



Ingall passes GP test

Supercheap Auto Racing makes use of valuable track time at the Australian Grand Prix to ready itself for Hamilton's upcoming ITM 400 in New Zealand.

IT WAS A TESTING WEEKEND FOR Russell Ingall and the Supercheap Auto Racing team at the weekend's Qantas Australian Grand Prix in Melbourne, and the Enforcer came away happy with the results.

Ingall and his Paul Morris Motorsports team took the opportunity in the V8 Series' only non-championship to gain more experience with their new Triple Eight Race Engineering-designed, PMM-built Commodore

"This weekend was a great opportunity to learn more about this new chassis and gain more experience in knowing what our new Supercheap Auto Commodore likes and dislikes," Ingall said.

"I don't like to continually talk about coming to a meeting and learning more about the car, testing, but at the end of the day we have to look at the big picture – and that's podiums and race wins at championship events.

"Even though we're in front of a decent crowd at the Grand Prix, and our sponsors want us to be here, it still doesn't count for a main game round."

Ingall laid blame for the need for teams to test as much as they could while still racing at the V8 series rules which only allow four days of testing outside of racing per year.

"We have to use it as a test bed with the ridiculous rules we've got in our category of having only four test days we have to grab every opportunity we get," he said.

"If we had more test days other teams would take it more seriously, but that's the way the rules are at the moment and you have to exploit it the best you can."

Ingall said he was gradually coming to terms with the Triple Eight-designed car, which requires a different setup and driving style to what he had been used to.

"It's just a matter of learning this beast. What people have to realise is that the



Supercheap Auto Racing's Enforcer, Russell Ingall used the opportunity of track time at the non-championship Australian Grand Prix event to test his new SCAR Commodore, the 2005 V8 Supercar Champion continuing to familiarise himself with the particular style of new chassis.

other two guys (Team Vodafone's Jamie Whincup and Craig Lowndes) running the same cars have been in the 'same' chassis for the past three years and we've (PMM team-mate Greg Murphy and Ingall) just jumped into these just recently," Ingall said.

"To try get your head around this car in four meetings is a big ask, and without an event like this we'd have to shortcut a few things. This weekend was a big learning process in driver and team."

After a brake issue in Race 2 sent him into the rear of Murphy at turn one, pushing Murphy's Castrol EDGE Commodore off the track, the two





Despite not being a championship round for the V8 Supercars, Russell Ingall and the other V8 Supercar drivers were kept busy with V8 promotional duties. On the way to one visit, the Enforcer hears a plea from James Courtney for the ECPA not to wheel clamb his very average looking race car.

eventually finishing that race 18th and 20th, Ingall was particularly pleased with his performance in Race 3, the Supercheap Auto Commodore charging through from 20th to finish eighth in the weekend's most spirited race – Murphy right behind.

“Our speed and consistency in the final race was good and it's a confidence booster heading to the next championship round at Hamilton in New Zealand – confidence is everything in this game and that's what we've been aiming for,” Ingall said.

“Hamilton's going to be a hard race, it's one of the toughest street races out there with a very bumpy circuit, lots of big kerbs and usually plenty of action.

“Being up the pointy end is a priority and going into it with the confidence we take from this weekend, knowing what to expect, makes me feel a lot more comfortable. I'm looking forward to it.”

The Toll Holden Racing Team's Garth Tander won the Australian Grand Prix weekend from Shane van Gisbergen and Lowndes third.

The ITM 400 in Hamilton, New Zealand, the fourth round of the 2010 V8 Series, runs from 16-18 April.

2010 V8 SUPERCAR CHAMPIONSHIP SERIES (non-championship event) RESULTS – BRC IMPCO V8 SUPERCAR CHALLENGE, MELBOURNE, 25-28 MARCH

RACE 1 – 13 laps

1. James Courtney, Jim Beam Ford
2. Garth Tander, Toll Holden Racing Team Holden
3. Shane Van Gisbergen, SP Tools Ford
4. Craig Lowndes, TeamVodafone Holden
5. Jamie Whincup, TeamVodafone Holden
6. Todd Kelly, Jack Daniel's Racing Holden
7. Paul Dumbrell, The Bottle-O Racing Team Ford
8. Steven Johnson, Jim Beam Racing Ford
9. Mark Winterbottom, Orrcon Steel FPR Falcon Ford
10. Will Davison, Toll Holden Racing Team Holden
17. Russell Ingall, Supercheap Auto Racing Holden

RACE 2 – 13 laps

1. Garth Tander, Toll Holden Racing Team Holden
2. Jamie Whincup, TeamVodafone Holden
3. James Courtney, Jim Beam Racing Ford
4. Shane Van Gisbergen, SP Tools Racing Ford
5. Mark Winterbottom, Orrcon Steel FPR Falcon Ford
6. Will Davison, Toll Holden Racing Team Holden
7. Steven Johnson, Jim Beam Racing Ford
8. Craig Lowndes, TeamVodafone Holden
9. Paul Dumbrell, The Bottle-O Racing Team Ford
10. Lee Holdsworth, Fujitsu Racing/GRM Holden
20. Russell Ingall, Supercheap Auto Racing Holden

RACE 3 – 13 laps

1. Garth Tander, Toll Holden Racing Team Holden
2. Shane Van Gisbergen, SP Tools Racing Ford
3. Will Davison, Toll Holden Racing Team Holden
4. Craig Lowndes, TeamVodafone Holden
5. Steven Johnson, Jim Beam Racing Ford
6. Paul Dumbrell, The Bottle-O Racing Team Ford
7. Jason Richards, Team BOC Holden
8. Russell Ingall, Supercheap Auto Racing Holden
9. Greg Murphy, Castrol Edge Racing Holden
10. Todd Kelly, Jack Daniel's Racing Holden



Ingall used the non-championship Grand Prix event to his advantage, gaining valuable track time in the new Supercheap Auto Racing Commodore (above left). The 2005 V8 Supercar Champion believes it will prove worthwhile when the series heads to NZ next month. Unfortunately for PMM team-mate Greg Murphy, at one point the Enforcer gave him a helping hand off the track! (left)



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V8 Supercar's Car of the Future unveiled

V8 Supercars Australia has unveiled its plans for the Car of the Future (COTF), which will be introduced for the 2012 season.

The plans were presented at Crown Casino in Melbourne today (Monday) by Mark Skaife, who has headed up the COTF project for the past 18 months.

While on the outside it will be virtually indistinguishable from the current day car apart from its new 18 inch wheels, under the skin COTF will be lighter and carry more

controlled components, including independent rear suspension, and built at a projected cost of \$250,000 for a rolling chassis – a proposed saving of approximately \$100,000 over today's cars.

The main purpose of COTF is to allow the introduction of new manufacturers, which with a lifting of the current 'Australian made' and 'made with a 5ltr V8' rules will be allowed into the category under the series' new "Open the shop front" policy.



V8 Supercar's Car of the Future was presented to the media by project head Mark Skaife at Crown Casino in Melbourne today.