steve Owen

BEST SANDOWN 500 RESULT

1st – Jason Bright/Mark Winterbottom 2006, Mark Winterbottom/Steve Owen 2015

BEST BATHURST 1000 RESULT

1st – Mark Winterbottom/Steven Richards 2013, Chaz Mostert/Paul Morris 2014

BEST GOLD COAST 600 RESULT

1st – Mark Winterbottom/Richard Lyons 2011, Will Davison/Mika Salo 2012, David Reynolds/Dean Canto 2013

BEST PIRTEK ENDURANCE CUP RESULT

2nd – Chaz Mostert/Paul Morris 2014

respectively. The co-drivers have been with the team for a number of years and fit right in to the setup.

Highly-rated New Zealander Richie Stanaway impressed last season as co-driver at Super Black Racing and has been moved across the garage to partner with Cameron Waters, while Jason Bright is joined by reigning Super2 champion Garry Jacobson for his main-game debut.

Prodrive has won multiple times at Sandown, Bathurst and the Gold Coast but needs consistency across the three events to claim its first Pirtek Endurance Cup.

DJR TEAM PENSKE

#12 Fabian Coulthard/Tony D'Alberto – Ford FG X Falcon

#17 Scott McLaughlin/Alexandre Prémat – Ford FG X Falcon

The form team of the first half of the season enters the endurance events full of confidence and looking to end a winless run in the long-distance races. Dick Johnson Racing/DJR Team Penske has not won at Sandown and Bathurst in more than 20 years.

The emergence of the team as a

BEST SANDOWN 500 RESULT

1st – Dick Johnson/John Bowe 1994 & 1995

BEST BATHURST 1000 RESULT

1st – Dick Johnson/John French 1981, Dick Johnson/John Bowe 1989 & 1994

BEST GOLD COAST 600 RESULT

4th – James Courtney/Warren Luff 2010, James Moffat/Joey Hand 2011

BEST PIRTEK ENDURANCE CUP RESULT

8th – Fabian Coulthard/Luke Youlden 2016

championship contender followed the arrival of Scott McLaughlin and engineer/design guru Ludo Lacroix. And the team will need to carry its momentum in the endurance events in order to keep Triple Eight at bay.

Alexandre Prémat joins Lacroix in moving from Triple Eight to DJR Team Penske and reunites with former Garry Rogers Motorsport teammate Scott McLaughlin. They drove together in 2014 and 2015, with Prémat scoring a comfortable win in the Pirtek Endurance Cup alongside Shane van Gisbergen last season.

Tony D'Alberto returns to the team for a second season and partners Fabian Coulthard, having finished fifth alongside Scott Pye at Bathurst in 2016.

If DJR Team Penske can carry its sprint form into the endurance events, then there could be a long-awaited end to its Sandown, Bathurst and Gold Coast drought, not to mention a big step towards a title win.

BRAD JONES RACING

#8 Nick Percat/Macauley Jones – Holden VF Commodore

#14 Tim Slade/Ashley Walsh – Holden VF Commodore

#21 Tim Blanchard/Todd Hazelwood – Holden VF Commodore

Brad Jones Racing welcomed Nick Percat to the team in 2017. Percat won Bathurst as a rookie co-driver in 2011 and scored third at Mount Panorama with Lucas Dumbrell Motorsport last season.

Percat is joined by Macauley Jones in the enduros. Jones has the benefit of two wildcard main-game appearances this season in addition to his Super2 commitments, for what will be his third endurance campaign.

Tim Slade and Ashley Walsh team up for

BEST SANDOWN 500 RESULT

4th – Brad Jones/John Bowe 2003

BEST BATHURST 1000 RESULT

2nd – Brad Jones/Frank Biela 1997, Brad Jones/John Cleland 2001, Jason Richards/Cameron McConville 2009

BEST GOLD COAST 600 RESULT

2nd – Fabian Coulthard/Luke Youlden 2013

BEST PIRTEK ENDURANCE CUP RESULT

7th – Fabian Coulthard / Luke Youlden 2014 & 2015

a second consecutive season, looking to improve on seventh at Mount Panorama last season.

Brad Jones Racing gives Super2 rising star Todd Hazelwood a first appearance in the Pirtek Endurance Cup alongside Tim Blanchard. Hazelwood is having a breakout season in Super2 and is another star of the future to keep an eye on.

Brad Jones Racing has yet to win a race at Sandown, Bathurst and the Gold Coast. A breakthrough win in the endurance events will ease the pain of a challenging season for the Holden team.

TEAM 18

#18 Lee Holdsworth/Karl Reindler – Holden VF Commodore

Team 18 endured highs and lows in 2016. The customer Triple Eight team suffered a broken rocker off the start at Bathurst. Lee Holdsworth and Karl Reindler recovered with a seventh on the Gold Coast, but the Bathurst heartbreak lingered.

Holdsworth started the season solidly and has been on outskirts of the top 10 in the standings.

The team has continuity heading this endurance campaign with Reindler teaming with Holdsworth for a second consecutive season.

If the team can continue its upward trajectory in 2017 then it can spring a surprise or two in the Pirtek Endurance Cup.

BEST SANDOWN 500 RESULT

7th – Lee Holdsworth/Sébastien Bourdais 2015

BEST BATHURST 1000 RESULT

9th – Lee Holdsworth/Sébastien Bourdais 2015

BEST GOLD COAST 600 RESULT

7th – Lee Holdsworth/Karl Reindler 2016

BEST PIRTEK ENDURANCE CUP RESULT

11th – Lee Holdsworth/Sébastien Bourdais 2015



Will DJR Team Penske continue its strong form in the long-distance races?



Nissan's four-car
enduro team.

NISSAN MOTORSPORT

- #7** Todd Kelly/Jack Le Brocq – Nissan Altima
- #15** Rick Kelly/David Wall – Nissan Altima
- #23** Michael Caruso/Dean Fiore – Nissan Altima
- #78** Simona de Silvestro/David Russell – Nissan Altima

Nissan Motorsport needs a strong endurance campaign in what's been an otherwise disappointing season for the factory team.

Michael Caruso and Dean Fiore are together again for a fourth consecutive season, the only pairing that remains the same from last season at Nissan.

Super2 frontrunner Jack Le Brocq replaces Matt Campbell alongside Todd Kelly. Le Brocq participated in two main-game events and has driven the Altima in Super2 this season.

David Wall moves from Garry Rogers Motorsport to Nissan Motorsport to partner Rick Kelly, while long-time co-driver David Russell teams with Simona de Silvestro. The Swiss driver will be looking to capitalise on her previous two Bathurst outings in her return to Mount Panorama.

Nissan suffered a challenging endurance campaign last season but has scored podiums at Bathurst and the Gold Coast. More of those will be required for the team to get back on track in 2017.

BEST SANDOWN 500 RESULT

7th – Todd Kelly/Matt Campbell 2016

BEST BATHURST 1000 RESULT

2nd – James Moffat/Taz Douglas 2014

BEST GOLD COAST 600 RESULT

2nd – Rick Kelly/David Russell 2015

BEST PIRTEK ENDURANCE CUP RESULT

8th – Rick Kelly/David Russell 2015

EREBUS MOTORSPORT

- #4** Dale Wood/Chris Pither – Holden VF Commodore
- #9** David Reynolds/Luke Youlden – Holden VF Commodore

The Holden team enters the enduros buoyed by David Reynolds' recent recommitment to the team for 2018.

Reynolds notched up the fastest race lap at Bathurst last season and continues to impress in 2017 with regular top 10s. He

BEST SANDOWN 500 RESULT

4th – Lee Holdsworth/Craig Baird 2013

BEST BATHURST 1000 RESULT

4th – Will Davison/Alex Davison 2014

BEST GOLD COAST 600 RESULT

11th – Lee Holdsworth/Craig Baird 2014

BEST PIRTEK ENDURANCE CUP RESULT

5th – Lee Holdsworth/Craig Baird 2013

is joined by Luke Youlden, who moves to Erebus from DJR Team Penske.

Dale Wood will be looking to match the pace of Reynolds in his first endurance campaign for Erebus. He is partnered by Chris Pither, who joins Erebus as a co-driver after running in the series full-time last season for Super Black Racing.

A strong endurance run will confirm Erebus' recent upward trajectory in its second season running Commodores.

LUCAS DUMBRELL MOTORSPORT

- #3** Aaren Russell – Holden VF Commodore
- #62** Alex Rullo – Holden VF Commodore

After the highs of victory in Adelaide and a Bathurst podium last season, Lucas Dumbrell Motorsport has slumped back down the field in 2017.

The revolving door of drivers in the #3 entry has done little to help the customer Triple Eight Holden team climb up the grid with teenage rookie Alex Rullo learning his craft on the other side of the garage.

Co-drivers had yet to be announced as this issue went to press. **V8X**

BEST SANDOWN 500 RESULT

8th – Tim Blanchard/Karl Reindler 2015

BEST BATHURST 1000 RESULT

3rd – Nick Percat/Cameron McConville 2016

BEST GOLD COAST 600 RESULT

6th – Nick Percat/Oliver Gavin 2015

BEST PIRTEK ENDURANCE CUP RESULT

7th – Nick Percat/Cameron McConville 2016



Who will be crowned Bathurst
champions in 2017?

RECORDS OF ENDURANCE

The Endurance Cup has run in various forms from 1981. The following are the rules for the competitions and the winners.

1981

RULES

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

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)

1982

RULES

Awarded to the driver or drivers with the most points across all classes from five events, including the Bathurst 1000.



Mazda didn't win at Bathurst but claimed the enduro title from 1982 to 1984.

EVENT WINNERS

Oran Park 250:
Bob Morris – Ford XE Falcon

Sandown 400:
Allan Moffat – Mazda RX-7

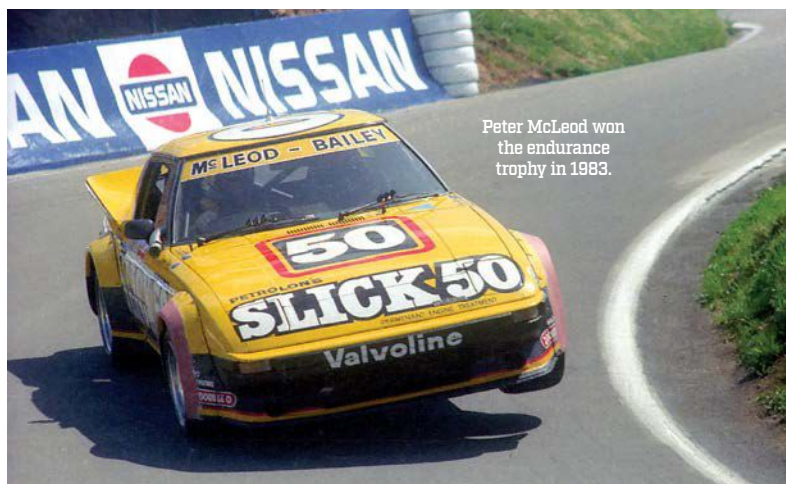
Bathurst 1000:
Peter Brock/Larry Perkins – Holden VH Commodore SS

Surfers Paradise 300:
Allan Moffat – Mazda RX-7

Adelaide 300:
Allan Moffat – Mazda RX-7

Champion

Allan Moffat – Mazda RX-7



Peter McLeod won the endurance trophy in 1983.

1983

RULES

Awarded to the driver or drivers with the most points across all classes from six events, including the Bathurst 1000.

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

RULES

Awarded to the driver or drivers with the most points across all classes from five events, including the Bathurst 1000.

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

RULES

Awarded to the driver or drivers with the most points across all classes from five events, including the Bathurst 1000.

EVENT WINNERS

Amaroo Park 300:
Jim Richards – BMW 635 CSI

Oran Park 250:
Jim Richards – BMW 635 CSI



Jim Richards and Mark Skaife's Bathurst-winning Nissan Skyline R32 GT-R.

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

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

Surfers Paradise 300:
Jim Richards – BMW 635 CSI

Champion

Jim Richards – BMW 635 CSI

1986

RULES

Awarded to the driver or drivers with the most points across all classes from six events, including the Bathurst 1000.

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

RULES

Awarded to the driver or drivers with the most points across all classes from three

events, including the Bathurst 1000.

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

RULES

Awarded to the driver or drivers with the most points across all classes from two events, including the Bathurst 1000.

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

RULES

Awarded to the driver pairing with the most points across three events, including the Bathurst 1000.

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

RULES

Awarded to the driver pairing with the most points across three events, including the Bathurst 1000.

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

RULES

Awarded to the driver pairing with the most points across three events, including the Bathurst 1000.

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

RULES

Awarded to the driver pairing with the most points across three events, including the Bathurst 1000.

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



The 2016 Pirtek Enduro Cup winners.

SANDOWN CHAMPIONS

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

QUEENSLAND 500 RACE WINNERS

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

PHILLIP ISLAND 500 RACE WINNERS

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

MOST WINS

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

MOST WINS IN A ROW

- 7** Peter Brock (1975-1981)

MOST WINS PER MAKE

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

MOST PODIUMS

- 11** Peter Brock
- 10** Allan Moffat
- 8** Larry Perkins, Craig Lowndes
- 6** Jamie Whincup
- 5** Dick Johnson, John Bowe, George Fury, Mark Skaife, Warren Luff
- 4** Jim Richards, Murray Carter, Allan Grice, Glenn Seton, Greg Murphy
- 3** Alan Jones, Fred Gibson, Colin Bond, John Harvey, Steve Harrington, Gregg Hansford, David Parsons, Tomas Mezera, Russell Ingall, Todd Kelly, Rick Kelly, Paul Dumbrell, Mark Winterbottom
- 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, Steven Richards, Steve Owen, Garth Tander, Jonathan Webb, Shane van Gisbergen, Will Davison, Alexandre Prémat

MOST POLE POSITIONS

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

MOST WINS FROM POLE POSITION

- 3** Peter Brock (1978-1980)

MOST POLE POSITIONS IN A ROW

- 5** Allan Moffat (1969-1973)

BIGGEST WINNING MARGIN

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

MOST WINS IN A ROW PER MAKE

- 7** Holden (1975-1981)

MOST POLES IN A ROW PER MAKE

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

BEST RESULT FOR MAKE

- 1st to 7th** Holden in 1975

CLOSEST FINISHING MARGIN

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



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BATHURST CHAMPIONS

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

* Super Touring Bathurst 1000

MOST WINS

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

MOST WINS IN A ROW

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

MOST STARTS

35 – Jim Richards

MOST STARTS IN A ROW

33 – Jim Richards

MOST WINS PER MAKE

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

MOST POLES FOR MAKE

23 – Ford, Holden

MOST POLES IN A ROW PER MAKE

5 – Ford (1969-1973)

BEST RESULT FOR MAKE

1st to 9th – Morris Cooper S in 1966

MOST WINS IN A ROW PER MAKE

7 – Holden (1999-2005)

MOST WINS IN A ROW PER MAKE

7 – Holden (1999-2005)



Holden's 30th Bathurst victory in 2015.

MOST POLE POSITIONS

TOTAL

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

Peter Brock and Jim Richards dominate the Bathurst record book.



POLE POSITIONS

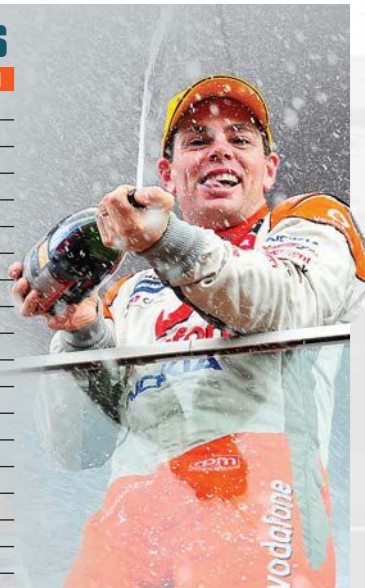
YEAR	DRIVER	TIME	CAR
1967	Ian Geoghegan	3m02.00s	Ford Falcon XR GT
1968	Bruce McPhee	2m56.70s	Holden Monaro GTS 327
1969	Ian Geoghegan	2m48.90s	Ford Falcon XW GT-HO
1970	Allan Moffat	2m52.10s	Ford Falcon XW GT-HO Ph II
1971	Allan Moffat	2m38.90s	Ford Falcon XY GT-HO Ph III
1972	Allan Moffat	2m35.80s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

*Super Touring Bathurst 1000 **Wet weather qualifying

Note: From 1963 to 1966 the grid was lined up by classes with the most expensive class at the front.

MOST PODIUMS

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



OTHER RECORDS

MOST SHOOTOUTS: 21 – Dick Johnson

MOST FINISHES: 24 – Peter Brock, Jim Richards

MOST FASTEST LAPS: 6 – Peter Brock

BIGGEST WINNING MARGIN: 6 laps – Peter Brock/Jim Richards in 1979

CLOSEST NON-FORMATION FINISH: 0.1434 seconds – Will Davison/Jonathon Webb ahead of Shane van Gisbergen/Alexandre Prémat (2016)

MOST POLES IN A ROW: 3 – Allan Moffat (1970-1972), Peter Brock (1977-1979)

MOST WINS FROM POLE POSITION: 2 – Allan Moffat (1970-1971), Peter Brock/Jim Richards (1978-1979), Mark Skaife/Jim Richards (1991 & 2002)

ROOKIES ON POLE: Klaus Ludwig (1987), Marcos Ambrose (2001)

MOST BATHURST-CHAMPIONSHIP DOUBLES: 3 – Mark Skaife (1992, 2001, 2002)

MOST SANDOWN-BATHURST DOUBLES: 5 – Peter Brock (1975, 1978, 1979, 1980, 1984)

MOST SANDOWN-BATHURST-CHAMPIONSHIP TRIPLES: 2 – Peter Brock (1978, 1980)

BATHURST: FASTEST RACE LAPS

YEAR	DRIVER	TIME	CAR
1964	Ian Geoghegan/Leo Geoghegan	3m21.3s	Ford Cortina GT
1965	Brian Foley	3m.13.7s	Morris Cooper S
1966	Frank Matich	3m10.0s	Morris Cooper S
1967	Fred Gibson	3m03.0s	Ford Falcon XR GT
1968	Bruce McPhee	2m58.0s	Holden Monaro GTS 327
1969	Allan Moffat/Alan Hamilton	2m52.1s	Ford Falcon XW GT-HO
	Fred Gibson/Barry Seton	2m52.1s	Ford Falcon XW GT-HO
1970	John Goss/Bob Skelton	2m53.0s	Ford Falcon XW GT-HO
1971	Bob Morris	2m40.0s	Ford Falcon XY GT-HO
1972	Allan Moffat	2m36.5s	Ford Falcon XY GT-HO
1973	John Goss	2m34.8s	Ford Falcon XA GT
1974	Peter Brock	2m29.8s	Holden Torana L34
1975	Not recorded	-	-
1976	Allan Moffat	2m28.4s	Ford Falcon XB GT
	Peter Brock	2m28.4s	Holden Torana L34
1977	Allan Moffat	2m26.4s	Ford Falcon XC
1978	Allan Moffat	2m22.0s	Ford Falcon XC
1979	Peter Brock	2m21.1s	Holden Torana A9X
1980	Dick Johnson	2m22.2s	Ford Falcon XD
1981	Dick Johnson	2m20.9s	Ford Falcon XD
1982	Peter Brock	2m20.1s	Holden Commodore VH
1983	Peter Brock	2m18.5s	Holden Commodore VH
1984	Peter Brock	2m15.13s	Holden Commodore VK
1985	John Goss	2m21.86s	Jaguar XJ-S
1986	Allan Grice	2m18.99s	Holden Commodore VK
1987	Andrew Miedecke	2m22.50s	Ford Sierra RS500
1988	Tony Longhurst	2m19.06s	Ford Sierra RS500
1989	Dick Johnson	2m19.12s	Ford Sierra RS500
1990	Mark Skaife	2m15.46s	Nissan Skyline GT-R

YEAR	DRIVER	TIME	CAR
1991	Mark Skaife	2m14.50s	Nissan Skyline GT-R
1992	Mark Skaife	2m16.47s	Nissan Skyline GT-R
1993	Mark Skaife	2m14.803s	Holden Commodore VP
1994	Dick Johnson	2m14.1458s	Ford Falcon EB
1995	Craig Lowndes	2m14.3229s	Holden Commodore VR
1996	Craig Lowndes	2m13.1636s	Holden Commodore VR
1997*	Jason Plato	2m16.8034s	Renault Laguna
1997	Larry Perkins	2m12.3398s	Holden Commodore VS
1998*	Rickard Rydell	2m17.9558s	Volvo S40
1998	Craig Lowndes	2m12.7771s	Holden Commodore VT
1999	Paul Radisich	2m.12.5624s	Ford Falcon AU
2000	Craig Lowndes	2m14.2602s	Holden Commodore VT
2001	Simon Wills	2m10.2011s	Ford Falcon AU
2002	Brad Jones	2m09.5705s	Ford Falcon AU
2003	Garth Tander	2m08.6726s	Holden Commodore VY
2004	Jason Bright	2m08.8972s	Holden Commodore VY
2005	Mark Skaife	2m08.6515s	Holden Commodore VZ
2006	Craig Lowndes	2m08.6571s	Ford Falcon BA
2007	Jamie Whincup	2m08.4651s	Ford Falcon BF
2008	James Courtney	2m09.2775s	Ford Falcon BF
2009	Jason Richards	2m08.9972s	Holden Commodore VE
2010	Jason Bright	2m08.8215s	Holden Commodore VE
2011	Jamie Whincup	2m09.3340s	Holden Commodore VE
2012	Shane van Gisbergen	2m09.5962s	Ford Falcon FG
2013	Garth Tander	2m10.5344s	Holden Commodore VF
2014	Chaz Mostert	2m07.4913s	Ford Falcon FG
2015	Jamie Whincup	2m07.1226s	Holden Commodore VF
2016	David Reynolds	2m06.2769s	Holden Commodore VF

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



Peter Brock scored the fastest lap of 2m15.13s in the iconic VK Commodore in 1984.



GOLD COAST CHAMPIONS

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

MOST WINS

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

MOST POLE POSITIONS

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

MOST WINS PER MAKE

- 11** Holden
- 3** Ford

MOST WINS PER TEAM

- 7** Triple Eight
- 2** Holden Racing Team, Ford Performance Racing, Tekno Autosports

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FLASHBACKS!

ENDURO ANNIVERSARIES

As we approach the endurance season, let's take a look back at the key decade-on anniversaries from the long-distance races over the years.



1967 V8 engines ruled the single-race Australian Touring Car Championship, with the Ford Mustang the car to beat in the hands of Ian Geoghegan. But smaller capacity cars such as the Morris Coopers had previously dominated at Mount Panorama.

Australian-built V8 muscle cars arrived that year in the shape of the Ford XR Falcon GT with the backing of Ford

Australia and a strong driver line-up that included team boss Harry Firth and co-driver Fred Gibson in one car and Ian Geoghegan and brother Leo in another.

The Falcons qualified first and second, with Ian Geoghegan taking pole. In the race positions were reversed and Firth and Gibson claimed the win, albeit following conjecture over whether a lap-count error meant it was the Geoghegans who should

have been declared the winners, a debate that raged on for decades.

The V8 had arrived at Mount Panorama, though the Alfa Romeo 1600 GTV showed there was still some fight from smaller cars by finishing third and fourth, on the same lap as the Falcons.

EVENT WINNERS

BATHURST 500: Harry Firth/Fred Gibson
(Ford XR Falcon GT)

1977 The 1977 Australian Touring Car Championship included endurance races at Sandown and Phillip Island but, curiously, not the Bathurst 1000 – not that Allan Moffat needed the points from Bathurst for what was a dominant championship win.

Moffat had to settle for third at Sandown, two laps adrift of winner Peter Brock, driving for Bill Patterson Racing, and behind Allan Grice, who completed a one-two for the Holden LX Torana SS A9X.

Ford, however, was unstoppable at Mount Panorama, with Moffat and co-driver Jacky Ickx leading home teammates Colin Bond and Alan Hamilton in the first one-two formation finish in the event's history. With Moffat carefully driving his Falcon home with worn-out brakes, Bond



maintained position behind his team boss for the iconic result.

Moffat, with the championship sewn up, didn't enter the final round at Phillip Island. There, Grice prevailed for his first win of the season.

EVENT WINNERS

SANDOWN 400: Peter Brock
(Holden LX Torana SS A9X)

BATHURST 1000: Allan Moffat/Jacky Ickx
(Ford XC Falcon)

PHILLIP ISLAND 500: Allan Grice
(Holden LX Torana SS A9X)

1987 In the third year running to the international Group A regulations, Australian touring cars welcomed the world in 1987 as host of two rounds of the new-look World

Touring Car Championship (WTCC).

The endurance season began at Calder Park on a circuit incorporating the road course and the newly completed oval. With the likes of Peter Brock and Dick Johnson skipping the event to focus on Bathurst,



the Nissan of John Bowe and Terry Shiel took the win. Championship winner Jim Richards and co-driver Tony Longhurst put the disappointment of retiring from the Calder event with accident damage behind them to win the Oran Park 250.

At Sandown Dick Johnson debuted the Ford Sierra RS500 and duly put the new car on pole, but engine failure in the warmup forced he and co-driver Gregg Hansford into the team's second car. They rose from 14th on the grid to the lead before another engine failure, handing victory to George Fury and Shiel in their Nissan.

The internationals arrived at the Bathurst 1000, with the Eggenberger Motorsport team dominating proceedings to take a comfortable one-two finish. But its Sierras were disqualified for illegal wheel-arch modifications and Peter Brock scored his ninth and final Great Race win.

The visitors did get revenge at the next round of the WTCC at Calder Park, with the Eggenberger entry of Steve Soper and Pierre Dieudonné recovering from their Bathurst disappointment to take the win. The best of the locals was the Nissan of Fury and Glenn Seton in fifth.

EVENT WINNERS

CALDER PARK 300: John Bowe/Terry Shiel
(Nissan Skyline DR30 RS)

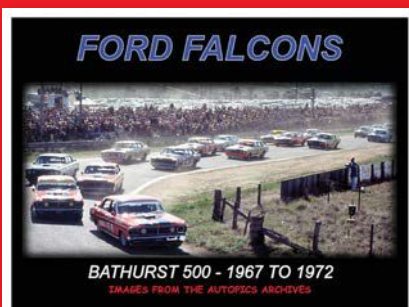
ORAN PARK 250: Jim Richards/Tony Longhurst
(BMW M3)

SANDOWN 500: George Fury/Terry Shiel
(Nissan Skyline DR30 RS)

BATHURST 1000: P Brock/P McLeod/D Parsons
(Holden VL Commodore SS Group A)

CALDER PARK 500: Steve Soper/Pierre Dieudonné
(Ford Sierra RS500)

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1997 Two Bathurst 1000s were held within two weeks of each other as two variations of Australian touring cars fought over the rights to the endurance classic.

In the one corner, the two-litre Super Touring championship with the support of race organisers the Australian Racing Drivers Club, long-time Bathurst broadcasters Channel Seven and manufacturers shut out of the rebranded V8 Supercars, such as BMW, Audi, Volvo and more. In the other corner, V8 Supercars, Ford and Holden and their new broadcaster Network Ten.

The endurance events, run outside of the V8 Supercars and Super Touring championships, began with the V8s at Sandown, where Craig Lowndes returned from racing in Europe to team with his replacement at the Holden Racing Team, Greg Murphy. The youngsters continued their domination from the previous year to take the win.

Super Touring took to Mount Panorama on the traditional October long weekend, with the Australian regulars joined by the best of the British Touring Car Championship. The locals won out, with the Australian Super Touring champion Paul Morris and Craig Baird crossing the line first, though they were disqualified after Baird exceeded the maximum of driving-time limit, handing the win to teammates Geoff and David Brabham.

Two weeks later crowds voted with their feet and proved that the V8 Supercars were the most popular attraction at Mount Panorama. Peter Brock and co-driver Mark Skaife started from pole but dropped out early after engine failure, and the Holden Racing Team's interest in the race was over

soon after when Lowndes crashed out. Perkins Engineering claimed its third Bathurst win in five years, with Larry Perkins and Russell Ingall restoring Holden pride.

EVENT WINNERS

SANDOWN 500: Greg Murphy/Craig Lowndes (Holden VS Commodore)

BATHURST 1000 (SUPER TOURING): Geoff Brabham/David Brabham (BMW 320i)

BATHURST 1000 (V8 SUPERCARS): Larry Perkins/Russell Ingall (Holden VS Commodore)

2007 The championship would eventually be won by the HSV Dealer Team's Garth Tander but the endurance events at Sandown and Bathurst belonged to Triple

Eight Race Engineering's Craig Lowndes and Jamie Whincup.

Following the team's breakthrough endurance win at Bathurst in 2006, Lowndes and Whincup were both in championship contention in 2007. And, unlike other title contenders, their team had opted to pair their regular drivers in the same entry. This strategy paid dividends when Whincup outpaced rival co-drivers to hand Triple Eight the win at Sandown.

A notable absence in the race was the Holden Racing Team's Mark Skaife, who was forced out with appendicitis.

Ford Performance Racing, in a bid to combat Triple Eight's dynamic duo, changed its driver line-up and paired Mark Winterbottom with Steven Richards at Mount Panorama. Winterbottom took pole and led in the late stages until a rain shower saw him lose it at the entrance to The Chase.

Drivers battled to stay on the track as the rain increased, with Skaife, Russell Ingall and Jason Bright all crashing at the top of the hill.

In the end Lowndes held off the fast-finishing Steven Johnson, Greg Murphy and James Courtney to give Triple Eight three endurance wins in a row and back-to-back Bathurst 1000 victories.

EVENT WINNERS

SANDOWN 500: Craig Lowndes/Jamie Whincup (Ford BF Falcon)

BATHURST 1000: Craig Lowndes/Jamie Whincup (Ford BF Falcon) **V8X**



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WORDS John Bannon IMAGES Peter Norton

GOING WILD

Supercars' wildcard initiative has been widely praised for good reason. In allowing wildcard entries into select sprint rounds and making the Super2 event at Mount Panorama non-championship in order to entice teams to enter the Bathurst 1000, the series is not only harking back to the glory days of wildcards but also giving youngsters such as James Golding, Jack Le Brocq, Shae Davies, Todd Hazelwood and Macauley Jones a better transition into the main game.

With Supercars one of the most competitive touring-car series in the world and with a stellar line-up of drivers, cracking the main game can be extremely tough. So this year's wildcard initiative to allow non-main-game drivers to compete at nominated rounds looks like a win-win for the series, the fans and the drivers and teams taking part.

Five young drivers took up the opportunity to contest selected rounds of the Virgin Australia Supercars Championship in 2017 in the hope they can do enough to press their claims for full-time drives in 2018.

James Golding

AGE: 21 years old

LIVES: Warragul, Victoria

TEAM: Garry Rogers Motorsport

CAR: Holden VF Commodore

Golding was the only one of the five wildcard drivers without a regular Super2 drive this year but the opportunity for the speedy youngster to get some extra miles ahead of the enduros, where he'll share the car with the experienced Garth Tander, was too good to pass up.

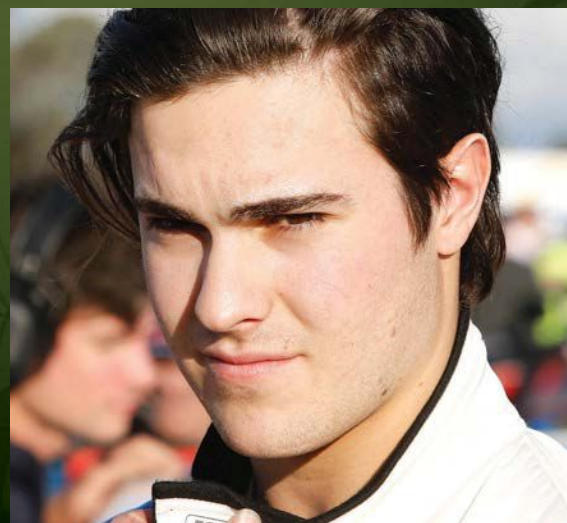
"Every lap in these cars you learn something, so it will definitely give me a lot more confidence heading into the enduros that I can do a good job for Garth," he says.

Tander has taken on a mentoring role to Golding in a

similar way to how he took Nick Percat under his wing at the Holden Racing Team, which led to the pair winning the Bathurst 1000 in 2011.

"Garth's been fantastic helping on and off the track, even leading up to the events and even at the events," says Golding.

"He hasn't gone quiet as soon as I've become the competitor. I'm really happy being able to have Garth help me and give me a bit of direction with my driving and how to attack each race."





Golding is a big fan of the wildcard initiative for the many opportunities it creates.

"I think it's really good to give rookies a chance to get in there and learn," he says.

"Obviously it's a fair bit different to the Dunlop Series; the racecraft and all that sort of thing is a bit different and the competition level is extremely high. It gives people like me a chance to get a foot in the door and show what they can do in the main game."

Golding's driving also benefits from what's turning into a long-standing relationship with Garry Rogers Motorsport as both a driver and a mechanic.

"I've been with the team for four years now so that makes it easier," he says.

"I know everyone in the team and that helps with processes and if things go wrong I know how everything works within the team. It makes it easier to get a message across or get some understanding through the other guys what I need or what they need me to do for them as well."

Jack Le Brocq

AGE: 25 years old

LIVES: Melbourne, Victoria

TEAM: Matthew White Motorsport

CAR: Nissan Altima

The 2012 Australian Formula Ford champ moved back to Matthew White Motorsport in 2017 from Prodrive Racing Australia. Part of the lure in making the move was the opportunity to compete at Darwin and Ipswich in the main game.

"We got to November and we were hoping to take a step up to the main game but it didn't quite work out for us," says Le Brocq.

"IT GIVES PEOPLE LIKE ME A CHANCE TO GET A FOOT IN THE DOOR AND SHOW WHAT THEY CAN DO IN THE MAIN GAME."

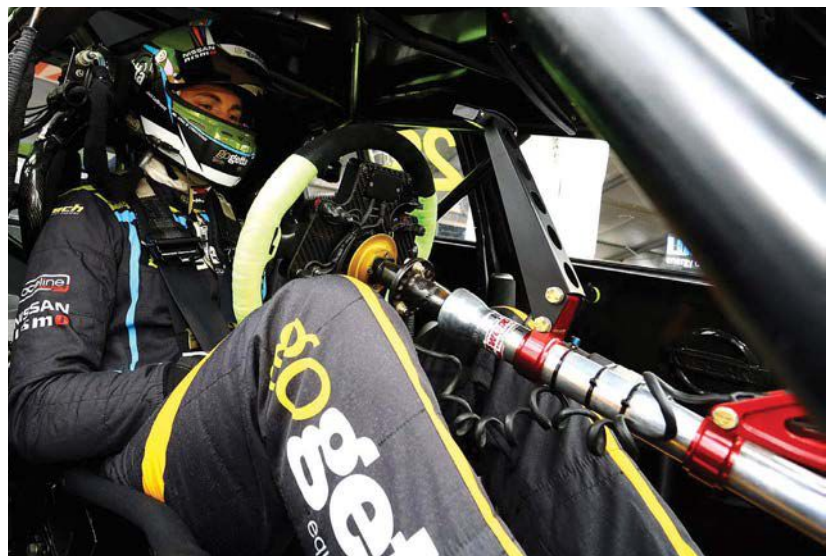
– JAMES GOLDING

"We had a bit of a look around at what we could do and the opportunities available this year with the wildcards as well. Going back to Matt White Motorsport and running with Nissan looked like the better option for us."

Last year's Dunlop Series runner-up says it's a big jump up to the main-game rounds but one that will help when he drives alongside Todd Kelly at the enduros for Nissan Motorsport.

ABOVE: Wildcard entries roll out of the pits at Winton.

BELOW: Le Brocq took part in two wildcard rounds.





“The opportunity to do rounds this year is awesome for us and is a bit of practice and warm-up before we get to the enduros,” he says.

“I think it’s a great initiative and it gives us a change to showcase ourselves in front of the main-game boys. We’re pushing pretty hard to be there full-time next year, so fingers crossed we do a good job.”

The former CAMS Rising Star says a measured approach is a must if you want to convert the main-game jaunt into a full-time drive.

“A really good result is definitely going to help but you’ve got to go in there with a level head and make sure you don’t do anything silly,” he says.

“You’ve got to get through the races, so not turning people around or causing any drama goes a long way.”

Le Brocq could also benefit from some additional feedback from MW Motor-sport teammate Shae Davies, who contested the Winton round before the 25-year-old commenced his Supercars program in Darwin.

“From Darwin onwards until the end of the year we’re at every Supercars round racing whether it be the Dunlop Series or main game other than Auckland,” he says. “To get that much seat time throughout a year is really good and helps fast track our learning.”

Shae Davies

AGE: 27 years old
LIVES: Gold Coast, Queensland
TEAM: Matthew White Motorsport
CAR: Nissan Altima

While Davies is new to the Nissan Altima package in 2017, unlike the other wildcards he’s no stranger to doing rounds in the main game, having completed a

“A REALLY GOOD RESULT IS DEFINITELY GOING TO HELP BUT YOU’VE GOT TO GO IN THERE WITH A LEVEL HEAD.”

– JACK LE BROCQ

partial campaign with Erebus Motorsport last season. Davies compares the wildcard opportunity in his MW Motorsport prepared Altima with his time in the VF Commodore at Erebus.

“The Erebus opportunity was an amazing opportunity,” he says.

“Without it I probably wouldn’t be driving as well as I am today and I took plenty away from it. Looking at this situation here, it’s great to be able to take my familiar

ABOVE: Le Brocq scored Nissan’s first win in Super2 at Symmons Plains.

BELOW: Davies returned to the main game as a wildcard at Winton.





“IT SHOWS THAT THE SUPER2 FIELD IS AT A VERY HIGH LEVEL, AS WE ALWAYS SUSPECTED IT WAS.”

– SHAE DAVIES

environment, my car, my guys and just go and do a race meeting like any other. It relieves the pressure and brings out the best in me. It's a great thing. It's a far more comfortable environment, my headspace is a lot better and I'm really happy with it.”

The wildcard initiative has enabled drivers and teams to gauge where they sit compared to their main game counterparts.

“We always wonder, I think even the main-series teams wonder. how

the Super2 crop will fit amongst the main-series drivers?” he says.

“Having these wildcard events really gives us a chance to showcase what we can do and it's good for us and good for them. I think it shows that the Super2 field is at a very high level, as we always suspected it was, and it's a great initiative from Supercars and I hope it continues.

“You do wonder if what you're doing is going to lead somewhere one day,” he says. “So, yes, having

this wildcard opportunity and being able to take your Super2 car into the main series in a way that I didn't even fathom possible is just a great initiative.

“For the young guys coming through it's a clear level-two category now, it's like NASCAR is in the United States where you have Nationwide and NASCAR Sprint Cup drivers jumping in and out of the two series.”

Todd Hazelwood

AGE: 21 years old

LIVES: Gold Coast, Queensland

TEAM: Matt Stone Racing

CAR: Holden VF Commodore

Hazelwood's resourcefulness has been an asset in a career that's been built on hard work, perseverance and thinking outside the square. So it will come as little surprise that he was one of those who pushed for this wildcard initiative.

“We really pushed for this idea last year because it's been a couple of years in a row where we really struggled to get a co-drive role,” he says.

“I wasn't affiliated with a main-series team running with Matt Stone Racing. I was kind of out on a limb a little bit, even though we were getting results and beating most of the guys that were getting co-drives.”

The 2014 Mike Cable Young Gun used his initiative to look at other options to propel himself into the main game in what is his fourth season in the development series.

“We sat down with Supercars about this time last year and came up with the concept of why don't we race as a wildcard at Ipswich rather than running a wildcard at Bathurst, which involves a lot of funds to pull it off,” he says.

“For us to do it at Queensland Raceway, it's cost effective. It's our test track and I think from Supercars point of view if they can have one or two drivers added to the category then they think it's fantastic. It's great for publicity and it's good for the fans to see more cars in the field and creates a lot of interest. And I think the initiative taken by Supercars to take our idea on board has been really special.”

The South Australian said he felt the opportunity was worth pursuing to realise his dream of racing in the main game.

“I don't think there's an easy way to achieve anything if you want something big,” he says.

“There's a lot of people who will knock you down along the way to say you can't do it or you don't have the money or whatever but we've taken on a challenge and, so far, we've been getting rewards with what we've been putting in.”

BELOW: Hazelwood made his Supercars debut at Queensland Raceway.





ABOVE: Jones gained valuable mileage in wildcard appearances at Winton and Hidden Valley.

“IT’S DEFINITELY DIFFERENT MENTALLY AND THE PHYSICAL PREPARATION IS A BIT DIFFERENT AS WELL.” – MACAULEY JONES

Macauley Jones

AGE: 22 years old
LIVES: Albury, NSW
TEAM: Brad Jones Racing
CAR: Holden VF Commodore

Second-generation racer Jones had his solo main-game debut at his home track at Winton, not too far down the road from his home in Albury.

“I definitely had a lot of support behind me,” he says.

“Winton is one of the rounds that the rest of my family can come to besides my Dad (Brad Jones) and Uncle (Kim Jones).

“I don’t find any added pressure having mates or that around.

“I’ve always had my Dad here and there has always been a little pressure there but you adapt to that.”

Jones says the combination of doing extra laps and racing on tracks not part of the Super2 calendar is a bonus. He will partner Nick Percat in the Pirtek Endurance Cup.

“It’s a really great initiative that they’ve come up with,” says Jones.

“I feel like it’s quite difficult to get better than people who are racing twice as much as you; their races are a longer distance than what the Super2 category races are.

“You’ve got a lot more factors involved with pitstops and tyre life, so to have this initiative is fantastic for us and we get a few different tracks as well, which is exciting.”

The trained mechanic says while it’s useful seat time for the enduros, the preparation is different.

“It’s definitely different mentally and the physical preparation is a bit different as well,” says Jones.

“You’ve got your own car and I’m very comfortable sitting in my car, it’s exactly how I have the seating.

“You’re also working with your engineer, which is a lot different to what the enduros. With the enduros you’re sort of trying to adapt the car to two different people but, I guess, it’s mostly pushed towards the main driver.

“Being a co-driver you have to keep clean, be fast and bring it home to the main driver. Whereas with this you’ve got to go hard and race hard. You’re qualifying the car so you’ve got to try and maximise it as best as you can in the qualifying sessions.”

We will watch closely to see how their wildcard experiences benefit these drivers in the enduros. **v3x**

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V8X

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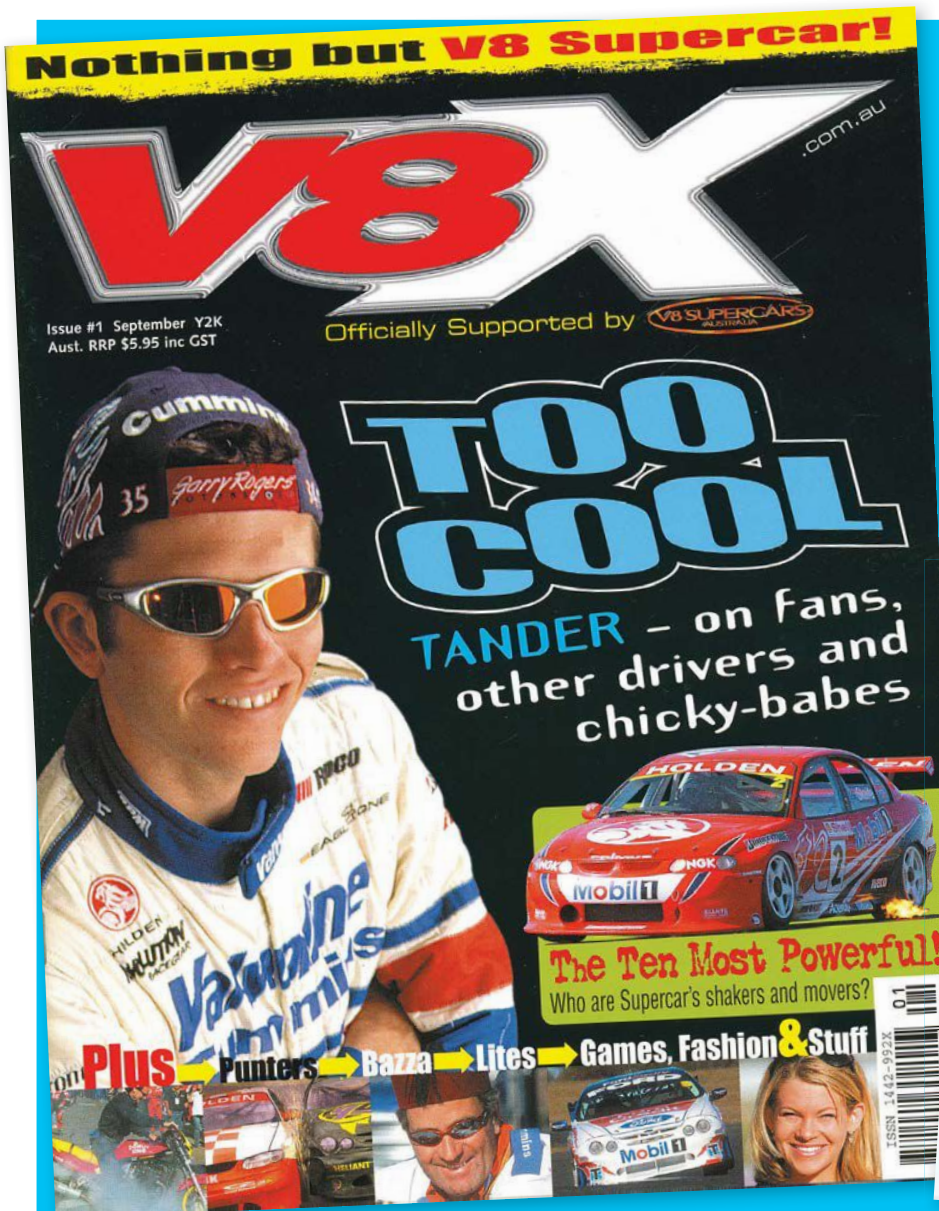
ISSUES

OUR MAIDEN VOYAGE

A look back at the very first issue of V8 Supercar Magazine published in September 2000.

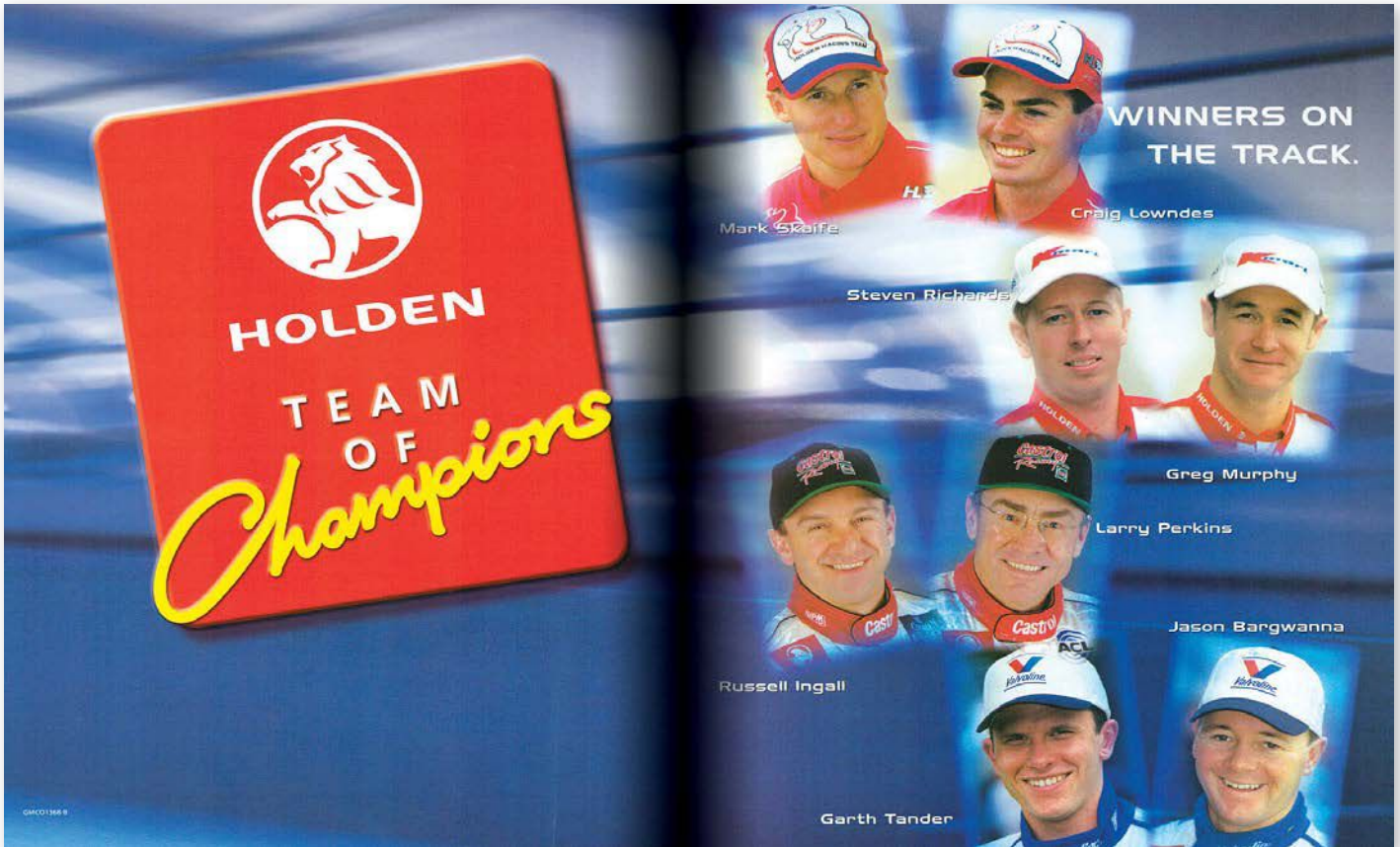
"Nothing but V8 Supercar!" – that was the title tag that featured on the first edition of V8 Supercar Magazine and it remains true 99 issues down the track. V8 Supercar Magazine is still the only

publication covering Supercars exclusively, as we have done since that first edition. Join us as we take a stroll back in time and relive the state of play in V8 Supercars in 2000.



Some familiar faces featured in issue #1. Garth Tander and Craig Lowndes were part of Holden's brigade of drivers and remain so 17 years on.





ABOVE: Holden advertisement that featured in the opening pages of issue #1.

Great balls of fire!

By ANDREW MACLEAN

PAUL Morris and Mark Larkham escaped serious injury in one of V8 Supercar's most horrific accidents at Sydney's Oran Park last month.

Seconds after the green lights signalled the start of the final heat at Oran Park, all hell broke loose when Morris rammed into the back of Larry Perkins' stalled Commodore.

While Perkins got moving again – quickly – Morris was stranded in the middle of the circuit and could only watch and hope that everyone behind him was quick enough to react.

Larkham, however, was inches behind Steven Ellery's Falcon when the young gun suddenly darted off to the right and he had nowhere to go but straight into the rear of Morris' car at close to 150km/h.

The terrifying impact sent Morris' car spinning 40 metres down the circuit while Larkham's Falcon burst into a ball of flames.

With a river of fuel joining the two cars, it was mere seconds before Morris' car was engulfed in flames as well.

Despite seeing stars, both drivers managed to escape their burning wrecks under their own steam, collapsing as soon as they were out of immediate danger.

They were taken to nearby Liverpool Hospital where Larkham was treated for severe whiplash and bruising.

Doctors feared Morris' injuries would be far more severe with the on-board fire extinguisher piercing his carbon-fibre race seat, even though it was still bolted to the floor of Morris' Commodore.

Doctors later confirmed Morris had three broken vertebrae in his lower back, which might sideline him from the action for up to six weeks.

Morris says the sickening fireball wasn't the worst accident he has been involved in, but a shaken Larkham couldn't say the same.

"As far as the impact is concerned, that was by far the worst", Larkham said. "I was like a rabbit in the headlights. I was right up the back of Ellery and was going to go to the pitlane side of him, but then decided to pull back in."

1. Point of impact – Larkham slams into back of a stationary Morris.

2. The front of Larkham's car erupts into flames as Morris' car is still spinning down the track.

3. The burning fuel on the back of Larkham's car is from Morris' ruptured tank. The fire is creeping its way along the track to the crushed wreck of the Big Key Commodore.

4. Morris' car bursts into flames. The interior is also aflame – note the flames shooting out of the back window.

5. The fires are quickly extinguished by marshals.

Larkham will have to battle against time to prepare his new car.

Perkins was able to keep the damaged Commodore running.

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ABOVE: Mark Larkham and Paul Morris' huge start-line crash at Oran Park headlined the news pages.

GARRY TANDER

"There was no way I thought I had any chance of racing V8s"



Garth Tander is not shocked that he has become one of the leading contenders for this year's Shell Championship series ... now. But had you asked him this question a little over two years ago and he would have told you that it was "pie in the sky".

Back then the funky West Australian hadn't even considered a full time V8 drive a possibility for 1998, despite the fact he had won the Australian Formula Ford title the year before. The 23-year-old had just failed to put together a Formula Holden deal for the 1998 season as it started and was looking to find funding to run with a Privateer or Level Two team at the Sandown 500 and Bathurst 1000 that year.

Then, in a whirlwind of excitement, Steven Richards left the Garry Rogers

Motorsport team, creating a vacancy which was to be amply filled by Tander. The unassuming Garth, though, really didn't think he was a chance for the seat. "I was a little concerned because I was over in WA out of everyone's sight, and in this industry out of sight is out of mind, but luckily Garry gave me that call", Tander told V8X.

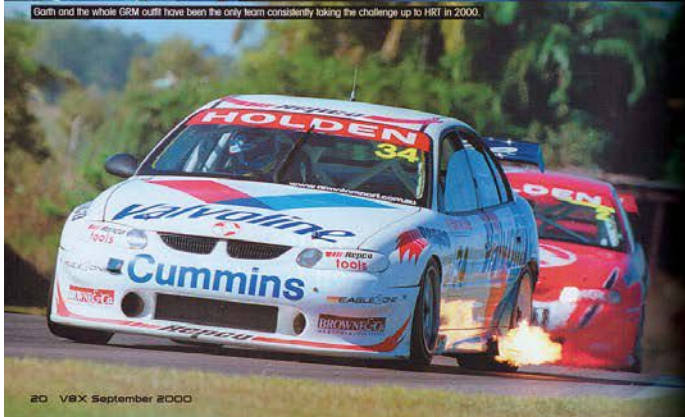
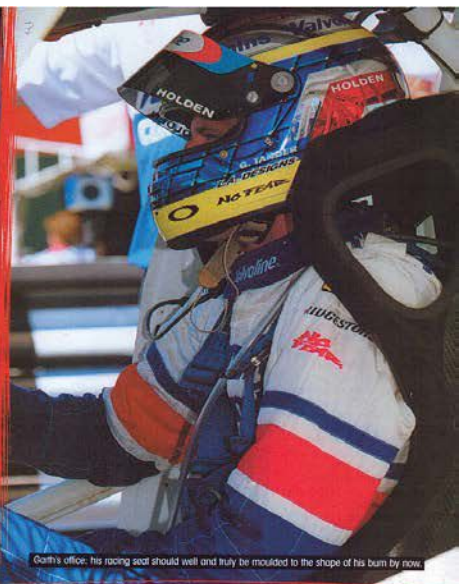
"There was no way I thought I had any chance of racing V8s in the series that year. Even after I spoke to Garry I initially didn't think there was much chance, I thought it was too pie in the sky and too far out of reach for something like that to happen. To go from one end of the spectrum of not driving anything to driving for a Level One team in the biggest series in Australia - it was a bit unbelievable at the start."

Tander joined GRM halfway through the 1998 season, his first race, at Phillip Island, providing one of his most embarrassing moments in the series. "It was daunting having my first race at Phillip Island here I was racing against Johnson, Perkins, Ingall and Seton, which took a bit of time to get my head around just to start with.

"I remember when Craig won his first championship and I was thinking 'how good is this guy, blowing everybody away', two years later I am racing against him.

"I had qualified ahead of Dick in the race and I remember looking across trying to think about my race and then I stalled on the grid! I hadn't done any practice starts but I managed to get myself back up to 20th in that race and 10th in the last race so it was okay for my first outing." From there Garth had a roller-coaster year with some mixed results, but he also had to deal with a bit of criticism from other drivers for his 'take no prisoners' approach to racing, also facing the wrath of the stewards on occasions. But when he was presented with his chance to race a full season the next year, his outlook changed.

"All of a sudden his head cooled and the results were starting to come,



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ABOVE: Tander explained his journey into V8 Supercars and hopes with Garry Rogers Motorsport in a season in which he would win the Bathurst 1000.

THE 10 MOST POWERFUL PEOPLE IN V8 SUPERCAR

Where once the driver-dominated TEGA organisation used to hold the whip hand of influence in touring car racing, a none-too-subtle shift of emphasis has seen the shiny suits of the marketing men and beancounters at AVESCO become the powerbrokers behind V8 Supercars.

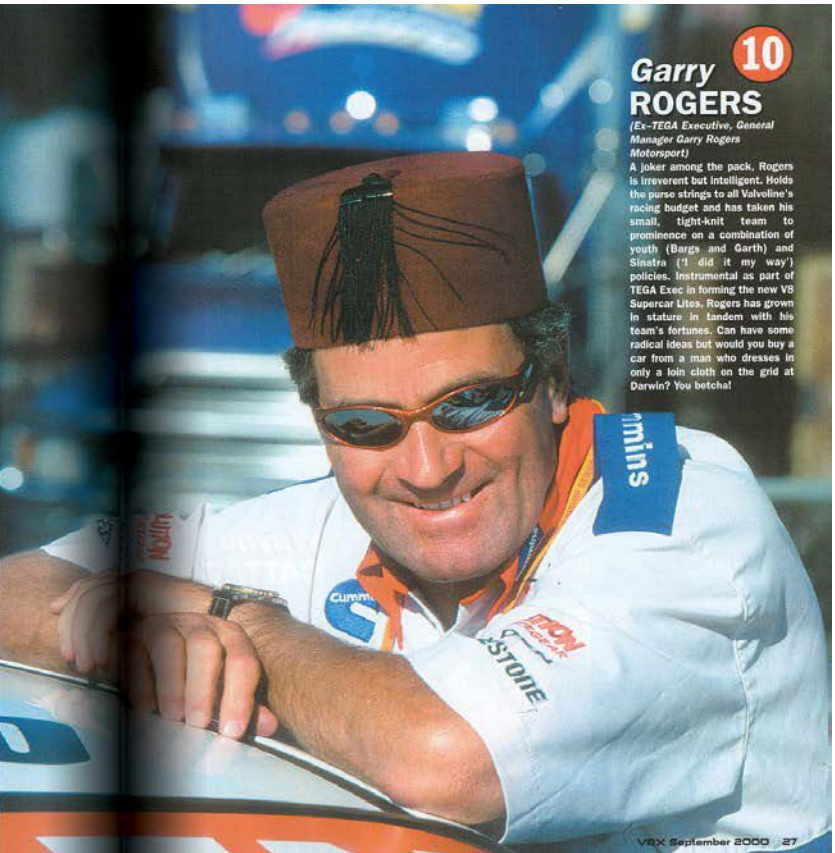
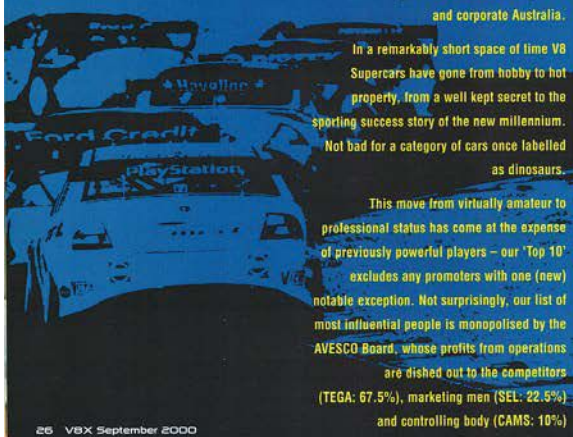
No longer do the vested individual interests of the driver group or manufacturers become the primary considerations. Instead the balance of power has been replaced by the business savvy and nous of men whose connections and influence reach into the very inner sanctums of politics, television companies and corporate Australia.

In a remarkably short space of time V8 Supercars have gone from hobby to hot property, from a well kept secret to the sporting success story of the new millennium. Not bad for a category of cars once labelled as dinosaurs.

This move from virtually amateur to professional status has come at the expense of previously powerful players - our 'Top 10' excludes any promoters with one (new) notable exception. Not surprisingly, our list of most influential people is monopolised by the AVESCO Board, whose profits from operations are dished out to the competitors (TEGA: 67.5%), marketing men (SEL: 22.5%) and controlling body (CAMS: 10%)

10
Garry ROGERS
(Ex-TEGA Executive, General Manager Garry Rogers Motorsport)

A joker among the pack, Rogers is irreverent but intelligent. Holds the purse strings to all V8 Supercar racing budget and has taken his small, tight-knit team to prominence on a combination of youth (Bargs and Garth) and Sinatra ('I did it my way') policies. Instrumental as part of TEGA Exec in forming the new V8 Supercar Lites, Rogers has grown in stature in tandem with his team's fortunes. Can have some radical ideas but would you buy a car from a man who dresses in only a loon cloth on the grid at Darwin? You betcha!



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ABOVE: We ranked the top 10 most powerful people in V8 Supercars, including team boss Garry Rogers.

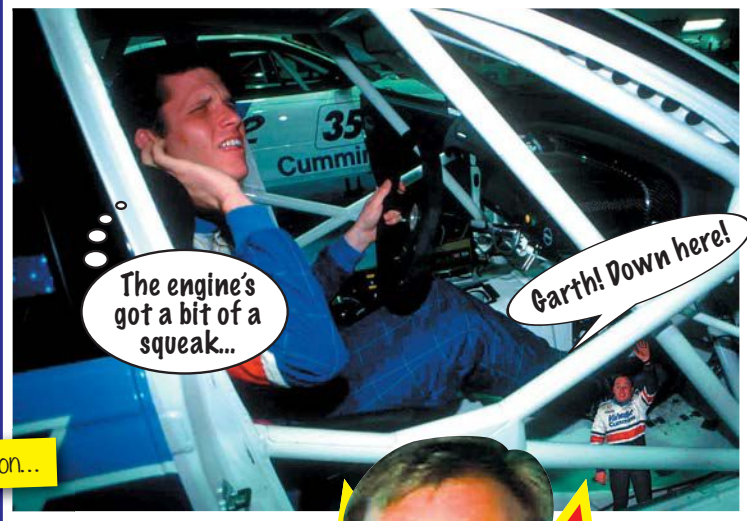
V8X bedtime stories presents...

Honey, I shrunk the Bargwanna!



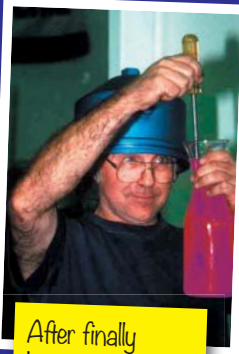
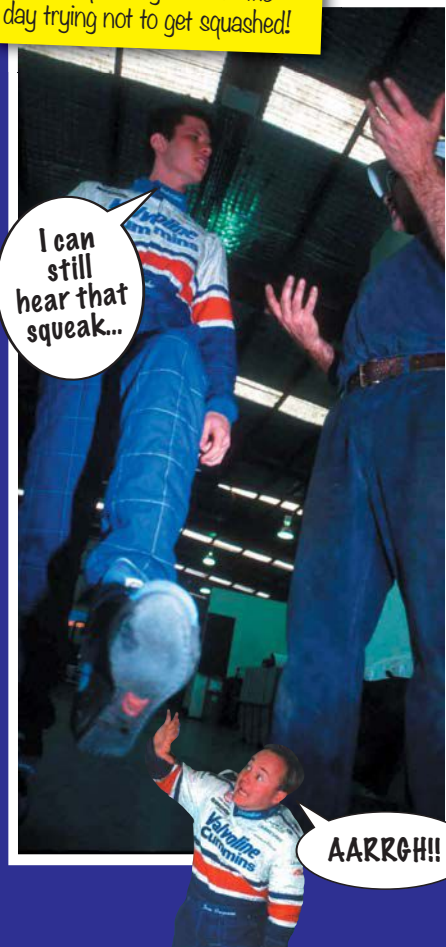
In an attempt to solve the driver height problem, GRM's Mike 'Professor' Exell calls up the Chinese Olympic Swim Team for some growth hormones so Bargs can grow a bit taller for the endurance races...

... but things go horribly wrong, as Bargs starts shrinking due to an error in the Formula ...

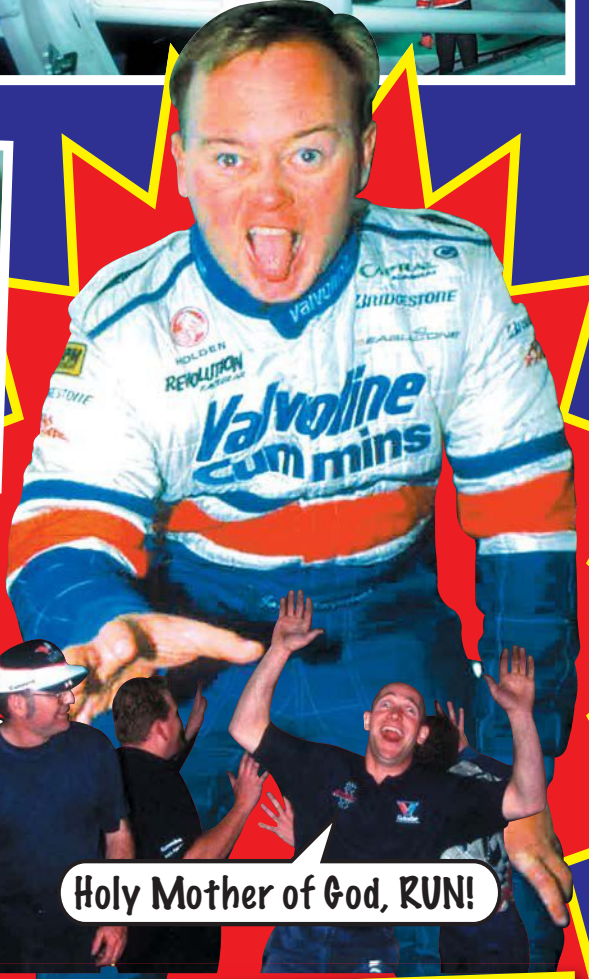


Bargs becomes desperate to get anybody's attention...

... while spending most of the day trying not to get squashed!



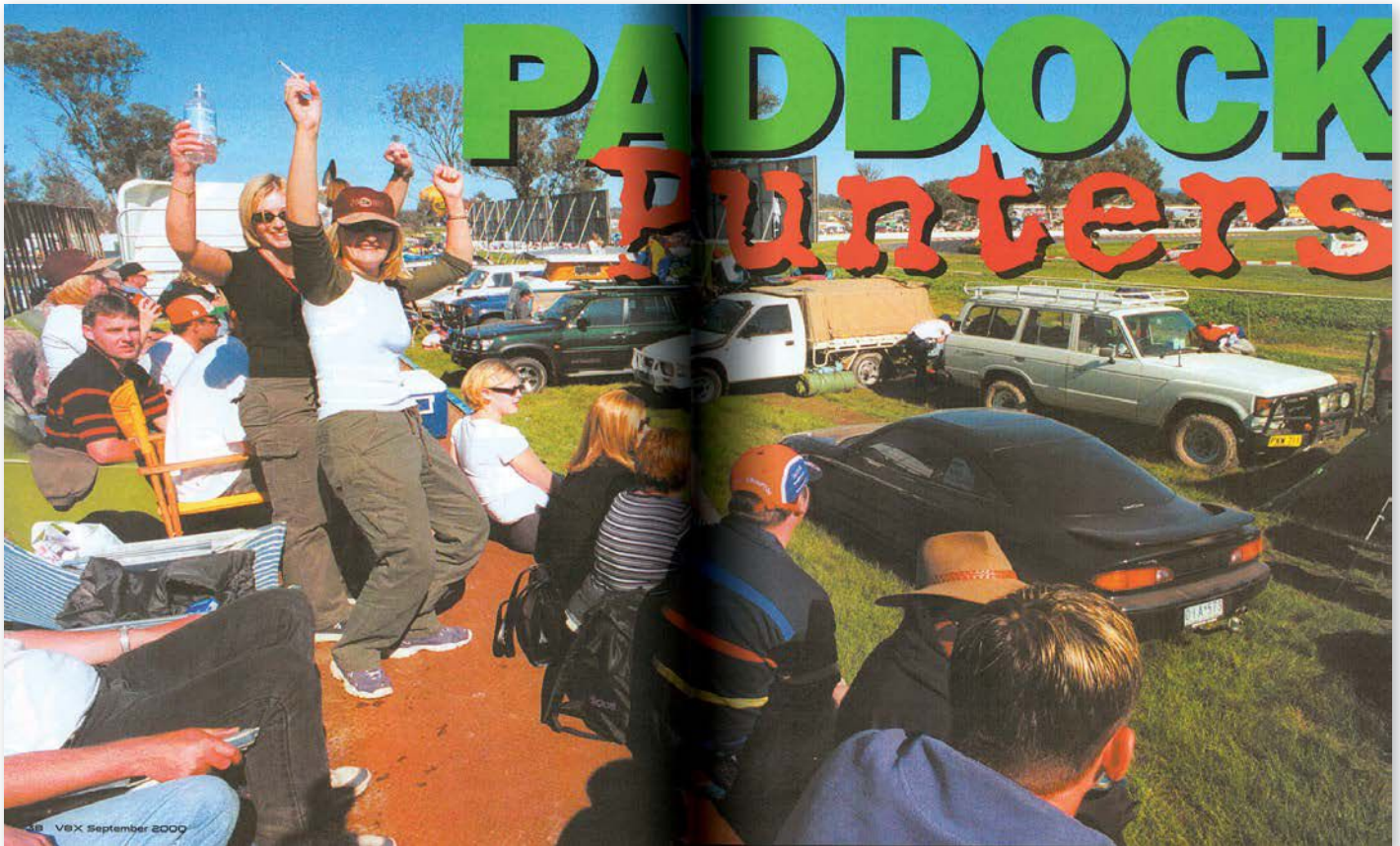
After finally locating Bargs, Professor Mike feverishly mixes a new brew.



OOPS! I think I made it a bit too strong!

Well there you have it, the ups and downs of life for the crack GRM crew...

ABOVE: Garry Rogers Motorsport's pint-sized racer starred in our 'Honey, I shrunk the Bargwanna!' skit.



ABOVE: We joined the campers at Winton to experience a V8 Supercar race weekend with the fans.

TELEMETRY

Let's Go Surfin'!

The Internet is an interesting place to visit. Not only can you be serious and get the lowdown on such newsworthy events as the US presidential race (www.algore2000.com or www.georgewebush.com) or the latest software updates for your Quark Xpress software (www.quark.com), but you can also find out information on topics as far ranging as cheating in motorsport and expert advice on a mullet haircut. I spend a lot of my life in this alternative world – it is easier than dealing with reality – and here are a few examples of a day in the virtual life of Andrew Clarke. And hey, don't keep your favourites to yourself. Send me a note, to telemetry@v8x.com.au, so I can have a gander too. Next issue I might look at PlayStation cheats, so make sure you send me your best cheat sites. And I may even review a Holden site ...

The Killer Mullet Rally Team

general interest/humour

If you've always wondered why those stakes who race cars in the bush looked a little weird, well here's your answer. The Killer Mullet Rally Team. Alien invasions over Bathurst, tooth fairies, men in black and the famed section 91 are all covered in the pictures. But who are these guys? There's driver Daewoo Mullet – who's been attending rallies since the age of eight (he now stands a proud 25); co-driver Buggy Mullet, Peter Mullet on R&D, Coal Mullet for service and Mrs Buggy Mullet for media and PR. All these people have searched the bush in a Datsun 1600 to find all sorts of information which reveals more about them than anything else. Let me tell you, going sideways in the dirt clearly impacts on one's ability to think logically.

F1 Rogues

sport

Any website which declares Michael Schumacher the greatest cheat in history must have some merit. And that is exactly what F1 Rogues does in its list of greatest motorsport villains of all time, complete with a list of his offences. "Here at F1 Rogues we don't give points for winning races or finishing in the top six. We give them to drivers who are willing to push the envelope." And push they do, with a complex point scoring system that starts with the simple 1 point for pitlane speeding to 20 points for hitting an abandoned car. There's bonus points for activities that get you into the points (+10 points) and for winning the World Championship by acting as a rogue (+100 points). For instance, Schumacher scored a whopping 115 points for his efforts at Adelaide in 1994. Wonder what The Enforcer would have scored in Darwin or Queensland? There's picture polls, polls to help sort out the sport, a rumour file/bulletin board setup and some great links that I'll review in future editions. For an F1 fan, this page is sensational – even if I don't agree with Senna being ranked number 2 rogue.

Mupman

weirdness

"Hello this is my home page and not my brother Daniel's one, cus he sux at html. I live in a trailer park in White Rock, Arizona, in a trailer with my mom and my family. My mom doesn't work and I go to school with my brother Daniel (who sux at html)." So starts Gregg's personal webpage, but I couldn't help but feel his name should have been Darryl too. "Hello, my name is Darryl, and this is my brother Darryl and my other brother Darryl." Gregg gives us a fascinating insight into the life and times of white trailer trash in the US of A, and his family. At least now we can understand NASCAR a bit better ... And his girlfriend Lurlene's a spunk!

Dick Johnson Racing

sporting/V8 Supercar

Dick Johnson Racing is the big daddy of motorsport websites, and one of the coolest places to visit online. Here I can get race results, buy the latest DJR gear (although I couldn't find details on the Bernie on the front page – strange), look behind the scenes of one of our best motorsport operations, join in a forum, or read words of wisdom from team members. I even get emails from DJR with news and results. Current forums are: which driver do you think Dick Johnson Racing should sign on for the Queensland 500? Dick Johnson Racing has to do to beat the Holdens? And surprise surprise, it seems DJR fans want to see Dick have another crack at The Mountain. V8X magazine added the following: "There's a little known driver from Melbourne named Andrew Clarke, I think you should sign him. He has rare talent, can talk while driving and loves a good Ford." My Mum said you never get anything if you don't ask! And if you're quick, DJR is giving away Olympic tickets AND a car – even The Killer Mullet Rally Team can't beat that. And check out the "Legend Lives On Screensaver", or send an online postcard to your Holden mates. Dick's place in Australian motorsport history is assured, and a website like this it is quite probable his popularity won't fade too quickly.

VBX Site Ranking

out of 00000

Address: <http://www.djr.com.au/>

00000 Content: Only thing missing is a list of Dick's great one liners

00000 Pictures: Just check it out ...

00000 World Insight: At least now I know why the cars look so good

00000 Navigation: So simple even a Holden fan could use it

VBX Site Ranking

out of 00000

Address: <http://www.mullet.com.au>

00000 Content: They drink too much wine on their hands

00000 Pictures: People with too much no further

00000 World Insight: Banjo players look no further

00000 Navigation: Easy

VBX Site Ranking

out of 00000

Address: <http://www.f1rogues.co.uk>

00000 Content: Quite amusing

00000 Pictures: Some quality problems

00000 World Insight: The words every publisher is frightened to print

00000 Navigation: Extremely well built site

VBX Site Ranking

out of 00000

Address: <http://homepages.ihug.com.au/~mupman/>

00000 Content: Low on words

00000 Pictures: Ugly

00000 World Insight: Confirms our worst fears about America

00000 Navigation: Not many links

ABOVE: The internet was emerging as a valuable resource for fans, so we reviewed the following websites.

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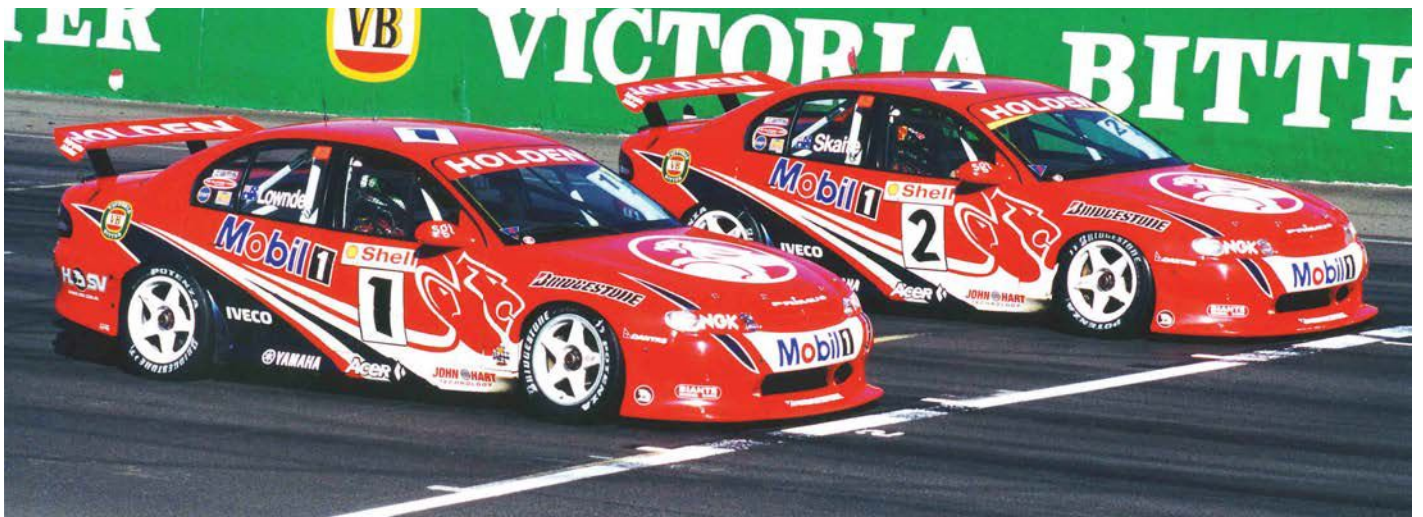


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THEN AND NOW

V8 Supercar Magazine launched in 2000 and a lot has changed in 17 years. Some things, meanwhile, have stayed the same. Here we take a look at how [V8] Supercars was then and compare it to how it is today.



HOLDEN RACING TEAM ▲

THEN: The Holden Racing Team ruled V8 Supercars, with Mark Skaife [#2] upstaging reigning champion Craig Lowndes [#1] to win the title in 2000, the third of what would be five drivers' championships in a row for the factory Holden team. **NOW:** The end of that championship run in 2002 proved to be the final title win for the Holden Racing Team. After a decline in results, Holden stripped Walkinshaw Racing of factory funding and the Holden Racing Team name at the conclusion of 2016.



◀ AUSTRALIAN GRAND PRIX

THEN: The Hot Wheels V8 Supercar Showdown was the fifth non-championship event to be held at the Australian Grand Prix in Melbourne, Victoria. The Holden Racing Team's Mark Skaife won the round with wins in the second and third races. Garry Rogers Motorsport's Garth Tander won the opening race, with Dick Johnson Racing's Paul Radisich also on the podium. The field even included AFL legend turned media personality Sam Newman, running in a Holden VS Commodore.

NOW: Supercars will race for championship points for the first time at the Australian Grand Prix from 2018. Newman has not raced a V8 Supercar since...



BRAD JONES ▼

THEN: Brad Jones rolled his Ford AU Falcon in Adelaide in Brad Jones Racing's first season in V8 Supercars.
NOW: Brad Jones Racing remains in Supercars and has since switched from Ford to Holden. Brad's son Macauley Jones now races for the team in the Super2 Series, Supercars wildcard appearances and the Pirtek Endurance Cup.

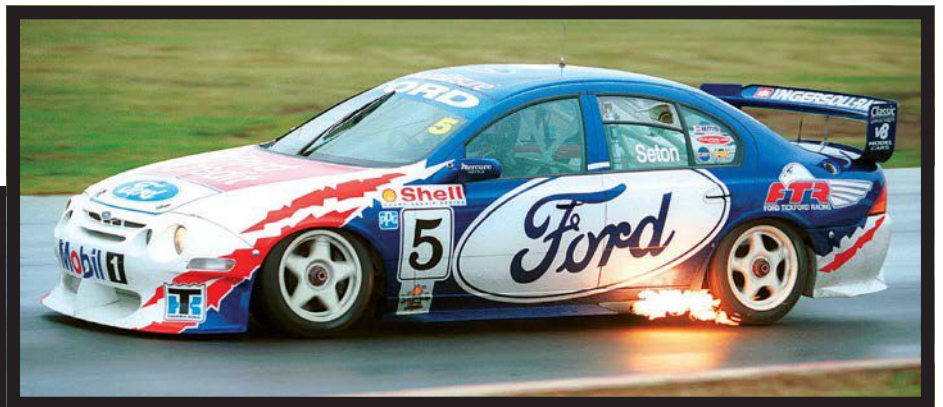


▲ TONY COCHRANE

THEN: Tony Cochrane led V8 Supercars as the boss of AVESCO (Australian Vee Eight Super Car Company).
NOW: Cochrane moved on from the series in 2012 and is currently chairman of the Gold Coast Suns Australian Football League club.

FORD ►

THEN: Glenn Seton Racing received backing from Ford Australia in an alliance with the Tickford performance brand.
NOW: Prodrive Racing Australia, formerly Ford Performance Racing, took over Glenn Seton's team from 2003. Prodrive relaunched the Tickford brand as an aftermarket performance brand in 2016.



▲ ADELAIDE 500

THEN: The second Adelaide 500 on the streets of the South Australian capital featured Clipsal naming rights for the first time in 2000. **NOW:** Clipsal ended its naming rights of the event at the conclusion of 2017, though the Adelaide street circuit is still locked in as the Supercars season opener.

INGALL & CROMPTON ▶

THEN: Perkins Engineering's Russell Ingall and Glenn Seton Racing's Neil Crompton dicing at the 2000 Clipsal 500 Adelaide.

NOW: Ingall and Crompton are part of the Supercars commentary team. Perkins Engineering was sold to the Kelly family, which now runs Nissan Motorsport, while Glenn Seton Racing morphed into Ford Performance Racing [now Prodrive Racing Australia].



DICK JOHNSON RACING ▲

THEN: New Zealand's Paul Radisich was the leading Ford entrant for Dick Johnson Racing, finishing fourth in the championship behind a trio of Holden Commodores.

NOW: Dick Johnson Racing has been taken over by Team Penske to form DJR Team Penske, with fellow New Zealanders Scott McLaughlin and Fabian Coulthard leading the charge for the Ford team.



GARTH TANDER ▲

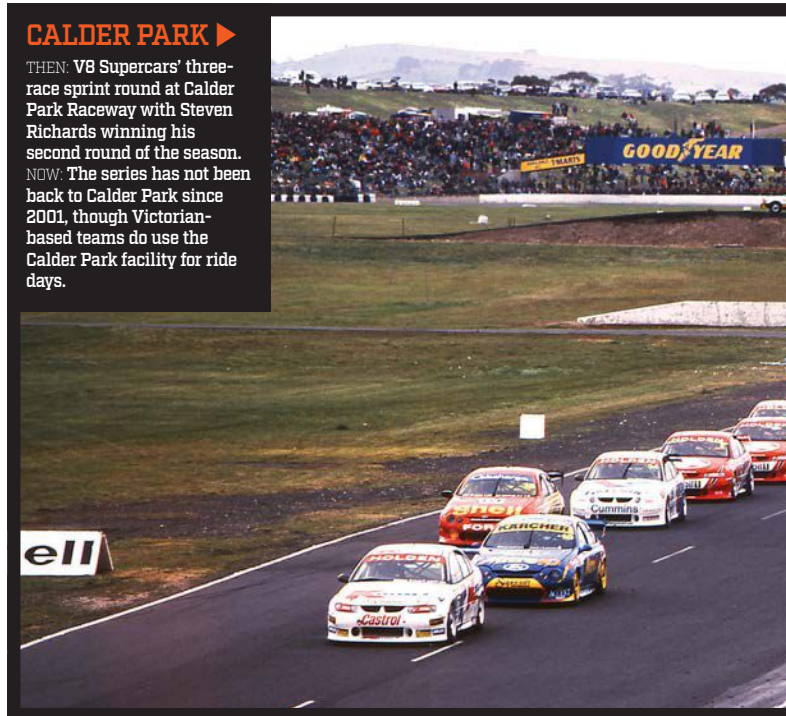
THEN: Garth Tander produced his best season for Garry Rogers Motorsport in 2000 with second place in the V8 Supercars drivers' championship.

NOW: Tander returned to Garry Rogers Motorsport in 2017 after 12 seasons at the HSV Dealer Team and Holden Racing Team.

CALDER PARK ▶

THEN: V8 Supercars' three-race sprint round at Calder Park Raceway with Steven Richards winning his second round of the season.

NOW: The series has not been back to Calder Park since 2001, though Victorian-based teams do use the Calder Park facility for ride days.



CANBERRA ▲

THEN: V8 Supercars raced on the streets of Canberra for the first time with Gibson Motorsport's Steven Richards (#7) winning the round.

NOW: The series has not been back to the nation's capital since 2002 following the demise of the event.



ORAN PARK ▲

THEN: Steven Johnson entertains the crowd at the Oran Park Raceway round. NOW: Oran Park hosted its final round in 2007 before it was closed and turned into a housing development.



CATERPILLAR RACING ▲

THEN: Briggs Motorsport absorbed the Caterpillar-backed Ford entry of John Bowe ahead of the 2000 season. NOW: The Briggs Motorsport team was purchased by Triple Eight Race Engineering in 2003. The team has since switched from Fords to Holdens and is now the sole factory-backed Holden entry in Supercars.



SANDOWN ▲

THEN: Queensland Raceway hosted the 500km endurance race, with the traditional home of the event, Sandown, instead staging a sprint-round in between the Queensland 500 and Bathurst 1000. **NOW:** The 500km enduro is back at Sandown, though it faces an uncertain future. Housing developers are looming and the facility faces closure.



◀ DEVELOPMENT SERIES

THEN: V8 Supercars launched the Konica V8 Lites Series in 2000 as the developmental second tier. Dean Canto won the inaugural championship and also competed in the main game in Adelaide and Bathurst.

NOW: The rebranded Super2 Development Series is the leading breeding ground of drivers for Supercars. And, from 2017, wildcard entries are once again permitted into selected Supercars events, including the Bathurst 1000. Canto continues to race as an endurance co-driver for Prodrive Racing Australia.



BATHURST 1000 WINNERS ▲

THEN: Garry Rogers Motorsport's Jason Bargwanna and Garth Tander celebrate victory in the FAI Bathurst 1000. **NOW:** Could Tander lead Garry Rogers Motorsport to its second Bathurst 1000 win in 2017?

BATHURST 1000 ▶

THEN: The 2000 V8 Supercars season ended with the Bathurst 1000, the second time the endurance classic had featured in the championship.

NOW: The Bathurst 1000 has remained in the championship ever since its inclusion in the title race in 1999, though it has not been the season finale since 2000.



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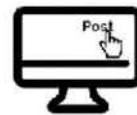
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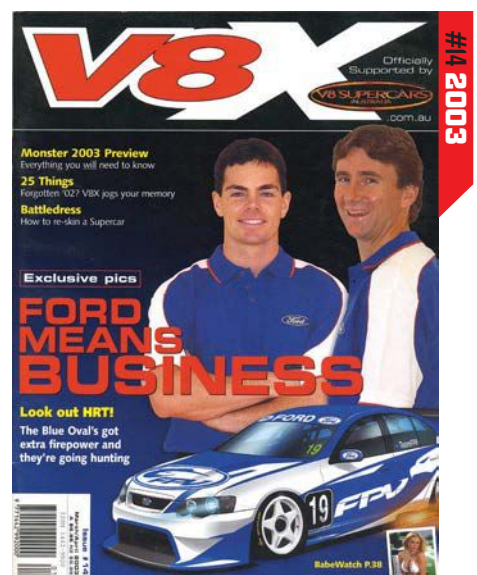
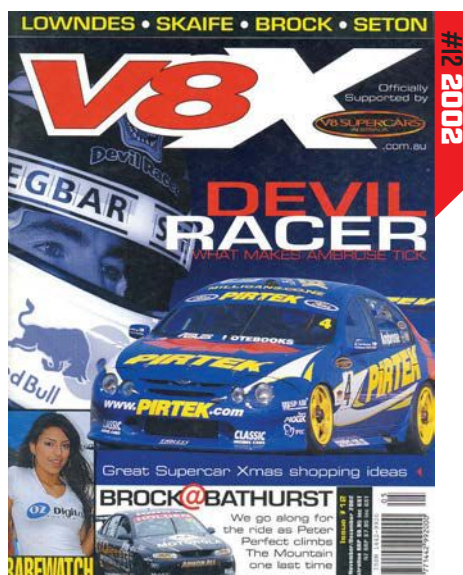
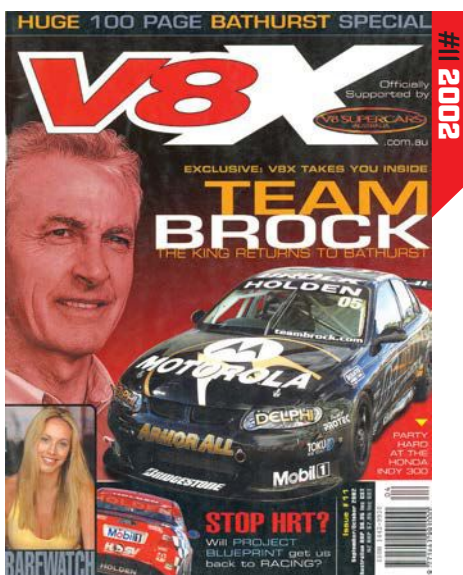
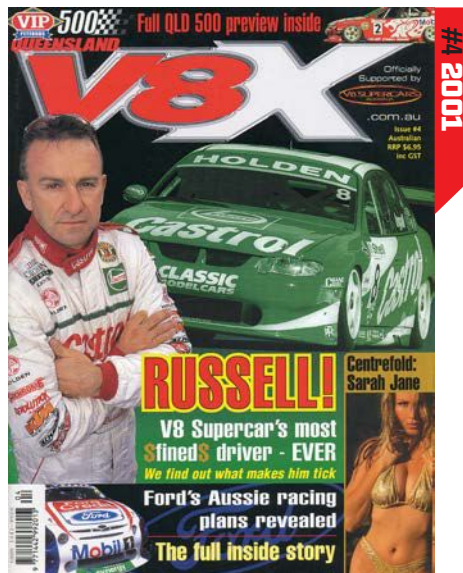
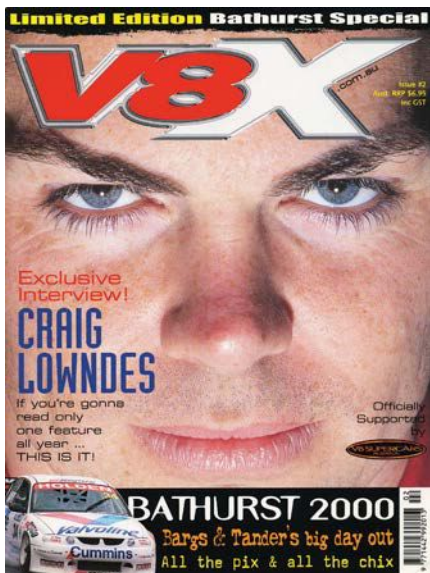
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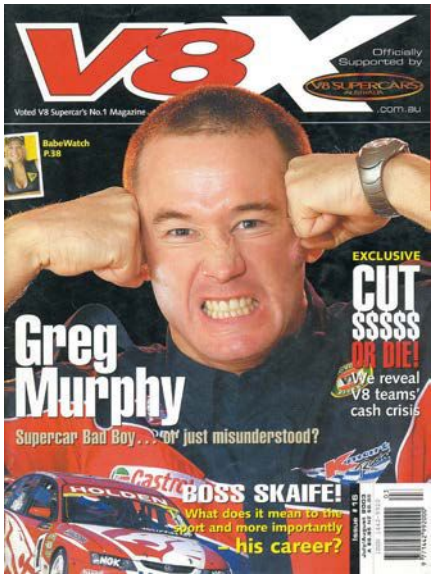
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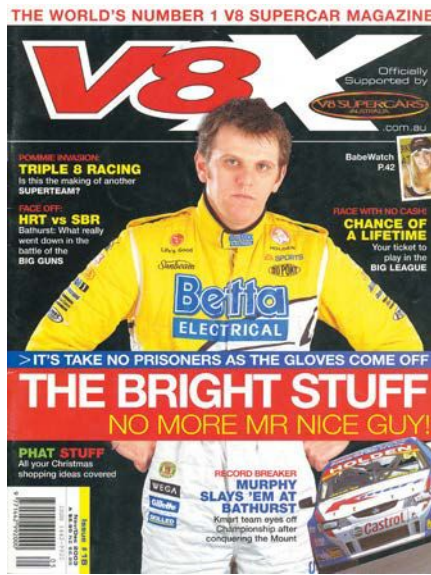
THROUGH THE YEARS

V8X Supercar Magazine first hit the shelves in 2000. Over the last 17 years we've covered all the highs and lows of the series we love. On these pages we trace the history of Supercars from 2000 to today, as told by a selection of our covers.

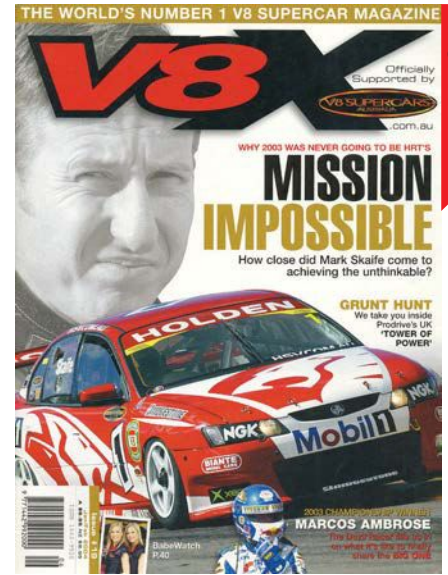




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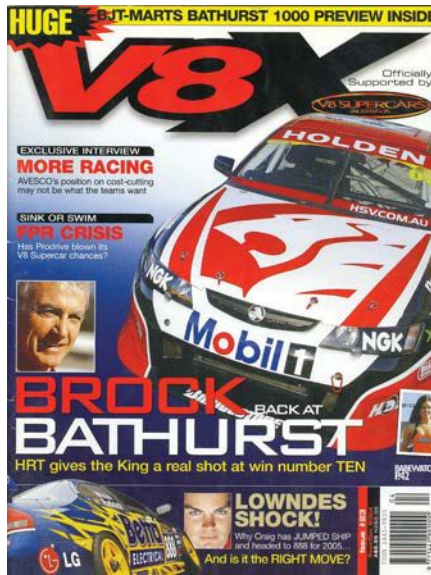
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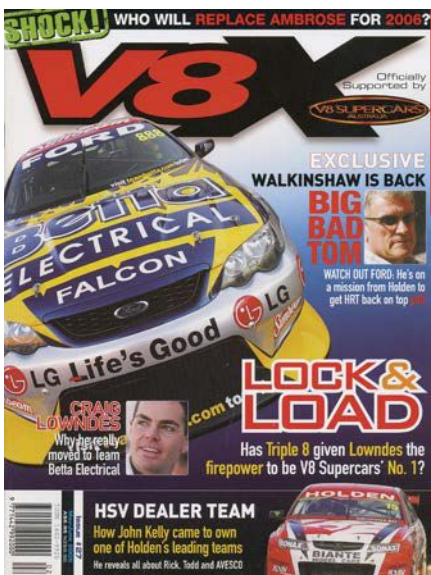
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V8 RULERS

V8 engines are at the heart of Australian touring cars, giving name to our premier motorsport category and this publication. With Supercars set to move away from the V8, we look back at how the engine configuration came to rule in Australia.

Few people can claim to have been there when modern Australian motorsport was born, but Fred Gibson can. In 1967 he was half of the team, together with Harry Firth, that claimed the first Bathurst victory for a V8-powered car.

It was a controversial race because the result only became clear hours after the chequered flag fell, but it's one that has gone down in history.

Another two decades would pass before any other engine configuration would win at Mount Panorama, by which time the mighty eight-cylinder had become the accepted standard of our sport.

Gibson has been there throughout, firstly as a factory driver with Ford, then with Nissan during the Group A period and finally working with TEGA as V8 Supercars

appeared on the scene in the mid-1990s. There's not much he doesn't know or wasn't involved in first-hand.

"Jack Hinxman, knowing him as well as I did, he was very much for the family car running at Bathurst," says Gibson.

"Back in the day, the ARDC, which used to run Bathurst, I think they saw growth in the family car – not a British car. The Mini wasn't a family car at all, it was a little rocketship, but it wasn't a family car."

Indeed, the V8 engine already had a following at Bathurst. Local resident George Reed raced at Mount Panorama before and after World War II with some success, powered by a Ford 'flathead' V8 engine – the first V8 simple and affordable enough for mass production.

But in 1966 the top nine places at Bathurst had been claimed by Mini

Coopers. Though blown away as they headed up and down the mountain, they made up their time by circulating for lap after lap where the bigger cars had to stop for service. Hinxman's genius was to mandate pitstops, thereby eliminating the advantage of the smaller capacity cars and opening the door for bigger, thirstier beasts like the Ford Falcon GT.

"You think about it, that's when the Ford and Holden battle started," Gibson argues.

"Even Chrysler were involved. It was production cars, a family production car, they wanted to see driving around, or racing. That's what Jack Hinxman was pushing. He was more thinking of what families were going to buy, what they were going to drive, and all of a sudden the manufacturers became involved because they were trying to sell family cars."

What followed in the 1960s was a silent revolution, with the manufacturers taking up the mantle from a scene that had been dominated by privateer constructors. It was a time when the sport was perhaps more pure more naïve and certainly less exploited. The link between racing and selling cars hadn't yet been made. That was until 1967, when Ford saw a gap in the market.

"I know Keith Horner for Ford, he was very big for the Ford push, and that got the manufacturers really involved," Gibson agrees.

"They want to see family-style cars run for a price. And they didn't want to see Benzs and that – of course Phillip Island had the Mercedes with Firth and (Bob) Jane – but I think the manufacturers saw an avenue there that they could promote the family car.

"Bathurst was about getting the manufacturers involved. The privateers couldn't sustain the level of competition because they weren't building cars good enough in those days. You think about the wheels that fell off Valiants and things in the early days. I think it made the manufacturers develop a family car."

With Ford the first to buy into the new style of racing, others soon followed. Holden and Chrysler both began competing, a state of affairs that quickly escalated



into the 1972 'Supercar' scare, when all three manufacturers were caught building homologation specials courtesy of a loophole in the rules.

Chrysler pulled out of the sport altogether but Ford and Holden stayed the course and what followed was a decade that transformed the very fabric of Australian culture. From that point, like the meat pie or Vegemite sandwich, nothing has quite said Australia like a V8 pounding around Mount Panorama.

"People like Firth and Les Powell (Ford's competitions director) and then you go into Holden's team and the marketing perspective like Mark Bagshaw (director of sales), they saw where that was going to sell cars, if the cars were good enough," Gibson adds.

"That's the sort of marketing people that Ford and Holden probably had in the early 1970s; using the image of motorsport and the image of power, with the GTHO coming out and getting banned.

"BATHURST WAS ABOUT GETTING THE MANUFACTURERS INVOLVED. THE PRIVATEERS COULDN'T SUSTAIN THE LEVEL OF COMPETITION BECAUSE THEY WEREN'T BUILDING CARS GOOD ENOUGH IN THOSE DAYS." – FRED GIBSON





ABOVE & OPPOSITE: The Falcon and Commodore V8 battles of Brock, Johnson, Perkins and co.

“The early model Falcons were heaps of shit. I remember doing the 70,000km endurance run down at You Yangs and the bloody wheels were breaking and all sorts of things were going wrong. That’s when Harry and Les Powell were involved with Ford to improve the endurance.

“Harry switching to Holden, that probably put a spanner in the works for Ford Motor Company. Then, all of a sudden, Al Turner arrived and Al was the man with the big Cleveland engine. His deal was it doesn’t matter how much money it costs, we’re going to go V8 racing in touring cars and we’re going to have special cars. That’s when they built homologation special cars.

“That’s when it started costing the manufacturers a lot of money. Right now, manufacturers in V8 Supercars, they just give the teams a bucket of money and say, ‘Go your hardest’, but that’s to regulations.

“To be involved in the sport, they haven’t got to be involved in the sport at all other than provide the money. Back in those days, manufacturers had to be involved in

the sport because they had to help homologate cars to race. They hated that. They didn’t want to know about that. They just wanted to build cars on the production line, not special cars.

“That’s one of the things that really people don’t understand; how much it cost a manufacturer to build a Phase III with a 36-gallon fuel tank in it, special wheels on it, special top-loader gearboxes, special big bore, big-block engines. All those things were American stuff in the car, everything else had to be special.”

When Horner retired as Ford’s head of sales in 1976 the seeds of change were planted. As the decade wore on manufacturers grew tired of carrying the costs of touring cars. By that time, though, Bathurst had become an annual pilgrimage and the roar of a V8 engine the holiest of hymns.

In the 1980s a solution looked to have arrived when Group A emerged as the favoured formula. On the surface it offered the manufacturers the same competitive opportunity, but at a lower cost.

It meant the days of homologation were at an end, though nobody at the time was mourning their loss as they quietly slipped off the radar. Whether it was the cars which built the culture, or the other way around, was of no consequence as the GTHO and Torana L34 were replaced with the Sierras, Jaguars, BMWs and Nissan GT-Rs.

“I FELT AT THE TIME THAT SUPER TOURING PROBABLY HAD MORE POTENTIAL BECAUSE IT WAS MORE OF A WORLDWIDE CLASS, BUT AS IT TURNS OUT AUSTRALIANS LOVE V8S.”

– BRAD JONES





“CAMS and the manufacturers here thought it was better off, rather than building special cars, we should just go Group A regulations, like touring cars overseas was doing,” explains Gibson.

“Of all the special cars I was seeing, whether it was HO Falcons or those sorts of things, it was costing the manufacturers a lot of money. I know it cost Ford a lot of money when they went to mag wheels

from the steel wheels in those days. They had to bring so many cars in with so many mag wheels on them.

“That was starting to cost the manufacturers a lot of money to develop cars to go motor racing that weren’t production projects. Engine-wise, wheels-wise, gear-box-wise. That’s when they started looking at, ‘Hey, this is costing a lot of money’ and that’s when I think CAMS and probably

a lot of other people started thinking we should just go Group A.

“Being involved with Group A, and being involved in Nissan, and knowing how much that programme cost... that’s why we had to get Winfield on as a sponsor, because Nissan couldn’t afford it. Nissan couldn’t afford us to go racing the GT-R without a major sponsor. No way.

“In the end what happened is Group A got expensive, too. All of a sudden it skyrocketed the price of Group A racing and that’s what killed it in Europe. You’ve got Jaguar that was involved with Walkinshaw, Rover was involved. It was just costing buckets and buckets of money.”

Predictably, Group A collapsed, leaving Australian motorsport with a decision unlike any it had faced before. It was an opportunity to dictate the direction of the sport. The fundamental question was whether we followed the international lead, which had moved to Super Touring, or create our own formula akin to what Australian motorsport fans had grown up with.

In the end, both happened. The top end of Australian motorsport split in two.

Brad Jones, who now sits on the Supercars board, ended up on the Super Touring side of the fence and saw the rise and fall of the category first hand.

“I was racing for HRT in the enduros and just trying to find the money to break in was difficult – impossible for us,” he says.

“With Super Touring you could get a deal





The first Bathurst 1000 of the V8 era in 1993.

going with a manufacturer and end up with really good equipment straight from the factory and be competitive straight away. So for us it was really a no-brainer.”

The introduction of Super Touring to Australia came about because the likes of BMW were searching for a way into the market. In motorsport there was nowhere for them to go racing, owing to the five-litre V8 regulations adopted by V8 Supercars. In a state of flux as Group A died, there was a distinct movement to revert to a safe place for the sport, with TEGA looking to re-establish the red versus blue football-style manufacturer allegiances.

In response, BMW and a number of other manufacturers opted to form their own series, using the regulations that had been employed in Europe. On the surface it was the same model that underpinned Group A, only with tighter restrictions and, in theory, a lower entry point.

“We found a manufacturer, we ended up with the right equipment from the factory, the same as every other country got pretty much, and we could run at the front almost instantly. I felt that part of that concept was really good,” Jones reasons.

As Super Touring was finding its feet the old guard was developing V8 Supercars, throwing touring-car racing into a state of open warfare. The battleground, however,

was not on the track but the Australian public. It was a marketing war battled out between established names and brands and new faces looking to establish themselves on our shores. When viewed in that context, the fate of Super Touring was hardly surprising.

“Look at what happened with IndyCar racing in the United States when they tried to have two categories, CART and IndyCar, it didn’t work,” Jones suggests.

“While we ended up with a reasonable following, Supercars was being pushed pretty hard. Tony Cochrane was right in the middle of his element, the growth was massive. I think Super Touring would have had more of a chance if Supercars didn’t have those people behind it, but it did.”

Gibson remembers it slightly differently, believing the Super Touring series never caught on and was on borrowed time.

“Look at the crowd that went to the two-litre racing that had the Volvos and Nissans there, there was no-one there; people didn’t want to know about it,” he asserts.

“That’s when TEGA and TCI sat down and started looking at it with a group of people, which were all competitors, the top guys. What were we going to do? There was a lot of discussions about what the fans were going to see when it went back to V8 racing again.

“The entrants group, TCI, back in those days, decided we should do V8 racing, and then sold the idea to CAMS and put the regulations together for CAMS as our new touring-car series. And TEGA basically did that. That consisted of people like myself and Dick Johnson and Larry Perkins, we thought that was the best way to go.”

Though it temporarily stole Bathurst (and the race has never returned to its traditional date), Super Touring was doomed to failure. Jones sold his Audi team in 1999 and, looking back now, can see the series was almost destined to fail against a category whose underlying foundations lie at the very core of our car culture.

“I felt at the time that Super Touring probably had more potential because it was more of a worldwide class, but as it turns out Australians love V8s,” Jones says with a shrug.

“Even now, you stand and you listen to the noise of the cars as they go by; we’ve gone from being a manufacturer-based category to what I would call an entertainment category. Part of that entertainment is the noise, we just need to look at what’s happened to Formula 1.

“They were great little cars to drive but at the end of the day the fans in Australia voted and they decided that they wanted Supercars.” **V8X**



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For more information, call 03 9794 4466 or visit www.dayco.com.au



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LOCATED IN MELBOURNE'S EAST, Karting Madness is Australia's largest indoor go karting venue over 700 metres of track with fast straights, tight turns, technical corners and plenty of overtaking opportunities!

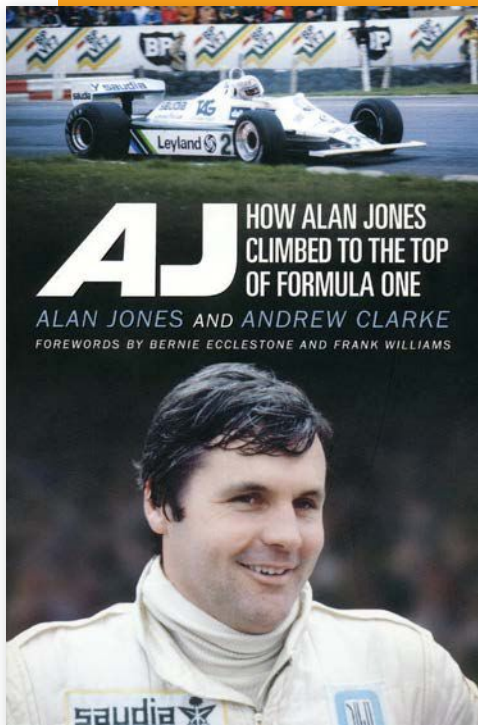
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ALAN JONES BOOK

THIS ENTERTAINING BOOK, which has been co-authored by V8X Supercar Magazine's own Andrew Clarke, is the tale of one of only two Australians to win the Formula 1 world drivers' championship. It retails for \$35 and is available from the V8X online store.

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MONROE MONTHLY COMPETITION WINNERS!

Congratulations to the following monthly winners of our Monroe Shock Absorbers competition. More details on page 22!

MAY

Cap
John Maher
Poster
Declan King

JUNE

V8Race Voucher
Barry Harth
Poster
Daniel Kochskamper

JULY

Cap
Peter Priest
Poster
Dean Vickyry-Howe

Stay tuned for more monthly winners next issue!



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**FOR CONTACT DETAILS,
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1966 Ford Mustang Fastback

For Sale is my 1966 Ford Mustang Fastback. Exterior - The car is a blue color with silver GT Racing Stripes, the paint is in top condition, not a mark or scratch. This car is not a prestige show car, but it's in dam good nick. It has 17" Eleanor Wheels that are in pristine condition. Tyres have only a few hundred kilometers on them **FOR CONTACT DETAILS,
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Team Vortex B Double Trailers

Triple Eight Race Engineering have for sale their Team Vortex B double trailers as used by Craig Lowndes during 2016/17 VPercars series. Refurbished by Lusty trailers start of 2016, full respray of both trailers & new workshop fitout in A trailer

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VP Supercar Parts for Sale

Old & Used VP V8 Supercar Parts for sale: 2 x front splitters \$600 each, 1 x Rear Bumper \$300, 1 x Pair of ends for rear spoiler (centre section not available) \$100, 1 x Set of side skirt sections that attach to rear doors and front quarter panels \$100 (as per picture - not actual sideskirts), 2 x Simmons Centrelock Wheels 17" x 11" \$250 each, 2 x BBS E55 Wheels 17" x 11" \$400 each. Ex Lansvale.

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C of D ready to race with the Heritage Touring Cars. 2016 overall and Class winner. came second in class at Bathurst in 1979. full history. competed in ATCC from 1975 through to Sandown in 1984.

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2013 AUDI R8 LMS ULTRA GT3

2013 Audi R8 for sale in immaculate condition complete with 2 sets of wheels, air lance, wheel socket, fuel churn, cams logbook as well as set up info supplied. Gearbox has 0 k's and engine has 2,950 k's from new.

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Genuine GTS Monaro

2004 HSV Monaro GTS For Sale. The car has been developed and refined over a number of years and below are some of the features; Full Aviaid Dry Sump setup, Ex V8 Supercar components include PWR Radiator / Oil Cooler, GRM interior mouldings.

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TOP 10 ENDURANCE MASTERS



10 GREG MURPHY ▲

Murphy starred at Mount Panorama with four wins in the Bathurst 1000, headlined by his back-to-back victories in 2003 and 2004. He also won the Bathurst 24 Hour and scored a second in class at the Le Mans 24 Hour.

9 BOB JANE

Jane won the Phillip Island/Bathurst 500/1000 four consecutive times from 1961 to 1964 alongside Harry Firth. They are the only drivers to win the event at both circuits.

8 HARRY FIRTH

Firth added a win at Bathurst in 1967 to his three consecutive victories with Bob Jane at Phillip Island and Bathurst. He also played an instrumental role in the success of the Holden Dealer Team at Mount Panorama.



7 DICK JOHNSON ▲

Johnson put the heartbreak of his tangle with a rock behind him to win three Bathurst 1000s for Ford. He also notched up back-to-back Sandown 500 wins in 1994 and 1995 and a win in the Eastern Creek 12 Hour in 1995.

6 MARK SKAIFE ▼

Skaife won multiple Bathursts with both Nissan and Holden. He even added Phillip Island 500 and Bathurst 1000 wins following his retirement from full-time driving as a co-driver to Craig Lowndes.

5 JIM RICHARDS ▼

The only driver to win the Bathurst 1000 for three different manufacturers (Holden, Nissan, Volvo). He also scored a class win and Sandown 500 victory for BMW for a total of seven Bathurst wins and two Sandown wins.



4 CRAIG LOWNDES ▲

Lowndes has followed in the footsteps of mentor Peter Brock, scoring six Bathurst 1000 wins, as well as victories in the Sandown, Phillip Island and Queensland Raceway 500s plus two Bathurst 12 Hour wins.

3 LARRY PERKINS

Perkins won three Bathursts on the trot with Peter Brock, then went his own way with his Perkins Engineering team, which would become a formidable endurance specialist and boost his Bathurst tally by another three wins. He also finished fourth outright in the Le Mans 24 Hour.

2 ALLAN MOFFAT ▼

Ten wins across the Sandown and Bathurst endurance races for the Canadian-born Ford favourite. Moffat also won the Sebring 12 Hour outright and scored class wins at the Spa 24 Hour and Daytona 24 Hour events.

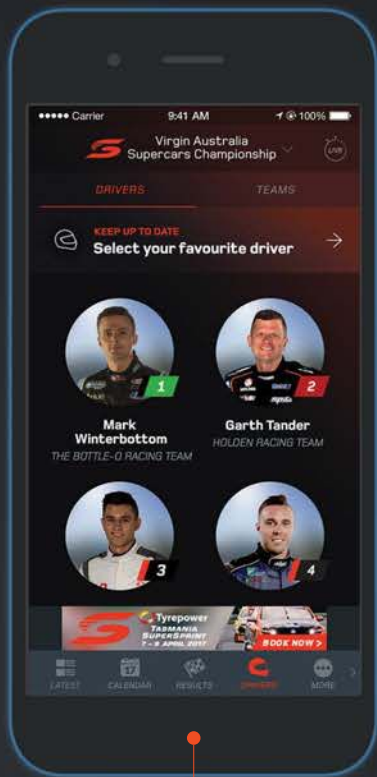
1 PETER BROCK ▼

Brock's endurance record speaks for itself – nine victories in the Bathurst 500/1000, nine Sandown 400/500 wins and a victory in the Bathurst 24 Hour. He still holds the record for the most wins at Sandown and Bathurst. Deservedly proclaimed the 'King of the Mountain'. **V8X**

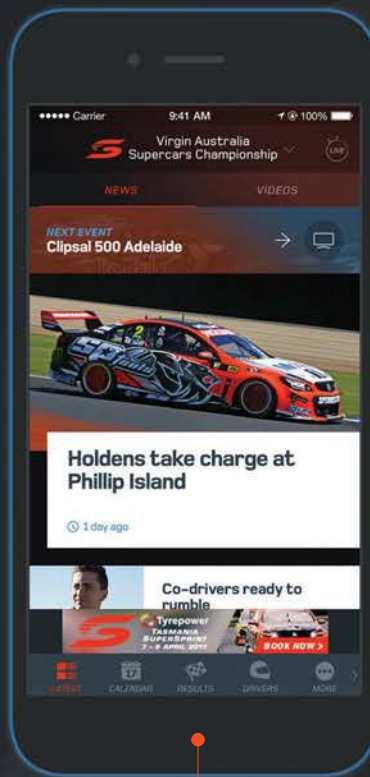


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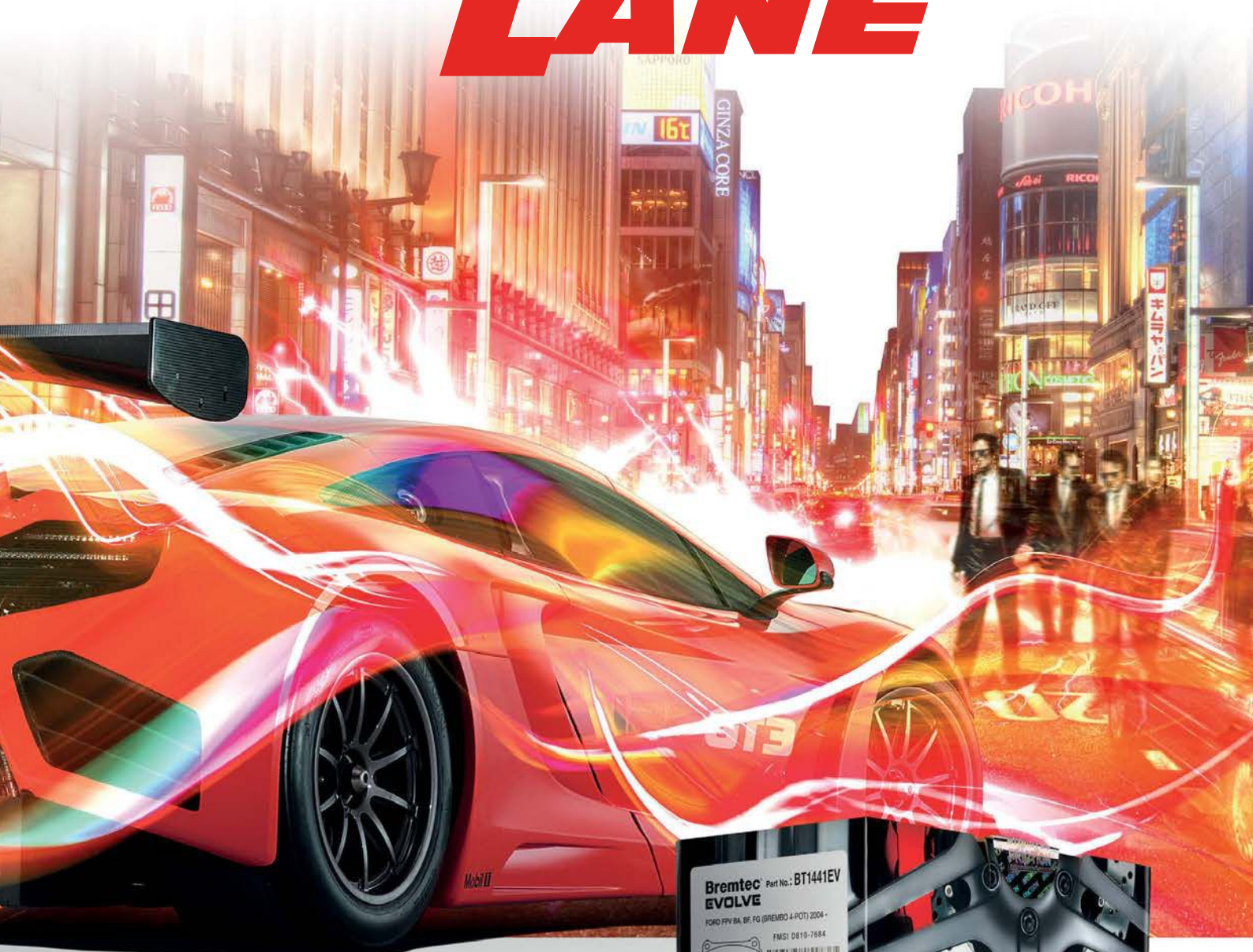
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