



Enforcer Back in Form

A change to the soft Dunlop tyre and cagey tactics in the Ipswich 300 brought Russell Ingall and the Supercheap Auto Racing team back into contention

Russell Ingall must have known something nobody else did, before the teams and drivers lined up at Queensland Raceway for Races 9 and 10 of the 2010 V8 Supercar Championship Series.

In the build-up to the weekend, the Supercheap Auto Racing star labelled the races "a pivotal weekend" for the championship, and that is exactly how things played out as the two races unfolded on Saturday and Sunday.

The pivot to which Ingall was referring is Dunlop's 'sprint' tyre which, for the first time this season, was the only choice of rubber in use by all the drivers. The softer tyre is designed to provide greater grip but has a shorter life than the standard 'control' Dunlop, with the endgame being better racing, with more overtaking.

And that is exactly what happened.

Saturday's result sheets did not accurately show what was going on. Ingall qualified his #39 Supercheap Auto Holden Commodore 24th fastest and he picked his way through the traffic to finish mid-pack, in 14th position. That was hardly going to set the world on fire, but he had not played his hand too early.

The Supercheap Auto/Paul Morris Motorsports team had taken the decision to sacrifice Saturday, and



With a very competitive fourth place finish in the City of Ipswich 300, Ingall is looking confidently forward to the sixth round of the Championship at Winton, near Benalla in north-east Victoria, next week.

to save a set of tyres for Sunday.

"We had to compromise," Ingall explained. "We saved two fronts and only put rears on it in the shorter race. That compromised it a bit but we had to do that, to jump people at the shorter stop. All in all, again, it was not what the results showed."

His plan worked brilliantly.

While the other drivers did the best they could with their remaining rubber, Ingall qualified in an

impressive sixth place and got away with the leaders.

While all around him others faltered, Ingall moved through to third place but, by the latter stages of the 65-lap journey, with his tyres fading, he dropped two places and came home in fourth place, a season-best result for the team.

"I knew that I was going to pay for it later, but I did not realise it would be by that much! I thought that even if I was struggling to hold



those dudes off with five laps to go, I could throw the doors out. They were starting to show that they were wounded as well, but I did not predict that the wear would be as bad as it was at the end of the race.

"But, you need to take a punt. We probably went five laps too long there at the end. But I had a good ride, we had some good duels out there and it was good to be back at the pointy end, with the good guys."

The news does not look like getting any worse for the Supercheap Auto Racing team at Winton Motor Raceway. The twisting Victorian track has been a happy hunting ground for Ingall, who has won there twice, and he scored his sole pole position at the track as well. But better yet is the news that the 'sprint' tyre will be in use for the second time, so the drivers who managed the softer rubber so well in the warm Queensland conditions look to be in the box seat to pick up the placings at Winton.

"I think that the car set-up we have at Winton will not see the tyre deterioration that we saw in Queensland," The Enforcer says.

"The weather is not going to be as hot, and there are not as many high-speed corners there. So that should help us a bit."



Saturday's first race saw the Supercheap Auto/Castrol Racing PMM crew swap just two tyres, conserving vital rubber for Sunday. The move paid off, Ingall qualifying and finishing a season high in the #39 SCAR Commodore.



2010 V8 SUPERCAR CHAMPIONSHIP SERIES RESULTS – RD 5, CITY OF IPSWICH 300, QLD

RACE 9 – 120km

1. James Courtney, Jim Beam Ford
2. Craig Lowndes, TeamVodafone Holden
3. Shane Van Gisbergen, SP Tools Racing Ford
4. Jamie Whincup, TeamVodafone Holden
5. Garth Tander, Holden Racing Team Holden
6. Steven Johnson, Jim Beam Ford
7. Lee Holdsworth, Fujitsu Racing Holden
8. Rick Kelly, Jack Daniel's Racing Holden
9. Mark Winterbottom, Orrcon Steel Ford
10. Jonathon Webb, Dick Johnson Racing Ford
14. Russell Ingall, Supercheap Auto Racing Holden

RACE 10 – 200km

1. James Courtney, Jim Beam Ford
2. Garth Tander, Holden Racing Team Holden
3. Shane Van Gisbergen, SP Tools Racing Ford
4. Russell Ingall, Supercheap Auto Holden
5. Craig Lowndes, TeamVodafone Holden
6. Michael Caruso, Fujitsu Racing Holden
7. Rick Kelly, Jack Daniel's Racing Holden
8. Steven Johnson, Jim Beam Ford
9. Steven Richards, Dunlop Super Dealer Ford
10. Tony D'Alberto, Centaur Racing Holden

2010 V8 Supercar Championship Series points (after 5 of 14 rounds): 1. Jamie Whincup - 1191; 2. James Courtney - 1167; 3. Shane Van Gisbergen - 984; 4. Garth Tander - 972; 5. Craig Lowndes - 969; 6. Rick Kelly - 908; 7. Lee Holdsworth - 903; 8. Mark Winterbottom - 894; 9. Michael Caruso - 834; 10. Steven Johnson - 749; 13. Russell Ingall - 648

SUPERCHEAP AUTO RACING



Russell Ingall was smiling Sunday morning, confident he had speed for qualifying and good strategy for the race – and he had every reason to, producing season's best results.



The Paul Morris Motorsports team were flying the flag high for Supercheap Auto at Queensland Raceway. Team owner Paul Morris jumped behind the wheel of the #39 SCAR Commodore Friday in the enduro driver practice session (below), the Dude also taking part in the Fujitsu Series races on the weekend in a Castrol Commodore, taking a race win and finishing third overall.

