

BATHURST'S



BIGGEST ENDURO

EVENT PROGRAM

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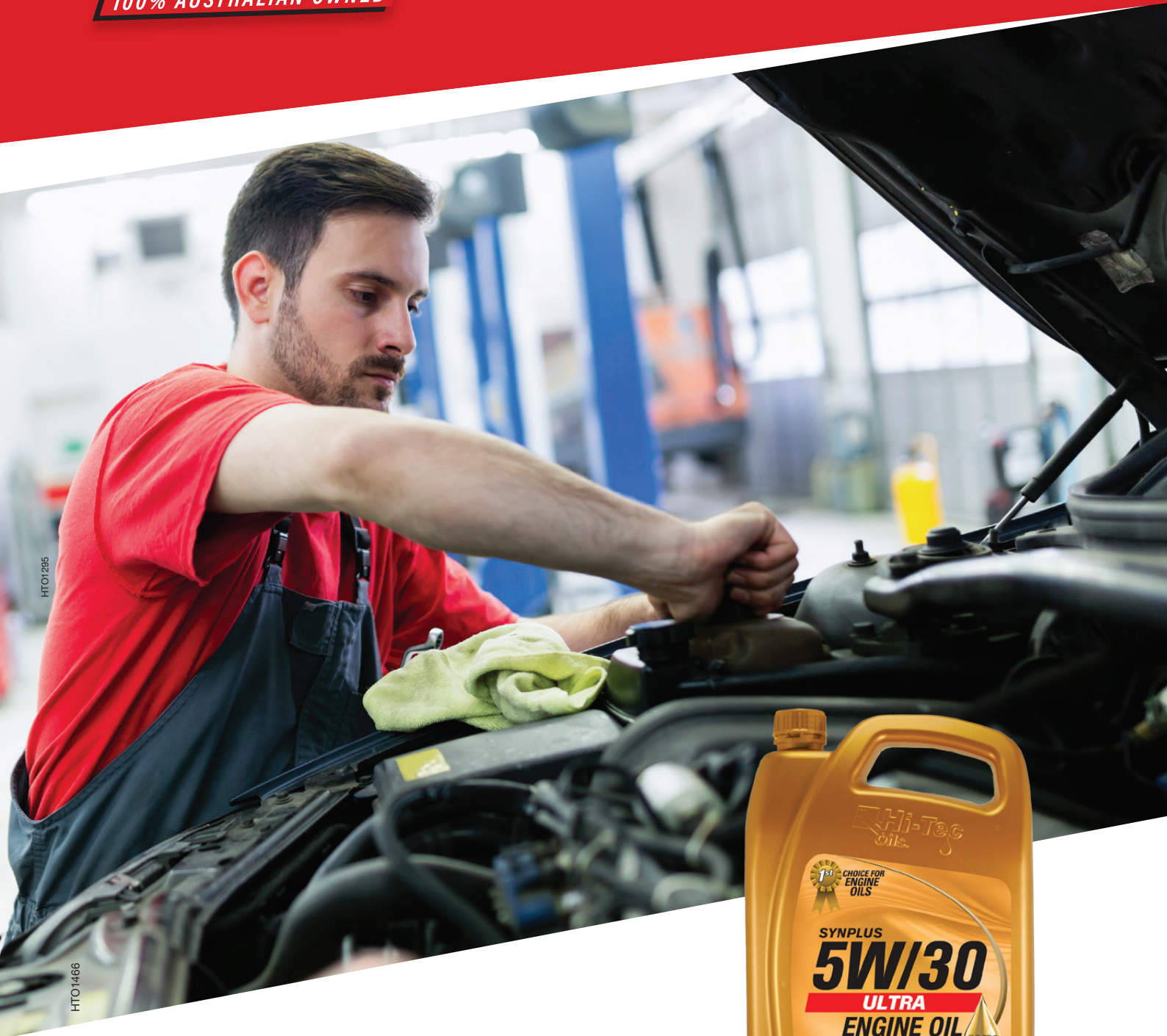


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WELCOME TO MT PANORAMA/WAHLUU

ON THE EVE OF THE 2023 BATHURST 6 HOUR, WELCOME TO MT PANORAMA/ WAHLUU COUNTRY AND WE PAY OUR RESPECTS TO THE LAND OF THE WIRADJURI PEOPLE, PAST, PRESENT AND EMERGING.



BATHURST



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WELCOME RACE FANS

It is with pleasure that I welcome you to the 2023 Hi-Tec Oils Bathurst 6 Hour. Since 2016, Hi-Tec Oils has been sponsoring the Bathurst 6 Hour, however its origins reach much further back. The first ever motor racing meeting was held here over Easter in 1938.

The Bathurst 6 Hour brings together teams spread across an array of classes, makes and models. If you are motorsport enthusiast like me, you know it's the best endurance race in the Aussie calendar. Hi-Tec Oils is proud to be associated with the event.

Hi-Tec Oils has had a long association with motorsport and has been involved with sponsoring all levels, from community go-karts through to V8 supercars. We are currently the naming rights sponsors with Drifting Australia Allstars as well as the exciting new Hi-Tec Oils



GEORGE GAMBINO
 Managing Director,
 Hi-Tec Oils



Super Series, a national level motor racing series that caters for motor racing categories from all over Australia.

Motor sponsorship aligns very much with the Hi-Tec Oil business. We're a family run, Australian owned business that manufactures automotive oils, greases, batteries, filters and even windscreen wipers. Our products are Engineered to Perform.

I hope you enjoy a fun, safe and successful Bathurst 6 hour. I look forward to seeing you around the track!

George Gambino
 Hi-Tec Oils





DISCOVER *Bathurst*
BEYOND THE MOUNTAIN



WELCOME TO THE HI-TEC OILS BATHURST 6 HOUR

The Hi-Tec Oils Bathurst 6 Hour will see three days of almost non-stop track action and I'm so proud to see this event continue to grow each year.

Drivers, crews, families, friends and their supporters will come to Bathurst over the Easter long weekend to watch the race and ultimately shop, dine and stay in our city. In turn, this will provide a substantial boost to our local economy and highlight the Bathurst region to our visitors.

Bathurst is renowned as the home of motor racing and events such as the Hi-Tec Oils 6 Hour prove this. It also provides an opportunity for us to demonstrate that our region has so much more on offer for visitors and residents alike.

Cr. Robert Taylor
 Mayor of Bathurst



CR. ROBERT TAYLOR
 Mayor of Bathurst





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BATHURST'S BIGGEST ENDURO

Hello and welcome to the 2023 Hi-Tec Oils Bathurst 6 Hour.

This year we've been using the tagline 'Bathurst's Biggest Enduro' and it seems appropriate – every year this race seems to grow in interest and takes the overall event along with it.

With 60 cars in the big race and more than 100 in the support categories, there really will be something for everyone as we build up to the Easter Sunday moment that is the start of the big race itself.

This year's race is shaping up as one of the most competitive we've ever had, with the dominant BMWs set to be under pressure from the very strong Ford Mustangs, in particular.

And then you've got guys like Will Davison, Anton de Pasquale and Marcos Ambrose racing against people who have dreamed just to get on track at



KEN COLLIER
 Event Director,
 Hi-Tec Oils Bathurst 6 Hour



Mount Panorama – let alone race their racing idols.

That's what makes the six-hour so good, there's stories everywhere you look.

This year we have worked closely with our partners at the Bathurst Regional Council to further enhance and improve the event for patrons, competitors and partners and make it the best Easter yet.

The back of the pit lane garages are always a highlight and this year there'll be more to see and do with a real festival vibe.

The support program will be exciting, with the opening round of Fanatec GT World Challenge Australia powered by AWS launching their new national championship this weekend, and continuing the always thrilling story of GT racing on the Mountain.

There's also something new with the debut of GT4 cars running as their own headline act, plus the big fields of Excels and the Pulsar Cup.

On behalf of the team at ARG, our thanks to go the Council for their ongoing support and our great partners at Hi-Tec Oils, who have backed this event since it began in 2016 and continue to do so today.

Enjoy the Hi-Tec Oils Bathurst 6 Hour – Bathurst's biggest enduro!

Ken Collier
 Event Director



BATHURST



RULES OF

AS WITH ALL ENDURANCE RACING, THE HI-TEC OILS BATHURST 6 HOUR HAS A SET OF REGULATIONS THAT GOVERN HOW THE RACE PLAYS OUT.

Here's an overview of some of the key things to follow as the race plays out on Easter Sunday.

- 2 or 3 drivers allowed per car, maximum.
- Only one (1) PRO-rated driver per entry.
- No driver can complete more than 3.5 hours of the 6-hour race (so those teams with two drivers need to monitor driver time carefully – big penalties if you drive for too long).
- The maximum continuous driving time for any one driver is 3 hours.
- Drivers must remain out of the car

for a one-hour 'rest' after any stint.

- Maximum of 24 (6 sets) new MRF Control Tyres for the entire weekend. No used (previously marked) tyres allowed. Teams must get at least two sets brand new for the event.
- Race begins with a rolling start (the clock starts counting on the green flag).
- The CPS window opens after 30 minutes of the race and closes 30 minutes before the end.
- Only 1 CPS stop is permitted under any given Safety Car. I.e. you can't take advantage of a long yellow to get two, 90-second CPS stops out the way.

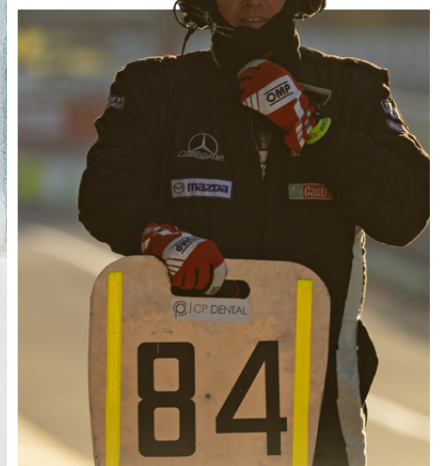


THE RACE

- Teams are allowed a discretionary stop should they have a flat tyre, mechanical issue or loose body work – but can't re-fuel, change driver or tyres during that stop.. otherwise it'll count for the CPS window and the 90-second time constraint must be considered.
- During pit stops, refuelling **MUST** be completed before work commences on the car, including tyre changes.
- All crew must be behind the red line between the working lane and the garage before the car controller can release the car.
- There's no air jacks here – one, old-school trolley jack per car is permitted for stops in this race. Only two wheels can be changed at any given time – must be two tyres on the ground at any given time during a stop.
- 5x people permitted to assist with refuelling, including the refueller, the cut-off attendant, a fire attendant, a hose assistant and one general pit crew to assist with driver changes (changing drink bottles etc).



- 2x people can change the tyres
- 2x additional people can perform additional tasks / servicing, including helping the tyre changes. ■



COMPULSORY PIT STOPS (CPS)

Each car must complete mandatory, 90-second timed Compulsory Pit Stops (CPS) during the race.

- The timing of said pit stop starts when they car crosses the control line at pit entry and finishes when they cross the control line at pit exit. As long as that time between lines is 90 seconds, what they do in between can take however long, or go as quickly, as they want. Penalties apply for a shorter CPS time.
- Class X cars must complete six (6) CPS across the race.
- Class A1, A2 and B1 must complete four (4) CPS
- The remaining classes all must complete three (3) CPS throughout the race.



EVENT OFFICIALS

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Catherine Garrett
David Garrett
Stephen Gissing

Cathy Goding
Catherine Hamer
Deb Hyde
Peter Irvine
David Johnson

Lori Johnson
Anthony Lewis
Tammy Mansfield
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Chris Norman
Shaun Robertson
Kaye Rout
Sarah Terwisscha

Lisa White
Chris Young
Darryl ZELLER

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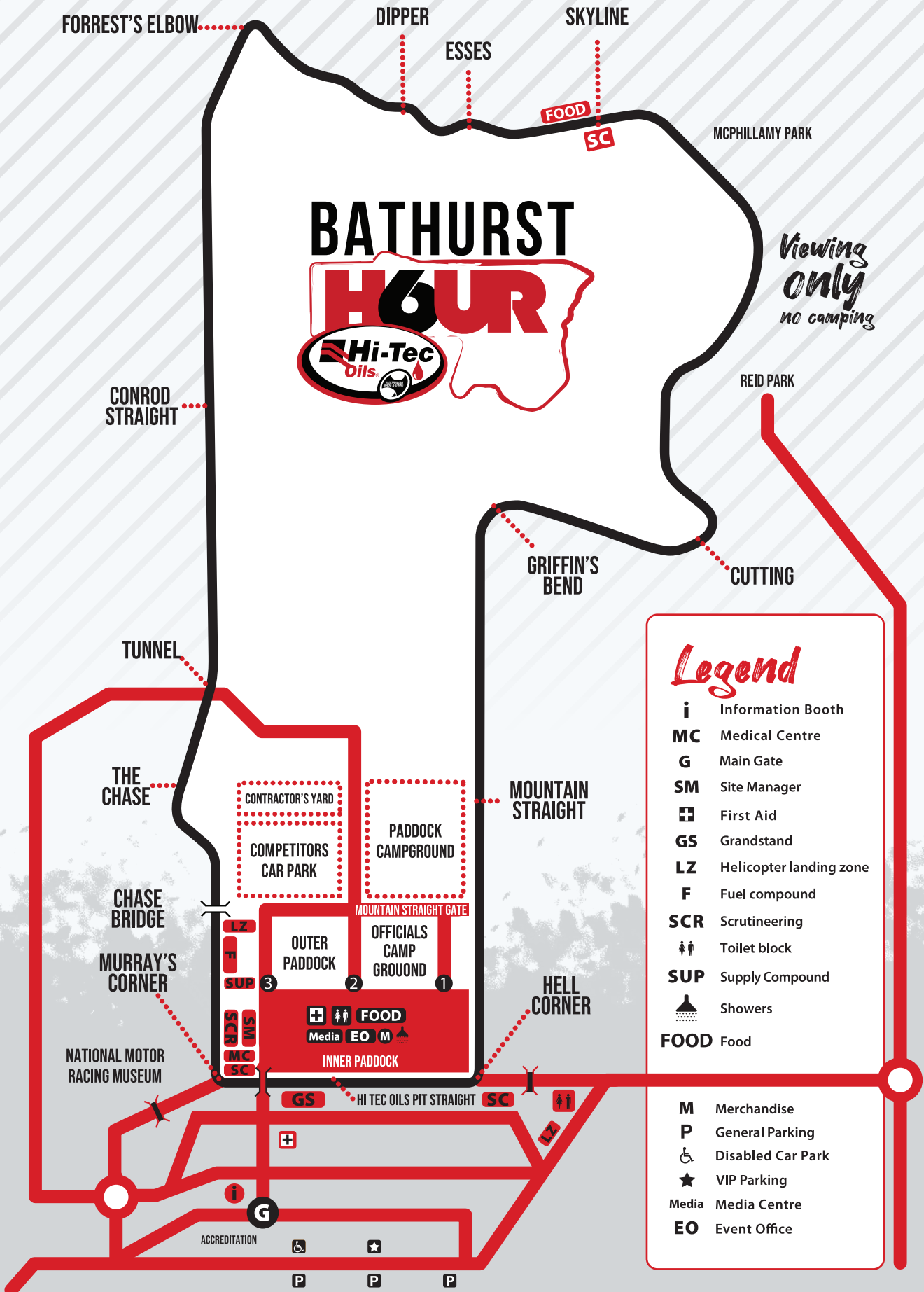
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BATHURST



FRIDAY 7TH APRIL

START	FINISH	CATEGORY	DURATION	SESSION
07:30	07:55	MRF Tyres Nissan Pulsars	00:25:00	Practice 1
08:05	09:05	Fanatec GT World Challenge Australia	01:00:00	Practice 1
09:15	10:15	Hi-Tec Oils Bathurst 6 Hour	01:00:00	Practice 1
10:25	10:55	Australian Production Cars / GT4 Australia	00:30:00	Practice 1
11:05	11:25	Circuit Excel Bathurst Challenge	00:20:00	Practice 1
11:35	12:00	MRF Tyres Nissan Pulsars	00:25:00	Practice 2
12:10	12:50	Residents Access	00:40:00	
13:00	13:30	Australian Production Cars / GT4 Australia	00:30:00	Practice 2
13:40	14:40	Fanatec GT World Challenge Australia	01:00:00	Practice 2
14:50	15:10	MRF Tyres Nissan Pulsars	00:20:00	Qualifying
15:15	15:35	Course Car / Safety Car Rides	00:20:00	Promoter
15:40	16:00	Circuit Excel Bathurst Challenge	00:20:00	Qualifying
16:10	17:10	Hi-Tec Oils Bathurst 6 Hour	01:00:00	Practice 2

SATURDAY 8TH APRIL

START	FINISH	CATEGORY	DURATION	SESSION
07:45	08:05	MRF Tyres Nissan Pulsars	00:20:00	Race 1
08:15	08:35	Australian Production Cars / GT4 Australia	00:20:00	Qualifying
08:45	09:25	Hi-Tec Oils Bathurst 6 Hour	00:40:00	Practice 3
09:30	09:50	Course Car / Safety Car Rides	00:20:00	Promoter
10:00	10:20	MRF Tyres Nissan Pulsars	00:20:00	Race 2
10:25	11:15	Fanatec GT World Challenge Australia	00:50:00	Qualifying
11:25	12:05	Residents Access	00:40:00	
12:15	12:55	Australian Production Cars / GT4 Australia	00:40:00	Race 1
13:05	13:25	Circuit Excel Bathurst Challenge	00:20:00	Race 1
13:35	13:55	Hi-Tec Oils Bathurst 6 Hour	00:20:00	Qualifying 1
14:15	14:35	Hi-Tec Oils Bathurst 6 Hour	00:20:00	Qualifying 2
14:55	15:55	Fanatec GT World Challenge Australia	01:00:00	Race 1
16:10	16:50	Australian Production Cars / GT4 Australia	00:40:00	Race 2
17:00	17:20	MRF Tyres Nissan Pulsars	00:20:00	Race 3
17:25	17:45	Circuit Excel Bathurst Challenge	00:20:00	Race 2

SUNDAY 9TH APRIL

START	FINISH	CATEGORY	DURATION	SESSION
08:15	08:35	Circuit Excel Bathurst Challenge	00:20:00	Race 3
08:45	09:05	Hi-Tec Oils Bathurst 6 Hour	00:20:00	Warm Up
09:20	10:20	Fanatec GT World Challenge Australia	01:00:00	Race 2
10:35	11:15	Australian Production Cars / GT4 Australia	00:40:00	Race 3
11:45	17:45	Hi-Tec Oils Bathurst 6 Hour	06:00:00	Race





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BATHURST



A WIDE-OPEN EASTER SUNDAY SPRINT

THE 2023 HI-TEC OILS BATHURST 6 HOUR IS ONE OF AUSTRALIA'S TOUGHEST RACES, BUT AS RICHARD CRAILL INVESTIGATES, THIS YEAR'S FIELD PRESENTS A WIDE ARRAY OF POTENTIAL WINNERS IN EACH AND EVERY CLASS.

THIS ONE is wide open. That's the vibe heading into the seventh running of what has rapidly become Bathurst's new Easter tradition – a six-hour endurance race for Production Cars

Though the entry list remains large and the diversity remains as broad as ever, this year's field also offers opportunity – a chance for new names and teams to step up and claim the top step of the podium, be it outright or in their

respective classes. The outright fight at the pointy-end will be between the all-conquering Class X (ultimate performance) cars and in particular, the BMW brigade of M2, M3 and M4 models.



The German brand are yet to be beaten in the six-hour and there's little reason to expect any different this year, though just which one gets up could be the more relevant question. With last year's winners not back to defend their crown, and the 2021 race champions also absent this year, you have to look to the proven Beric Lynton / Tim Leahey combination to find the last proven Bathurst winner among 2023 entrants. That they have two-time Great Race winner Will Davison back with them only aids their chances.

Rivals? If luck goes their way for once, the Anthony Soole, Adam Burgess and Anton de Pasquale entry should be quick as will reigning Australian Production Car Champions, the family team of Wayne Russell and sons, Drew and Aaren.

Garth Walden Racing gets a shot at outright victory again thanks to their M3 – to be steered by the team boss, Michael Auld and Tyler Everingham and while it's likely out-gunned against the BMWs, the HSV GTS entered by Duane West and co-piloted by current TCR Australia Champion Tony D'Alberto will be worth watching.

There's firepower in Class A1, for forced-induction cars, and if it rains this is the class to watch – the all-wheel-drive turbo Mitsubishi Lancers likely to revel in the wet.

Picking a winner here is difficult, though the experienced RAM / GWR entry of Mike Sheargold, Dylan O'Keeffe and Brett Hobson could ruffle the feathers of the leading BMWs. The Bargwanna boys – Ben and Jude – were



second in class last year and troubled the top-10 in their Audi TT RS while the big Ranger Falcon GT-F hustled by Bathurst legend John Bowe and 'last of the privateers', Aaron McGill, is always a fan favourite.

Class A2 is where the V8's live and here's there's plenty to choose from and perhaps the most wide-open list of contenders amidst this strong field.

In the march of the Mustangs, the George Miedecke, Marcos Ambrose and Tim Brook car possibly goes in favourite, though similar examples steered by Aaron Seton and Jason Gomersall, and Tony Quinn, Grant Denyer and Ryder Quinn car should also be in the mix – the Local Legends entry coming up trumps in the class last season.

The Levitt Motorsport Mercedes-AMG



is always among the most potent cars up and down the hill, while the Lexus RC-F of Scott Gore, Keith Bensley and Steve Owen adds great variety.

And then there's the big HSV of Chris Lillis, Nathan Callaghan and Matt Holt, who will hope to fly the Holden flag at the front of the field and, in the past, have shown they can do just that.

Class B? The Scott Turner, Jordan Cox and Lachlan Mineeff BMW 135i looks irresistible here – anything with Coxy behind the wheel generally is – though Jay Hanson and James Meaden behind the wheel of a BMW that won the race in 2016 will be worth watching closely.

So too will be the only all-female team in the race; the Team Buccini Racing BMW of Karlie Buccini, Ellexandra Best and newly-minted Carrera Cup racer, Courtney Prince. A pair of SS Commodores battle it out in B2.



The Performance Car class in Class C is the domain of Jake Camilleri and Scott Nicholas, the duo giant-killers in the world of Production Car racing with their venerable, proven and rocketship quick Mazda 3 MPS. They won the class last year, finished 11th outright and smashed records for class lap and distance records and thus enter this year's race as favourites, with a target on their back.



Chasing them, and knowing that no one has ever won Class C more than once, will be strong rivals in the form of Brock Giblin and Ben McLeod in a HSV Astra, who should be strong. Colin Osborne and Rick Bates are always fast in their Renault while the Orange-

based MINI Cooper of James Keene and Thomas Needham should also be a factor, among others in what is – outright favourites aside – a wide open category.

Toyota have never lost Class D, however this year could be the first that the Japanese giant's remarkable 86

comes unseated. There are just two entered – plus a cousin Subaru BRZ – and to win they'll need to beat a pair of quick Mazda RX8s, a BMW, a Honda and a VW Golf GTi. This year is as open as Class D has ever been.

And then there's the compact class, the baby cars, which this year feature a pair of Mazda 3 SP25s going head to head for their own piece

of Bathurst bragging rights.

With more than 60 cars entered, a wide-open array of class and outright contenders lining up to challenge for a Bathurst victory? Sounds like the perfect recipe for a stunning Easter Sunday showdown on the Mountain. ■





BATHURST



2023 HI-TEC OILS BATHURST 6 HOUR



CLASS X - EXTREME PERFORMANCE

CAR #	CLASS	SPONSOR	DRIVER A	DRIVER B	DRIVER C	CAR MAKE/MODEL
4	X	Property Investment Store	Anthony Soole	Adam Burgess	Anton De Pasquale	BMW M4
21	X	Secure Wealth Advisers	Simon Hodges	Jayden Ojeda	-	BMW M4
23	X	Bruce Lynton Service	Beric Lynton	Tim Leahey	Will Davison	BMW M3
24	X	Syd Fab / GWR Australia	Garth Walden	Michael Auld	Tyler Everingham	BMW M3
27	X	Sherrin Rentals	Grant Sherrin	Iain Sherrin	-	BMW M4
40	X	SpeedCafe	Karl Begg	David Russell	Robert Gooley	BMW M4
58	X	Go-Karts-Go	Wayne Russell	Drew Russell	Aaren Russell	BMW M3
90	X	Kelair / DWE	Duane West	Tony D'Alberto	-	Holden HSV GTS
92	X	Yellow Pages Race For A Cure	Ben Kavich	Michael Kavich	Thomas Randle	BMW M2 Competition

CLASS A1 - EXTREME PERFORMANCE, FORCED INDUCTION

CAR #	CLASS	SPONSOR	DRIVER A	DRIVER B	DRIVER C	CAR MAKE/MODEL
9	A1	Parramatta Vehicle Services	Hadrian Morrall	Tyler Mecklem	-	Mitsubishi Lancer EVO X
14	A1	Forklogic Access & Forklift Hire	Paul Loiacono	Alex Holzl	Dieter Holzl	Mitsubishi Lancer EVO X
19	A1	Daimler Trucks Brisbane	Tom McLennan	Rod Salmon	-	Mercedes AMG A45
26	A1	Infinium Advisory	Ben Wilkinson	Chris O'Brien	-	BMW M135
33	A1	Ranger	John Bowe	Aaron McGill	-	Ford Falcon GT-F
45	A1	RAM Motorsport	Mike Sheargold	Dylan O'Keefe	Brett Hobson	Mercedes AMG A45
57	A1	Hire Express	Ed Kreamer	Stephen Thompson	Michael King	Mitsubishi Lancer EVO X
66	A1	Nova Employment / Full Gas Racing	Dimitri Agathos	Brianna Wilson	-	Subaru WRX STi
71	A1	TBA	Ben Bargwanna	Jude Bargwanna	-	Audi TTRS Plus
118	A1	D A Campbell Transport	Dean Campbell	Cameron Crick	-	Mitsubishi Lancer EVO X
171	A1	Team Buccini Racing	Paul Buccini	Michael von Rappard	Brock Paine	BMW 140i
222	A1	Harding Performance	Cem Yucel	Iain Salteri	Adrian Sarkis	Volkswagen Golf R

CLASS A2 - EXTREME PERFORMANCE, NORMALLY ASPIRATED

CAR #	CLASS	SPONSOR	DRIVER A	DRIVER B	DRIVER C	CAR MAKE/MODEL
7	A2	Local Legends	Tony Quinn	Grant Denyer	Ryder Quinn	Ford Mustang Mach 1
16	A2	Levitt Motorsports	Tony Levitt	Mark Griffith	-	Mercedes C63 AMG
25	A2	CK Motorsport	Coleby Cowham	Lindsay Kearns	-	Ford Mustang GT
29	A2	Boronia Towbars	Paul Razum	Darren Forrest	-	Holden HSV Clubsport R8
30	A2	Gomersall Motorsport	Jason Gomersall	Aaron Seton	-	Ford Mustang Mach 1
41	A2	TBA	Gary Beggs	Jim Manteufel	Christopher Sharples	Holden HSV R8 Clubsport
48	A2	ASAP Marketing	Scott Gore	Keith Bensley	Steve Owen	Lexus RC RCF
49	A2	Visions Estate	Tony Alford	Kyle Alford	-	Ford Mustang Mach 1
64	A2	BILSTIEN	Chris Lillis	Nathan Callaghan	Matt Holt	Holden HSV R8 Clubsport
95	A2	Miedecke Motor Group	George Miedecke	Marcos Ambrose	Tim Brook	Ford Mustang GT
221	A2	Century 21 Hazelbrook	Chris Delfsma	Ryan Casha	Rylan Gray	Ford Mustang GT

2023 HI-TEC OILS BATHURST 6 HOUR



CLASS B1 - HIGH PERFORMANCE, FORCED INDUCTION

CAR #	CLASS	SPONSOR	DRIVER A	DRIVER B	DRIVER C	CAR MAKE/MODEL
28	B1	Spinifex Recruiting-	Garry Mennell	Matt Chahda	Matt Harris	BMW 335i
96	B1	Fierce Racing	Scott Turner	Jordan Cox	Rob Rubis	BMW 135i
143	B1	AI Towing	Harrison Inwood	Grant Inwood	Timothy Colombrita	Subaru WRX STi
999	B1	Team Buccini Racing	Karlie Buccini	Ellexandra Best	Courtney Prince	BMW 135i

CLASS B2 - HIGH PERFORMANCE, NORMALLY ASPIRATED

CAR #	CLASS	SPONSOR	DRIVER A	DRIVER B	DRIVER C	CAR MAKE/MODEL
42	B2	B&M Consulting/Cougar Powder Coating	Justin Elliot	Blair Cole	Michael Ferns	Holden SSV 6.0
73	B2	Cable Source/Sunyeh/Singo's Meats	Brent Edwards	Cody McKay	Bradley McDonald	Holden SSV 6.0

CLASS C - PERFORMANCE

CAR #	CLASS	SPONSOR	DRIVER A	DRIVER B	DRIVER C	CAR MAKE/MODEL
10	C	RM Racing Cars	Brock Giblin	Ben McLeod	-	Holden Astra HSV VX-R
13	C	Osborne Motorsport	Colin Osborne	Jaylyn Robotham	-	Renault Megane RS 265
31	C	Osborne Motorsport	Jordan Sinni	Jackson Rice	-	Renault Megane RS 265
36	C	Grand Prix Mazda Caboolture	Jake Camilleri	Scott Nicholas	-	Mazda MPS
43	C	Champ Group	Steve McHugh	Daniel Natoli	Amar Sharma	Holden HSV VXR Astra AH
47	C	MilkLab / OnTrack	John Fitzgerald	Peter Johnston	Aaron Zerefos	BMW 130i
50	C	MWM Racing	James Keene	Thomas Needham	Richard Luff	Mini Cooper S JCW
51	C	Lithostone Surfaces/LaRocca Marble	Chris Holdt	David Ling	Darren Jenkins	Holden Astra HSV VRX
77	C	Iolar/MRPS/AED Group	Patrick Navin	Nathan Halstead	-	VW Scirocco
78	C	PB Motorsport Services	Josh Muggleton	Oskar Butt	Troy Derwent	Holden Astra HSV VX
84	C	AC Store, CP Dental, Performax	James Hay	Paul Ansell	Michael Learoyd	VW Scirocco

CLASS D - PRODUCTION

CAR #	CLASS	SPONSOR	DRIVER A	DRIVER B	DRIVER C	CAR MAKE/MODEL
11	D	Lone Star 11 Racing	Murray Dowsett	Mitchell Maddren	Lachlan Bloxsom	Toyota 86 GTS
39	D	MDR Motorsport	Haydn Clark	Scott Aho	-	Subaru BRZ
62	D	Mad Macks	Andrew McMaster	David Worrell	Tim Robson	BMW 125i
75	D	Surfside Properties	Darryl Leslight	Henderson Leslight	-	VW Golf GTi
80	D	RX8 Cup	Ric Shaw	David Cox	Tom Shaw	Mazda RX-8
81	D	RX8 Cup	Ash McConchie	Kris Mackie	Jared Parmenter	Mazda RX8 Series 1
86	D	Heiniger Joinery/5th Gear Motoring	Christoph Heiniger	Daniel Flanagan	Dean Chapman	Toyota 86 GTS
121	D	Conroy Motorsport	Jason Walsh	Alan Letcher	Nicholas Agar	Honda Integra Type R

CLASS E - COMPACT

CAR #	CLASS	SPONSOR	DRIVER A	DRIVER B	DRIVER C	CAR MAKE/MODEL
2	E	BELLER Motorsport	Andrew Jackman	Cameron Beller	Mark Taubitz	Mazda 3 SP25
35	E	Road To Bathurst	Phil Alexander	Stephen Doorey	Shane Fowler	Mazda 3 SP25



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HOW TO WIN THE 6 HOUR

The CHE Racing Team is used to punching above its weight, whether it be in the Australian Formula Ford Series or Porsche Michelin Sprint Challenge or Paynter Dixon Porsche Carrera Cup Australia, the squad led by Supercars rookie Cameron Hill continues to defy the odds as it did at last year's Hi Tec Oils Bathurst 6 Hour.

Class D success in 2021 spurred on the Canberra-based squad to mount an outright attack on the Hi Tec Oils Bathurst 6 Hour using a model not previously entered for the race before, BMW's M2 Competition.

Hill teamed with young gun Tom Sargent in what proved a dream debut for the CHE Racing Team built BMW M2 Competition.

"It was so much it was a late decision to enter, but as it is with a brand new race car timelines can sometimes be pushed to the limit," reflected Team Manager and co-race winner Cameron Hill.

"Right after the 2021 when Lachlan Mineeff and Tom Sargent took victory in Class D, the idea was hatched to have a crack at winning the race outright. So, all of a sudden there's an M2 at the workshop and we're thinking

'right, where do we start?'

"It's not like there's an instructional manual to build one of these things, every step of the way a problem needs to be solved. There was a lengthy process going back and forward with the guys at Motorsport Australia to get the car homologated in addition to ensuring it was up to spec on that side.

"There were a lot of delays like we didn't get the fuel tank until very late in the piece, maybe a month before the race. Then there was a lot of work making sure that plugged all together."

A small team of CHE Racing Team personnel and many contractors chipped in to complete the build, but aid came in the form of rival and BMW guru Beric Lynton.

"It was very labour intensive," Hill described. "There were a lot of long days and nights. We just didn't have everything we needed to build the car early enough, so everything towards the end was very rushed.

"We had a great little team including my dad Colin, who is exceptionally talented and he was right across everything mechanically, with most of our Porsche team helping out in the engineering and throwing the spanners

around.

"I think the car turned its first laps two weeks before the event. We actually went up to Queensland because we'd finally plugged it altogether and the Christmas tree on the dash lights up with every error code you could imagine.

"We'd actually been having a little bit of dialogue with Beric Lynton up in Queensland, he's obviously got a lot of experience with BMWs and I think he may have felt sorry for us knowing how difficult it is to solve all the problems. Beric basically said, 'if you can get your

” “

THE FACT IT WENT FOR SIX HOURS AND NOTHING WENT WRONG — NO COUGH OR BLINK — IS THE MIRACLE ABOUT IT ALL



HOW TO WIN... FROM LAST



car up here tomorrow, we can have a look and tell you what needs to be done to get it all sorted,' so the boys packed the truck, drove it up there and plugged it in.

"Once you know what you're looking for it's easy, but if you don't know it is difficult, so we were very lucky that Beric's team helped us out.

"We took the car out to Queensland Raceway and the only time it stopped was when it ran out of fuel, which was a good thing."

By the time Bathurst came around, the frantic lead up didn't stop the team's strong work ethic as pit stop practice was conducted until 7:30pm



BATHURST



and once the pace of the M2 Competition was revealed, there was a slight sigh of relief.

“We were pretty tired, but once the car rolled in practice and we saw how fast it was, it provided us with a bit of hope,” Hill said.

There was further drama the team needed to navigate following a superb pole lap from Sargent, post-qualifying scrutineering found the M2 Competition was too low relegating it to the back of the grid for Easter Sunday.

“I was pretty gutted for Tom after qualifying because that was a breakout moment for him to be pole and show up a few big names in Australian motorsport in what was very, very cool,” Hill explained.

“We all felt pretty proud of him, his driving and the effort that went into the car.

“Everyone was pretty flat Saturday night, we were out to dinner and I said, ‘in the grand scheme of things it’s a six hour race, I don’t think our chances of winning change whether we start off the back or at the front and by the end of the stint I’m sure we’ll be where we need to.’ Sure enough, Tom did an excellent job in the opening stint, navigated very, very well to put us into contention.”

Qualifying was only a small part of the job, as six hours of racing awaited in the untested M2 Competition.

“We were just trying to manage the race from our point of view as there



were so many unknowns for us as we’d never, ever gone that far in the M2,” he recalled.

“We had no expectation of the M2 to go the whole way and like they say sometimes the Mountain chooses you and that car just ran faultlessly.

“We knew the car was quick and the driving pairing was strong, but thing was that the M2 was so under developed due to the pressure to build it for the race.

“The fact it went for six hours and nothing went wrong – no cough or blink – is the miracle about it all.”

Hill himself made the highlight reel by making a bold overtake for the lead within the closing stages on Tim Slade at Brock’s Skyline as it capped off a tremendous comeback from 64th to first set-up by Sargent’s remarkable opening stint.

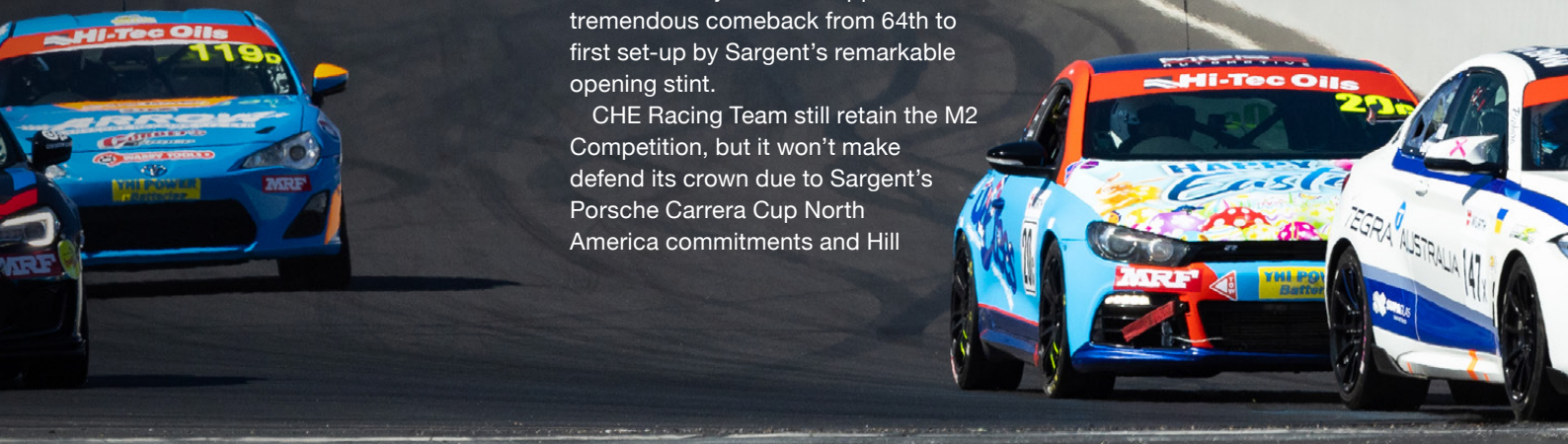
CHE Racing Team still retain the M2 Competition, but it won’t make defend its crown due to Sargent’s Porsche Carrera Cup North America commitments and Hill

will instead turn crew chief for the Class A1 leading D.A. Transport Mitsubishi Lancer Evo X team.

To put a full stop on last year’s result, the BMW has run since, but not as successfully as it did back at Easter last year....

“If it makes anyone feel any better, we wheeled the M2 out six months later for a ride day and it went into limp mode on the second lap,” Hill laughed.

Luck of the Mountain, hey? ■





SARGENT'S SURGE DRIVES BMW WIN

BY THE time Thomas Sargent arrived at the Hi-Tec Oils Bathurst 6 Hour last year, he was already established as one of Australia's most promising up-and-coming young drivers.

The youngster from Young, in Country New South Wales, had established himself in the cut throat world of Formula Ford, claiming the national title in 2021.

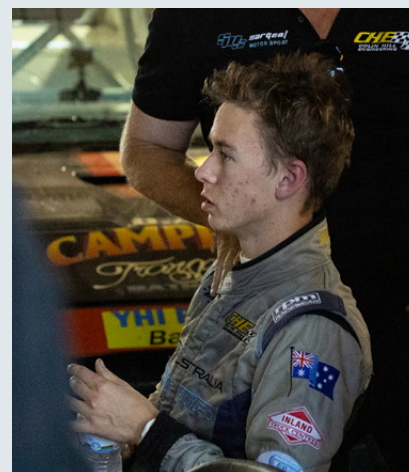
He also had a Bathurst win to his credit – taking Class D in the 2021 running of the six-hour driving a Toyota 86 – and had progressed to one-make Porsche racing in style with a strong start to the 2022 Michelin Sprint Challenge season.

But there's something to be said for a charging Bathurst drive to truly put a driver in the limelight.

Having earlier charged his BMW M2, shared with team owner Cameron Hill, to pole position with the second quickest lap on record in the six-hour, Sargent found himself behind the wheel less than a day later staring at 62 cars between he and the race lead.

The BMW has been excluded from qualifying following a ride-height related rules infringement, which meant they would be starting last.. 63rd.

What followed was one of those great Bathurst stints, one that anchored the team into the leading group of cars and allowed Hill to



later catch, battle with and then pass Tim Slade late in the race to ultimately claim victory.

Sargent made up 21 positions on the opening lap, and by the end of the third had passed more than 30 cars to run 26th. He cracked the top-10 on lap nine, the top five just three laps later and by Lap 21 had climbed to third outright – having made their first stop under Safety Car along the way.

By the time he peeled into the lane to hand over to Cameron Hill on lap 26, the BMW was leading and their race was set up on a path to a famous Bathurst win.

With a Sprint Challenge title in his back pocket, Sargent heads to the States this year to race Carrera Cup – but it was his six-hour drive that helped prove he really is the real deal. ■

CLASS BREAKDOWN

THE BATTLE FOR OUTRIGHT HONOURS MIGHT BE THE HEADLINE ACT, BUT THE CLASS COMPETITION IS JUST AS FURIOUS IN EVERY BATHURST 6 HOUR. RICHARD CRAILL EXPLAINS WHAT MAKES UP THE VARIOUS RACES WITHIN THE BIG RACE.

AS LONG as there has been Bathurst there has been class racing.

From the foundation of the Bathurst 1000 as a multi-category race, to the Bathurst 12 Hour's mix of GT and Production Cars in its formative years and to the six-hour itself, having a 'race within a race' has always been a big storyline when it comes to endurance racing on the big hill.

And while the outright battle is always the headline-grabber, the fight for class victory is often just as, if not more, meaningful to those involved as it can represent their one chance to stand on that famous rostrum as a Bathurst winner.

EXTREME WAYS

AT the pointy-end sits Class X, dubbed 'Ultimate Performance' - because that's what they do.

Here's a collection of cars - mostly BMWs, these days - that are at the top of the tree of Production Car Racing in this part of the world. With a price cap of \$140,000, Class X machines are the quickest cars on track and will be the key contenders both for pole position and the outright win come Easter Sunday.

These cars were part of the existing class structure before they were split off into their own category three years ago - and it's flourished since then.

KEY CARS:

BMW M2, M3 and M4 Competition, HSV GTS Gen F.



A FOR AWESOME

CLASS A is split into two categories. 'A1' is for 'Extreme Performance Forced Induction' which means super quick cars that have engines with either Turbochargers or Superchargers, while 'A2' is for the similar specification vehicles but without the addition of

forced induction.

This is the most numerical class and until the BMW M-cars became so dominant, was the top of the Production Car tree in Australia. Watch out if it rains, too - the fact much of the A1 cars are all-wheel drive means they could become outright contenders in an instant.



A2 is for the Muscle Car lovers among us and in 2023 and perhaps links most closely of all to Bathurst's past: it's filled with V8 powered, rear-drive rockets. Perfect.

KEY CARS:

(A1) Mitsubishi Lancer EVO, Mercedes A45 AMG (A2) Ford Mustang GT Mach 1, HSV Clubsport.

CLASS B

LIKE Class A, Class B (High Performance) is split into two categories for those with forced induction and those without. A slightly lower performance level than

their big brothers further up the alphabet, here's where you find the BMW 335i's that have been so effective in Production Car racing for 15 years, winning Bathurst's 12 and 6 Hour races.

KEY CARS:

Holden Commodore SSV, BMW 335i



BATHURST



C IS FOR PERFORMANCE

HERE is a class of giant-killers, cars that on paper shouldn't be as quick as they generally turn out to be. The likes of Jake Camilleri hustling his Mazda 3 MPS among the Mitsubishi's and Mustangs make this spectacular viewing. In terms of Production Car 'bang for your buck', this is about the ultimate balance of power, price and performance.

KEY CARS:

Mazda 3 MPS, Renault Megane RS, MINI Cooper S, VW Scirocco, HSV Astra

THE D SHOWROOM SHOWDOWN

JOKINGLY referred to as the '86 Cup', Class D was revolutionised by the stunning two-door Sports Car co-developed by Toyota and Subaru, which at \$40,000 remains a remarkably cheap way to get a Bathurst win. They've never lost the six-hour since first entering – though the recent challenges from the rotary Mazda RX8 Cup cars make this a fantastic class fight between affordable Sports Car brands.

KEY CARS:

Toyota 86 GTS, Mazda RX-8, Honda Integra Type R

BABY CARS, BIG BATTLES

THE SMALLEST cars in the race, Class E might be the slowest and smallest cars in the race, but the little cars that could always put on a great race among themselves, while entertaining fans as they're driven at 110% every lap for the entire race.

KEY CARS:

Mazda 3 SP25. ■





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WHILE THE OUTRIGHT BATTLE IS ALWAYS THE HEADLINE-GRABBER, THE FIGHT FOR CLASS VICTORY IS OFTEN JUST AS, IF NOT MORE, MEANINGFUL.



BATHURST



WATCH OUT, THE GERMANS ARE COMING

LAST YEAR'S FANATEC GT WORLD CHALLENGE AUSTRALIA POWERED BY AWS PRODUCED AN EXCITING CONCLUSION TO THE TITLE ON THE STREETS OF ADELAIDE AS YASSER SHAHIN SUCCEEDED IN GOING BACK-TO-BACK, HOWEVER THE COMPETITION IS SET TO HEAT UP IN 2023.

A loyal part of the Audi Sport Customer Racing Australia family for the last few seasons, Shahin will make the switch to new entrant EMA Motorsport for this year and its Porsche 991 GT3R (991.2) where he will be partnered by international sportscar ace Garnet Patterson.

Patterson has raced prototypes across the world and is well equipped to help Shahin in his pursuit of a hattrick of titles.

"I'm so excited to get the opportunity to represent two brands I love - The Bend and





Porsche,” Shahin said.

“The opportunity to drive and defend the GT title with EMA Motorsport is really exciting. The GT3 R suits my driving style, and the team is extremely committed to high performance in all respects.”

EMA Motorsport expands its local program after entering the Paynter Dixon Porsche Carrera Cup Australia Championship last year, where Patterson joins Chris Pither.

Outside of its Australian interests

EMA Motorsport combine with legendary Porsche specialists Manthey as its schedule features rounds of the German NLS on the legendary Nordschleife including the Nurburgring 24 Hour and the full German DTM series.

EMA Motorsport isn't the only team embarking on a dual program internationally as well as Australia as Triple Eight Race Engineering continues its partnership with JOHOR Racing for a third season.

Prince Jefri Ibrahim is targeting the title following two seasons of rapid improvement under the tutelage from the likes of Shane van Gisbergen, Broc Feeney and



IT'S THE SECOND TIME THE FANATEC GT WORLD CHALLENGE WILL APPEAR AT BATHURST 6 HOUR



BATHURST



Nick Foster among others.

It's program will focus both in Australia and Asia as for the first time Triple Eight Race Engineering will run two entries full-time in both series.

"The 2023 season will see us running two cars in Australia and two in Asia, so it will be a big year, with big challenges, but we're looking forward to it," Ibrahim said.

"Last year I won the Pro-Am Championship and we also won the team championship for the first time, which was really amazing. This year has started well with a class podium at the Bathurst 12 Hour, and hopefully we can carry this momentum forward into the rest of the season.

"I've been training hard in the gym and getting as much seat-time as possible in the car, as I want to take my physical performance to the next level this year."

Prince Abu Bakar first raced in Australia last year at The Bend Motorsport Park and will contest a full compliment of events in 2023 alongside champion driver Jamie Whincup.

Mercedes has strength in numbers

courtesy of a dual entry from Harrolds Rosso Volante Racing as Sam Brabham joins the ever-improving Ross Poulakis in what will be a competitive team.

RAM Motorsport also bolsters the Mercedes-AMG ranks courtesy of leading Pro-Am pairing Michael Sheargold alongside Garth Walden, while Brett Hobson makes the switch to the German marque being joined by former Bentley man Mike Bailey.

Previous GT race winner Justin McMillan returns to competition alongside fast amateur Roger Lago in a Mercedes-AMG for M Motorsport.

Although Audi has lost its multiple series winning driver, there is another one waiting in the wings as Bathurst local Brad Schumacher returns to his latest specification R8 for the full-season. A rapid amateur driver, he just fell short of taking the GT Trophy Class title last year and will be a contender no doubt, especially at Mount Panorama.

The usual Audi Customer Racing



Australia armada will play back up to Schumacher's efforts.

Ferrari makes a re-appearance in GT Trophy courtesy of debutant Stephen Coe in a 458 GT3, while Invitational Class contains three MARC Cars sure to add spice. ■



A FIELD COMPRISING OF AUDI, MERCEDES-AMG AND LAMBORGHINI IS EXPECTED TO COMPETE AT THE OPENING ROUND FEATURING MANY CONTENDERS





2023 FANATEC GT WORLD CHALLENGE AUSTRALIA POWERED BY AWS

CAR #	CLASS	SPONSOR	DRIVER 1	DRIVER 2	MAKE/MODEL	
1	1	Pro/Am	EMA Motorsport/The Bend Motorsport Park	Yasser Shahin	Garnet Patterson	Porsche 911 GT3R (991.2)
2	2	Am	KFC	Matt Stoupas	Paul Stokell	Audi R8 LMS Evo
3	4	Invitational	Milldun Motorsport	Darren Currie	TBC	MARC Mazda 3
4	8	Am	Launch Racing/MC Labour	Michael Kokkinos	TBC	Audi R8 LMS Evo
5	19	GT4	Nineteen Corporation/Daimler Trucks Brisbane	Mark Griffith	TBC	Mercedes AMG GT4
6	22	Am	Melbourne Performance Centre	Ash Samadi	TBC	Audi R8 LMS Evo
7	44	Am	Valmont Racing/Tigani Motorsport	Marcel Zalloua	Sergio Pires	Audi R8
8	45	Am	RAM Motorsport/GWR Australia	Michael Sheargold	Garth Walden	Mercedes AMG GT3
9	48	Am	MMotorsport	Justin McMillan	Roger Lago	Mercedes AMG GT3
10	55	TBC	Schumacher Motorsport/Kelso Electrical	Brad Schumacher	TBC	Audi R8 LMS Evo
11	56	GT3	Trophy Coe Property Group	Stephen Coe	TBC	Ferrari 458 GT3
12	65	Pro/Am	Shannons Insurance	Max Hofer	Liam Talbot	Audi R8 LMS Evo
13	75	Pro/Am	Jamac Racing	Geoff Emery	Christer Joens	Audi R8 LMS Evo
14	78	GT3	Trophy Sonic/Rosche Paper/Supa Straws	Marcos Flack	TBC	Porsche 991.2 Cup
15	88	Pro/Am	Triple Eight Race Engineering - JMR	Prince Abu Bakar Ibrahim	Jamie Whincup	Mercedes AMG GT3
16	95	Invitational	Milldun Motorsport	Geoff Taunton	TBC	MARC Ford Mustang
17	96	Pro/Am	Hobson Motorsport	Brett Hobson	Mike Bailey	Mercedes AMG GT3
18	101	Pro/Am	Harrolds Volante Rosso Motorsport	Ross Poulakis	Sam Brabham	Mercedes AMG GT3
19	102	Am	Harrolds Volante Rosso Motorsport	Christos Batzios	TBC	Mercedes AMG GT3
20	111	Invitational	Milldun Motorsport	Grant (Axle) Donaldson	TBC	MARC Ford Focus
21	888	Pro/Am	Triple Eight Race Engineering - JMR	Prince Jefri Ibrahim	Broc Feeney	Mercedes AMG GT3

GT4 SET TO STAND TALL

FOR A LONG TIME THE SECOND-FIDDLE TO THE FIREPOWER IN GT3, THE BOOM CATEGORY THAT IS GT4 GETS ITS CHANCE TO STAND ON ITS OWN TWO FEET AT THE HI-TEC OILS BATHURST 6 HOUR THIS YEAR – AND IT COULD BE THE START OF SOMETHING BIG.

Amongst all of the festivities of the Hi-Tec Oils Bathurst 6 Hour, Australian Production Cars and Monochrome GT4 Australia racers will take to the track for three highly-anticipated sprint races.

More than 20 GT4 Australia and APC competitors will take to The Mountain for the 30-minute races, including the likes of GT and APC stalwarts, Tony Quinn, Mark Griffith, Beric Lynton, Karl Begg, Chris Sutton, Trevor Symonds and Michael Sloss.

“I used to be heavily involved in (GT racing) and GT4 was just starting off and I thought it was a great product for the truly amateur driver, because they were pretty much production cars that were built to last on the race track, so it was always a good concept,” Quinn said.

“I have been racing different things for a long time...I just find the GT4 far easier to drive and work with, so I am looking forward to it and I think it will be a great series.”

Mark Griffith – the 2022 Fanatec GT World Challenge Australia powered

by AWS GT4 Cup Series Champion – was the first to officially lodge his Monochrome GT4 Australia entry for both the sprint races and the full 2023 season.

The Brisbane-based businessman will field the #19 Daimler Trucks Brisbane Mercedes GT4 which he drove to victory in both the GT4 sprint and endurance championships last year.

“Any race at Bathurst is a good time, and I couldn’t pass up an opportunity to show people just how good the GT4 cars are,” Griffith said.

“These cars are reliable and just great

to drive. They are factory built, reliable and just really cool things to race.

“I have been committed to GT4 for many years and I would like to see it grow here in Australia.

“I am looking forward to getting out there and having a blast as part of the sprint races, and seeing how our cars go on a non-slick tyre,” he added, alluding to the





” “

ANY RACE AT BATHURST IS A GOOD TIME, AND I COULDN'T PASS UP AN OPPORTUNITY TO SHOW PEOPLE JUST HOW GOOD THE GT4 CARS ARE

” “

THESE SPRINT RACES PRECEDE AN ACTION-PACKED 2023 SEASON FOR BOTH THE AUSTRALIAN PRODUCTION CARS AND MONOCHROME GT4 AUSTRALIA CATEGORIES

fact that unlike in previous years when GT4 Australia cars have run a slick tyre, in 2023 they will run a nominated semi-slick.

These sprint races precede an action-packed 2023 season for both the Australian Production Cars and Monochrome GT4 Australia categories, that will take in six-rounds across Queensland, Victoria, New South Wales and South Australia – including a return to the Mountain in November for an exciting finale at the Bathurst International.

“2022 was a banner year for the APC, with great racing and increasingly large fields, culminating in an epic grand finale at the Bathurst International with more than 45 racers lining up on our grid,” Williams said.

“As far as Monochrome GT4 Australia goes, GT4 is booming globally so now is the perfect time to refresh GT4 in Australia and we are really excited about what lays ahead for this category.

“While in 2023 it will run alongside the APC, there is already significant interest from competitors to see it go solo in 2024

and we will be doing all we can to make that happen.

“In 2023, our racers will enjoy a high-profile calendar, increased television and streaming coverage and expanded exposure to sponsors, along with better access to infrastructure and support at events.

“With a mix of sprint events and enduro formats, our competitors will enjoy the best of both worlds at some of the country’s best race tracks, and we really cannot wait to see our championships kick off in May of 2023.” ■





AUSTRALIAN PRODUCTION CARS & MONOCHROME GT4 AUSTRALIA



COUNT	RACE NO	DRIVER 1	DRIVER 2	MARQUE	YEAR	MODEL	CLASS	SPONSOR
1	40	Karl Begg	-	Mercedes	2020	AMG GT	GT4	GT4 Australia
2	19	Mark Griffith	-	Mercedes	2020	AMG GT	GT4	Daimler Trucks Brisbane
3	-	TBA	-	Ginetta	2020	G55	GT4	Daimler Trucks Brisbane
4	101	Tony Quinn	Ryder Quinn	Porsche	2022	Cayman GT4	GT4	Queensland Raceway
5	-	Beric Lynton	-	BMW	2015	F80 M3	X	Bruce Lynton Service
6	321	Chris Sutton	-	Mitsubishi	2009	Lancer EvoX	A1	321 Motofit
7	22	Jason Miller	-	Mitsubishi	2004	Lancer EvoIX	A1	Stokes Skis Australia
8	186	Robert Braune	-	BMW	2014	M135	A1	Westvic Earthmoving
9	71	Cary Morsink	-	HSV	2005	GT0 Coupe	A2	More Driven Cloud Hosting
10	15	Chris Begg	Ashley Hooper	BMW	2011	E92 M3	A2	Motorsportsales.com
11	666	Trevor Symonds	-	Holden	2012	VE GTS	A2	Wollongong Auto Parts
12	17	Michael Osmond	-	BMW	2013	135i	B1	Ozzy Outhouse Hire
13	8	Carl Climan	-	VW	2014	MK7 GTI Golf	C	Outback Bakery Cootamundra/100% Automotive
14	31	Brock Stinson	-	Toyota	2014	86	D	AGM Engineering, Manvel Performance
15	97	Liam Moyse	-	Toyota	2014	86	D	JIC, Butler Vehicles, Beaufairs Beenleigh, Genfit Training
16	74	Michael Sloss	-	Mini	2013	R56 JCW	D	Syntec
17	97	Oliver Loiacono	-	Toyota	2012	86	D	Forklogic
18	42	Thomas Davies	-	Toyota	2015	86	D	-
19	61	Tim Weston	-	Ford	2015	Fiesta ST	D	TME Motorsport
20	-	Tom Needham	-	Mazda	2011	3 MPS	C	-

PULSAR MAGIC

THE MRF TYRES AUSTRALIAN PULSAR RACING ASSOCIATION PUT ON A GREAT SHOW AT THE 2022 HI-TEC OILS BATHURST 6 HOUR, AND THE ONE-MAKE NISSAN PULSARS ARE BACK AGAIN THIS YEAR.

The Easter event presents a unique opportunity for what is effectively a club and state-based series in New South Wales and Victoria to race on the big stage, that is Mt Panorama. The competitors reciprocated with almost 40 entries off the back of Covid-10 last year and turned on close and very competitive racing.

It was a local from Bathurst in Harry Inwood who qualified fastest and won two of the three races to take the laurels ahead of three-time and current state champion (in both NSW and Victoria) Josh Craig, 2021 NSW champion Tim Colombrita, Daniel Smith and Josh's brother Jamie. Despite the many mountain rookies there was just one safety car across the weekend.

Even though he did not take part in the first round of the NSW series, Josh Craig is entered and ranks as the favourite to be the overall winner. But Will Foot and Smith who duked out for the win at the first round will be strong challengers.

Others that look to vie for the top spots include two-time Masters' winner Shane Tate, Greg Dufficy, Andre Cotes, Chris Manning and Kerry Avramidis. Scott Tidyman has experience in Formula Fords as well as on the

mountain.

Simon Kendrick showed good pace at the Sydney Motorsport Park opener and has garnered recent Bathurst knowledge when he raced his Perking Engineering Castrol replica Holden Commodore in the Combined Sedans support races at the Bathurst 12 Hour.

While the Victorian season start is still a couple of weeks away, Matthew Butters has been a leading contender in the past state events.

The category caters for front wheel drive Australian delivered Nissan Pulsar N14 (1991-1995) and N15 (1995-2000) models in either four-door sedan or five-door hatchback variants.

Ascetically the models are very similar. The major difference is the rear underpinnings as the N14 has an

independent rear end while the later vehicle has a solid beam rear axle which can be modified for camber and toe alignment only. The latter is slightly wider and lower which affectively negates any advantage to the N14.

The cars run the Nissan SR20 engine out of the SSS, the five-speed (with specific ratios) gearbox and a minimum racing weight of 1100 kilograms including the driver and apparel. Differentials can be locked or limited slip.

Wheels are restricted to 15 inch in diameter and from 6-7 inches in width and shod only a tyre listed on the APRA Tyre List (APRA branded MRF 195/50/15). Normally just four tyres are allowed for the entire meeting but in the case of Bathurst that has been increased to six. ■





NISSAN PULSARS

CAR	DRIVER	VEHICLE	SPONSOR
1	Joshua Craig	Nissan Pulsar N14	RTR Trailers / RYADZ Facilities & Cleaning Management / Trackschool / TC Racing / Plumb By Precision / Clear Vision Auto Glass
3	Ian Joyce	Nissan Pulsar N14	Townsend Signs
8	Chris Manning	Nissan Pulsar N15	Sandgate Autos / Pure Property / Reynolds Auctions / Newcastle CV and Power Steering
19	Caine Fraser	Nissan Pulsar N14	K&K Linemarking / G&E Signs / Phoenix Motorsport / Blacktown Auto Spares / Pirtek / Hare & Forbes
22	Gavan Reynolds	Nissan Pulsar N15	Pure Property Management / Sandgate Autos
23	Matthew Butters	Nissan Pulsar N15	Agile Energy
26	Will Foot	Nissan Pulsar N15	Willflow Plumbing / Seaham General Store
28	Andre Cortes	Nissan Pulsar N14	Mortgage Choice
29	Corey Fraser	Nissan Pulsar N15	Hare & Forbes Machinery House / Blacktown Auto Spares / Phoenix Motorsport / Pirtek
35	William Pym	Nissan Pulsar N15	RaceAway Track Time
41	Michael Ricketts	Nissan Pulsar N14	Young Car Wash
47	Rodney Albronda	Nissan Pulsar N14	Pirtek / Sydney Soda Blasting / SAS Performance / Exclusive Switchboards / GE Signs / Quickturn
48	Scott Tidyman	Nissan Pulsar N14	Mclaren Real Estate (MRE) / Southwest Automotive
55	Graeme Ireland	Nissan Pulsar N14	Star Events Hire / IPGmedia / Star DJ Hire / Platinum Potions
59	Breanna Woodland	Nissan Pulsar N14	Grand Auto Wreckers
78	Kane Alderton	Nissan Pulsar N15	KA Motorsport
85	Graeme Manning	Nissan Pulsar N15	Sandgate Autos / Pure Property / Reynolds Auctions / Newcastle CV and Power Steering
96	Chris Butterfield	Nissan Pulsar N14	M&G Australia Wide Removals
113	Jerome Pirozzi	Nissan Pulsar N14	AH Glass Fencing / NCS - Non Conductive Spigots
139	Timothy Maynard	Nissan Pulsar N14	SR & LF Maynard / APRA Victoria
147	Shane Tate	Nissan Pulsar N15	SST Racing / Budget / Marbo Smash / Dad & Mum
200	Adam Leacy	Nissan Pulsar N15	Eggy
288	John Markwick	Nissan Pulsar N15	Ausloans Bathurst / Auto Parts Central
313	Dan Smith	Nissan Pulsar N14	DSR Engineering / South Gundagai Auto
555	Denis Barbaro	Nissan Pulsar N15	Solutions In Plastic Pty Ltd

EXCELLENT EXCELS

THE CIRCUIT EXCEL SERIES RETURNS TO MOUNT PANORAMA THIS YEAR, WITH A FULL FIELD OF DRIVERS LOOKING TO MAKE THEIR MOUNTAIN MARK.

“IT’S LIKE what I imagine racing in the pack at the Daytona 500 is like,” Circuit Excel Champion Asher Johnston says of racing his Hyundai at Bathurst.

“You’re in the pack, holding on, and hoping you can get a tow past the guy in front on the last lap to get the win.”

Excel racing at Bathurst is a traditionally thrilling affair, with big packs of cars dicing for position - especially when it comes to the long run along Conrod straight, where the tow can be a dramatic difference between winning or not.

Johnston, who hails from Adelaide, returns to Bathurst this year with a new sponsor, a striking new livery and a determination to return to the top step of the Bathurst podium that he last visited in 2019.

That weekend saw Johnston claim pole, win all three races and leave Bathurst with qualifying and race lap

records that stand to this day.

“It doesn’t matter what category you are in, racing and winning at Bathurst is one of the most special things you can do,” the former Excel National Champion explains.

“We see and race people from other states that we don’t usually have the chance to compete with and that just adds to the challenge and the fun of the weekend.

“The cars are great to drive at Bathurst and they’re not slow by any extent, but you need to be in the right place at the right time and in 2019, we found that was being out in front.”

Johnston’ is correct in suggesting the Excels are far from slow around Mount Panorama’s challenging 6.213 kilometres - in fact, the cars are more than competitive enough to make the cut in the 6-Hour each year.

Johnston’s 2m52.700s Excel lap record at Bathurst compares well with

the Mazda 3 SP25 that won Class E in last year’s Easter Enduro, that car setting a quickest lap of 2m51.9383s on their way to victory.

This year’s Excel field includes racers from five states, with Victoria, South Australia, Queensland, Tasmania and New South Wales all represented.

There’s some experience, too - and some nice Bathurst links as well. Queenslander Brock Giblin not only shares a name with the king of the Mountain but also has lots of Production Car and Excel experience there too.

Also keep an eye out for young Max Geoghegan - he’s the 20-year-old grandson of Bathurst legend, Ian ‘Pete’ Geoghegan - one of the all-time Mountain legends.

The Excels race three times across the 6-Hour weekend, culminating in a Sunday morning shootout for Bathurst glory. ■





CIRCUIT EXCEL SERIES ENTRY

CAR#	SPONSOR NAME	DRIVER A NAME	STATE	CAR#	SPONSOR NAME	DRIVER A NAME	STATE
2	TPS motorsport, Pedders	Dylan Debono	NSW	58	Prime Excavation & Co/ DLM Plant Hire	Dylan DeBono	NSW
3	Bang Signs/Poolmaster Bayside	Ryan Phillips	VIC	61	Carac	Bradley James	VIC
4	Blight Motorsport Development	Tony Venier	VIC	65	Century Batteries, DTR, Pinnacle Graffix	Jeff Neve	NSW
5	Misch's Excel Garage	Shayne Nowickyj	SA	66	Formula Trailers	Joel Strobe	NSW
6	Lonsdale Auto Service Centre	James Zeitz	SA	68	Prime Excavation & Co/ DLM Plant Hire	Monique Sciberras	NSW
7		Larry Merifield	VIC	69	Pit Side Maintenance	Treigh Maschotta	QLD
8	Check It Out Racing	Asher Johnston	SA	72	GT Painting	Will Twining	TAS
9		Max Geoghegan	NSW	75		Sean Beggs	QLD
10	Federal Tyres	Neville Blight	VIC	77	PWR Advanced Cooling Technology	Tyler Collins	QLD
11	Bogan Gate Pub	Gary Hodges	NSW	79	Smart Livin Electrical	Damien Midgley	TAS
13	Auto Belt Man, Josh Dremel Designs	Sam Taylor	QLD	81		Bradley Smith	QLD
17	Team Totani Racing	Matthew Totani	SA	84	Original Finish Services	Toby Waghorn	VIC
18	Krzymik Industries	Lewis Buhagiar	NSW	85	Vacationer Caravans	Glenn MacKenzie	VIC
21	Sanctuary Cosmetic Clinics	Cameron Brown	NSW	92	Banh Mi Factory	Gordon Smith	QLD
22	E.H.F.J	Jett Blumeris	VIC	93	Lonsdale Trade Storage	Ryan Bell	SA
23	i do car loans	GAVIN FAULKNER	QLD	95	Jenners Mechanical	Chris Fealy	NSW
24	Stratton Finance	Beau Johnson	TAS	99	Hi Beam Gawler Carwash	Brian Smith	SA
25	Bay 2 Bay Rental Equipment Hire	Lachlan Harvey	VIC	100	Renovation Excellence	George Mawad	NSW
26	i do car loans	JACKSON FAULKNER	QLD	101	Roof Space Renovators	Caleb Paterson	QLD
29	Evolution Crash Repairs	Robert Zoanetti	SA	110	The Nugget Project	Matthew Hull	VIC
33	Battery Stop	Harry Tomkins	VIC	111	S E Motorsport	Dale Carpenter	VIC
35	UNIT Racing	Ben Gomersall	QLD	117	ody Line- ADV - Our Local Services	Hugo Simpson	VIC
36		Aaron Semmler	SA	155	Simply Cool, TPS Motorsports, Snooze	Zane Rinaldi	QLD
37	Wenzel Race Prep	Simon Wenzel	SA	161	Sign Wright Penrite Oils	Rachel Tomkinson	QLD
41	Laytex Concrete/ Altantic Oils	James Stabile	NSW	169		Edward Mitchell	QLD
44	Yardstick Landscape services/NSRacing	Nicholas Scaife	SA	179	Mr Wong Hydraulics & Tilt Trays	Ryan Casha	QLD
47	Lube Wise Racing	Brock Giblin	QLD	191	NEXA	Connor Cooper	NSW
49	Ritual Biohacking	Emma Clark	VIC	192	Jackpot Racing	Donny Mrnjavac	VIC
53	BPRO, Transmarine	Josh Dremel	QLD	557	Team 33	Joshua Richards	QLD
54	Intersales Temora	Preston Breust	NSW	911	MoJo Motorsport	Mark Pesavento	VIC
55	Elle David	Shannon Williams	NSW	995	Global Self Storage / Hardcut	William Seal	NSW

SPEEDSERIES:



IT HAS BEEN A LONG TIME SINCE AUSTRALIAN MOTORSPORT HAS SEEN A SEASON LIKE THIS ONE.

Revamped, rebranded and stocked with some of the best national categories around, the Shannons SpeedSeries launches into a 2023 season that is going to be one to remember.

Eight incredible events, more than 10 national level categories and a diverse mix of sprint, long-distance and major events mean there really is something for everyone in this year's SpeedSeries schedule.

The season started at AWC Race Tasmania in February with record crowds flocking to Symmons Plains to catch the opening rounds of TCR, Trans-Am, Touring Car Masters and S5000.

This weekend's Hi-Tec Oils Bathurst 6 Hour is the second stop on the calendar, with a totally different format, different cars and different stars making the annual Easter meeting something special.

But that's far from the end: the next stop on the tour, post-Bathurst, sees the SpeedSeries head to another iconic

circuit in the form of Victoria's Phillip Island Grand Prix circuit.

There, as well as TCR and Trans-Am resuming their intense battles, the Kumho V8 Touring Cars series launches their new season in style, while Australian Production Cars also kick off their championship tour, fresh from the 6-Hour enduro.

Phillip Island also hosts the second round of Fanatec GT World Challenge powered by AWS, the GT3 machines perfectly suited to the incredible, high-speed circuit.

From the Island to country Victoria, Round 4 will ensure a welcome return to Winton Raceway, with a Winter-warmer festival of V8 Muscle descending on the iconic little circuit just outside of Benalla.

S5000, Trans-Am, V8 Touring Car and TCM bring the muscle at Winton, while TCR Australia's turbocharged engines will love the crisp Winter air, for sure.

From Winton we continue up the Hume to Sydney, with Round 5 of the SpeedSeries returning to Sydney Motorsport Park in Sydney's West.

The road trip continues North from there, too, with August bringing the cars and stars back to Queensland Raceway, just outside of Ipswich.

Last year's visit to the revamped, almost reborn venue was one to remember with thousands of fans descending on the circuit to take in the competitive racing. It will be good to head back to see what further changes have evolved at the venue, now owned by Tony Quinn.

From Queensland it's back to Melbourne and finals season at Sandown, the penultimate round of the SpeedSeries year set to be critical in deciding how the key title battles will play out as everyone builds to the season finale.

Speaking of, that takes the tour back to Bathurst: The Supercheap Auto Bathurst International another appropriate way to end a massive year.

You won't want to miss a minute of the action this year as the Shannons SpeedSeries launches into an incredible year, surely, one to be remembered. ■

BIGGER, BETTER THAN EVER



ARG
AUSTRALIAN RACING GROUP

**PHILLIP ISLAND
GP CIRCUIT
12-14 MAY**



2023 ROUND THREE / VICTORIA, AUSTRALIA / SPEEDSERIES.COM.AU





6 HOUR HONOUR ROLL

Year	Outright Position	Drivers	Car	Laps	Distance	Started (class)
CLASS X - ULTIMATE PERFORMANCE						
2021	1	Smollen / Rubis / van Gisbergen	BMW M4 Competition	120	745.56	1 (1)
2022	1	Sargent / Hill	BMW M2 Competition	130	807.69	63 (12)
CLASS A1 - EXTREME PERFORMANCE FORCED INDUCTION						
2016	3	Wall / Bowe	Mitsubishi Lancer EVO 8	125	776.625	6
2017	1	Searle / Morris	BMW M135i	113	702.069	2
2018	1	Sherrin / Sherrin	BMW M4	109	677.217	2 (2)
2019	1	Lynton / Leahey	BMW M3 F80 Competition	131	813.903	1 (1)
2021	7	Sheargold / Hobson / Shannon	Mercedes-AMG A45	120	745.56	10 (2)
2022	4	Sheargold / O'Keefe	Mercedes AMG A45	130	807.69	9 (1)
CLASS A2 - EXTREME PERFORMANCE NORMALLY ASPIRATED						
2016	6	Virag / Gray / Millet	Holden VE GTS	120	745.56	9
2017	12	Symonds / Lane / Bargwana	Holden VY HSV GTS	111	689.643	11
2018	7	Begg / Anthony	Mercedes AMG C63	108	671.004	9 (1)
2019	3	Lillis / Callaghan / Holt	Holden HSV VF Clubsport R8	128	795.264	11 (1)
2021	5	Miedecke / Morris / Kostecki	Ford Mustang GT	120	745.56	5 (1)
2022	8	Quinn / Denyer	Ford Mustang GT	128	795.264	13 (2)
CLASS B - HIGH PERFORMANCE						
2019	4	Russell / Russell	BMW 135i E82	128	795.264	4 (1)
2022	15	Forbes-Wilson / Mallard	Holden SSV 6.0	124	770.412	32 (1)
CLASS B1 - HIGH PERFORMANCE FORCED INDUCTION						
2016	1	Nathan Morcom / Chaz Mostert	BMW 335i Turbo	125	776.625	11*
2017	8	Leigh Burges / Jack Perkins	BMW 335i Turbo	112	695.856	13
2018	11	Gore / Bensley / Galang	BMW 135i	107	664.791	23 (2)
2021	26	O'Donnell / Johnston / Mennell	BMW 335i	114	708.282	31 (1)
CLASS B2 - HIGH PERFORMANCE NORMALLY ASPIRATED						
2016	13	Walden / Auld / Bloomfield	Holden VE SS	116	720.708	24
2017	27	Walden / Auld / Bloomfield	Holden VE SSV	108	671.004	30
2018	10	Krinelos / Virag / Howard	Holden SSV Redline CL	107	664.791	14 (1)
2021	16	Forbes-Wilson / Seisun / Ferns	Holden SSV Lowndes	117	726.921	39 (2)
CLASS C - PERFORMANCE						
2016	8	Eddy / Jouy	Renault Megane RS265	118	733.134	26
2017	18	Rubis / Hazelwood	BMW 130i	111	689.643	28
2018	19	Stoopman / Williams / Ross	Subaru Impreza WRX	106	658.578	35 (1)
2019	11	Senese / Sensese / Camilleri	Hyundai i30N	121	751.773	43 (7)
2021	22	Haynes / Lehmann	Renault Megane	116	720.708	33 (1)
2022	11	Camilleri / Nicholas	Mazda 3 MPS	126	782.838	37 (1)
CLASS D - PRODUCTION						
2016	10	Reeves / Caine	Toyota 86 GTS	118	733.134	37
2017	17	Reeves / Sutton	Toyota 86 GT	111	689.643	43
2018	24	Heath / Heath	Toyota 86 GT	105	652.365	44 (3)
2019	13	Cameron / Gurton / Murray	Toyota 86 GT	121	751.773	30 (3)
2021	15	Mineef / Sargent	Toyota 86 GTS	117	726.921	41 (2)
2022	18	Parrish / Wooller / Robotham	Toyota 86 GTS	122	757.986	42 (2)
CLASS E - COMPACT						
2016	22	Agathos / Duckworth	Nissan Pulsar N15	114	708.282	43
2018	31	McMaster / Warrell / Noble	Mazda 3 SP25	98	608.874	55 (3)
2019	21	Hopp / Pittman	Suzuki Swift Sport	113	702.069	41 (3)
2021	28	Wilson / Gilroy	Mazda 3 SP 25	113	702.069	53 (2)
2022	34	McMaster / Worrell	Mazda 3 SP 25	116	720.708	52 (1)
INVITATIONAL						
2016	15	Kearns / Cowham	AU Falcon Saloon Car	116	720.708	27
2017	21	McCleverty / Zacka / Zacka	Ford Falcon AU Saloon Car	110	683.43	39

KEY RACE FACTS / RECORDS

LAP RECORD:

2m24.7820s

CAMERON HILL, 2022

(BMW M2 COMPETITION)

QUALY RECORD:

2m22.094s

TIM LEAHEY, 2018

(BMW M3 COMPETITION)



- The largest winning margin was 1 lap, set in 2019 by winners Beric Lynton & Tim Leahey.
- The smallest was 3.277s in 2018 by Grant and Iain Sherrin.
- The distance record is 131 laps / 813km (set in 2019).
- The shortest distance was 109 laps / 677km (set in 2018).
- The winner has come from pole or second in four of the six races held.
- The furthest back a winner has started is 63rd, in 2022 – a Bathurst endurance racing record. The Tom Sargent / Cameron Hill BMW was excluded from qualifying and relegated to the back of the field.
- The largest starting field size is 64, in 2018. This is an all-time record for a Bathurst enduro.
- The most finishes in a B6hr is 50, in 2018.
- The least number of finishes in a B6hr is 30 (from 44 starters) in 2019.
- The 2019 race had just 3 Safety Car interruptions, the least in race history.
- The record number of Safety Car periods is 11, in 2017 and 2021.
- The 2021 race had 18 lead changes – the most in race history.
- The 2019 race had 0 lead changes; the winners led every lap, including during pit stops.
- Beric Lynton & Tim Leahey have started from pole on three occasions: they inherited the top spot in 2016 but qualified on pole in 2018 and 2019. They qualified 6th in 2017 and third in 2021.

- 11 cars finished on the lead lap in 2021, the most in race history.
- No team has ever successfully defended their Bathurst 6 Hour victory. The closest anyone has come is Nathan Morcom and Chaz Mostert (2nd in 2017 after winning in 2016) and Beric Lynton and Tim Leahey (2nd in 2021 after winning in 2019).
- The winner has led the most laps in every Bathurst 6 Hour contested.

TOYOTA HAS NEVER LOST CLASS D.



- BMW HAS WON EVERY BATHURST 6 HOUR CONTESTED AND FINISHED 1ST AND 2ND IN 5 OF THE 6 RACES CONTESTED.
- BMW HAS SWEEPED THE PODIUM IN THE LAST TWO RACES.
- BMW HAS QUALIFIED OUTRIGHT FASTEST FOR EVERY BATHURST 6 HOUR CONTESTED.
- BMW HAVE WON THEIR CLASS ON 11 OCCASIONS, A RECORD FOR ANY BRAND. HOLDEN (7) AND TOYOTA (6) ARE THE ONLY OTHER BRANDS TO WIN A CLASS MORE THAN ONCE.
- DESPITE BMW'S DOMINATION, FIVE DIFFERENT MODELS HAVE WON THE SIX RACES CONTESTED: THE BMW 335I, BMW M135I, BMW M4, BMW M3 AND BMW M2, WITH THE M4 HAVING WON TWICE.





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WELCOMES RACE FANS



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NOVEMBER 10-12, 2023