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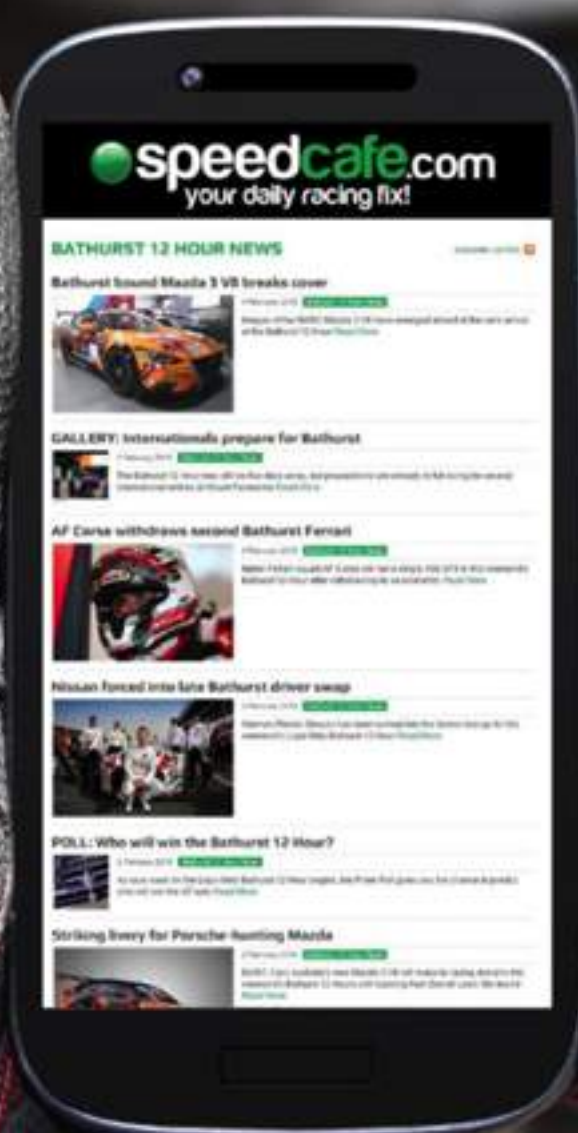
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LIQUI MOLY BATHURST 12 HOUR
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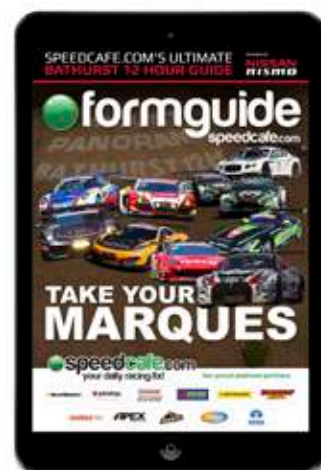
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World's best set to light up the mountain

Continuing to grow on the world stage, the Liqui Moly Bathurst 12 Hour has rightfully earned the tag Australia's international endurance race.

This year's edition of the Mount Panorama once-around-the-clock classic is already poised to surpass the action and drama of 12 months ago when Maranello Motorsport held off a charging HTP Mercedes SLS to take victory by just four tenths of a second.

Talk of the race's unique challenge has spread to all corners of the globe attracting even more of the world's best GT outfits and drivers.

Mount Panorama's lure has enticed another factory backed squad with Bentley committing to a two car effort for this year's race. The famous British marque will join factory effort's from Nissan and Ferrari, in the form of AF Corse.

The grid has swelled to 28 GT3 cars for the 2015 edition the highest amount since the race adopted the popular GT3 regulations in 2011.

While the event will be without V8 Supercar pilots, there is a wealth of talent set to light up the mountain including former F1 drivers, GT champions, Le Mans 24 Hour winners and Touring car aces.

Adding to this mixing pot is a plethora of entries in Class B, C, D and I ensuring a field of 53 cars are set to tackle the mountain.

With such a depth of international and national talent starring in this year's race, it is incredibly difficult to predict who will shine come 6pm on Sunday.

Tom Howard

Tom Howard
Multimedia Journalist,
Speedcafe.com

The Contenders MEET THE MARQUES



Aston Martin

Car: Vantage GT3

Teams: Craft Bamboo Racing, Motionsport

Aston Martin will enjoy a much stronger presence at the Bathurst 12 Hour with two entries from top GT Asia squad Craft Bamboo Racing and a solitary Vantage GT3 from British team Motionsport.

Craft Bamboo Racing boast a trio more than capable of taming the mountain with works Aston Martin racers Stefan Mucke and Alex MacDowall, joined by two-time Bathurst 12 Hour winner Darryl O'Young in its lead entry.

Although Mucke and MacDowall are newcomers to Mount Panorama, the pair will bring a wealth of racing experience. Mucke has made this name in GT racing competing in the FIA GT1 World Championship and World Endurance Championship. The German has also contested the last eight Le Mans 24 Hours where he has enjoyed two class podium finishes.

MacDowall has just one season of GT racing under this belt following campaigns in the World and British touring car championships.

Together with touring car and GT driver O'Young, the pairing will be expected to challenge for the race. Craft Bamboo will field their other entry in the gentleman's trophy.

Motionsport will also field a Vantage for former British Touring Car champion Gordon Shedden which could also become a factor in the race.



Audi

Car: R8 LMS GT3

Teams: Phoenix Racing, Melbourne Performance Centre, Jamec Pem Racing, Fitzgerald Racing

The Bathurst 12 Hour has been a happy hunting ground for Audi in the past having won two of the previous four GT3 endurance classics.

This year a total of seven R8 GT3s will feature in the race with the two car German Phoenix Racing operation spearheading the fleet.

Phoenix Racing have been regulars on the 12 hour grid in the past with the team tasting victory in 2012. Following the announcement of a star studded driver line up, the squad has emerged among the favourites for glory in 2015.

Reigning Blancpain Endurance Series champion Laurens Vanthoor heads up the #15 car alongside one-time F1 driver and GT ace Markus Winkelhock and two-time Italian GT champion Marco Mapelli.

The sister car also provides a wealth of talent including Le Mans winner Stephane Ortelli, Nurburgring 24 Hour winner Christopher Haase and motor racing rookie Felix Baumgartner. The latter shot to fame when he completed the popular stratosphere jump stunt from the edge of space.

Jamec Pem Racing will also field two Audis with its lead entry featuring Australia's Warren Luff, Greg Crick and European star Alessandro Latif. The sister car features sportscar specialist James Winslow.

Marc Cini's R8 will see former 12 hour winner Christopher Mies return to the event, while the Skwirk Audi sees four-time Le Mans 24 Hour class winner Oliver Gavin lead the line alongside Australians Rod Salmon and Nathan Antunes.





Bentley

Car: Continental GT3

Teams: M-Sport, Flying B Racing

Bentley is the latest marque to join the Liqui Moly Bathurst 12 Hour grid with the factory M-Sport outfit fielding two Continental GT3s featuring a world class driver line up.

Judging from its driver announcement, the British marque is not just coming out to Australia to make up the numbers. Despite the scant knowledge of the challenging Mount Panorama, it wouldn't be a surprise if a Bentley finished on the podium come Sunday evening.

The #10 entry features 2003 Le Mans 24 Hour winner and long time Bentley works driver Guy Smith, British Touring car driver turned GT ace Steven Kane and British GT star Matt Bell.

Meanwhile the #11 features three of Europe's best GT drivers equally capable of conquering the mountain.

Germany's Maxi Buhk, who pushed Craig Lowndes all the way at last year's 12 Hour while driving for HTP Motorsport, will spearhead the line up alongside his 2014 HTP team-mate Harold Primat.

Spain's Former FIA Formula Two champion and ex F1 test driver Andy Soucek completes the trio.

Local eyes will be fixed on the third Bentley entered under the name Flying B Racing, which will be driven by former Formula 1 driver and sportscar superstar David Brabham.

The former Le Mans 24 Hour winner will join car owner Peter Edwards and two-time Australian touring car champion John Bowe.



Lamborghini

Car: Gallardo GT3

Teams: M Motorsport, Lago Racing

Lamborghini representatives M Motorsport and Lago Racing cannot be ignored with both Australian squads brimming with Mount Panorama experience.

M Motorsport has called upon the services of five-time Porsche Carrera Cup Australia champion Craig Baird and three-time Bathurst 1000 winner and Bathurst 24 Hour victor Steven Richards.

The Kiwi pair, who will join car owner Justin McMillan, boast a wealth of circuit knowledge from stints in V8 Supercars and Carrera Cup which should see them challenge at the sharp end.

Likewise the Lago Racing Gallardo entry has opted for homegrown talent with V8 Supercar co-drivers David Russell and Steve Owen racing alongside Australian GT and Carrera Cup driver Roger Lago.

Russell, who drove for the team last year, has shown glimpses of true pace behind the wheel of the Gallardo while Owen has accrued 16 Bathurst 1000 starts.





McLaren

Car: MP4-12C GT3

Team: VIP Holdings

Just one McLaren will feature on the Bathurst 12 Hour grid but the MP4-12C has proved to be quick around the mountain as Shane van Gisbergen showed last year.

Tony Quinn's McLaren is expected to shine once again this year as the team welcomes the talented Kevin Estre to the mountain. The Frenchman has emerged as a bright young gun on the international GT scene which has seen Estre earn a factory contract with McLaren last year.

While Estre lacks experience at Mount Panorama, he should complement the veteran GT racer Quinn and his former Australian GT champion son Klark Quinn.



Mercedes

Car: SLS AMG GT3

Teams: Erebus Motorsport, Dean Grant (Garth Walden Racing)

Once again the unique rumble of the Mercedes SLS AMG GT3 will be heard around Mount Panorama.

Former Bathurst 12 Hour winners Erebus Motorsport are back with a two car entry featuring predominately local talent.

The #63 car of V8 Supercars co-driver Dean Canto, Australian GT champion Richard Muscat and Jack LeBroq is set to lead the Australian team's hopes with the trio more than capable in GT3 machinery.

Reigning Australian F3 champion Simon Hodge will make his first GT race start in the #36 car alongside Australian ADAC GT driver Nathan Morcom and Austin Cindric the teenage son of Tea Penske Racing president Tim Cindric.

Garth Walden Racing will also field a Mercedes for Porsche Carrera Cup Australia drivers Ash Samadi and Max Twigg.



Ferrari

Car: 458 Italia GT3

Teams: AF Corse, Clearwater Racing, Maranello Motorsport, Vicious Rumour Racing, Trofeo Motorsport, Trass Family Motorsport

The iconic Italian manufacturer boasts an impressive line up for this year's race with six teams and seven 458 Italia GT3s set to do battle.

Maranello Motorsport gave the 458 its first Bathurst win last year with the Australian team back to defend its crown with another strong driver line up.

Backed by fast food giant McDonald's, the team has retained former Formula 1 veteran Mika Salo from last year's victorious crew. He will be joined by former V8 Supercars regular Tony D'Alberto and the former Stig from BBC TV show Top Gear, Ben Collins.

AF Corse has expanded into a two car effort for 2015 attracting one of Europe's GT stars in Le Mans class podium finisher Michele Rugolo. Australian businessman Steve Wyatt will also feature fresh from his triumph at the Gulf 12 Hour late last year.

The Italian team is virtually a factory Ferrari effort which should see them feature at the sharp end throughout the weekend.

Asian outfit Clearwater Racing will be among the race contenders with two-time Le Mans class winner Toni Vilander joining GT stalwart Matt Griffin and Mok Weng Sun.

Reigning FIA WEC GT champion Vilander and Irish star Griffin could easily put the Clearwater Racing entry in the mix for a podium finish.

Former F1 drivers Ivan Capelli and Andrea Montermini head up entries from Trofeo Motorsport and Vicious Rumour Racing while New Zealand's Trass Family Motorsport will deploy an all Kiwi line up of Jono Lester, John McIntyre and Graeme Smyth.





Nissan

Car: Nissan GT-R GT3

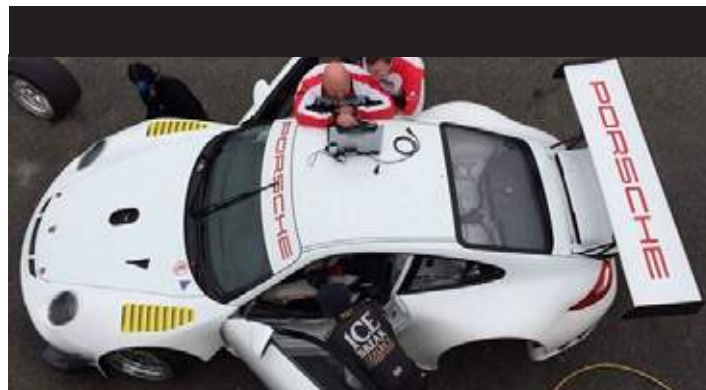
Team: NISMO Athlete Global Team

Nissan returns to the mountain with renewed hunger to conquer the famous race track after showing glimpses of pace on its Bathurst 12 Hour debut last year.

British ace Alex Buncombe, Japan's Katsumasa Chiyo and gamer turned racer Wolfgang Reip have been retained from last year's effort which showed promise before a race ending crash after 58 laps.

The knowledge gained from 2014 should bode well for the factory Nissan squad, who will be among the early race favourites having proved their speed over the 6.2km circuit last year.

* Buncombe has since been replaced by German Florian Strauss.



Porsche

Car: 911 GT3R

Teams: Competition Motorsports, Andrew MacPherson

The American Competition Motorsports team headline Porsche's entry to this year's race.

Porsche specialist Patrick Long returns to the race after a strong run in a Class B Competition Motorsports entry last year.

The American has proved to be one of the world's most talented Porsche drivers having achieved two class victories for the German manufacturer at the Le Mans 24 Hours.

He will be joined by New Zealand V8 Supercars driver Chris Pither and businessman David Calvert-Jones as the team prepares to tackle Class A this year.

The manufacturer will also be represented by an local entry from Australian GT driver Andrew MacPherson.

The Best of the Rest

While Class A is likely to provide the outright winner of the 2015 Liqui Moly Bathurst 12 Hour, there will be plenty of action further down the grid.

Class B features a field of 11 Porsches with the Grove Group entry aiming to defend their class title with Stephen Grove, Englishman Ben Barker and V8 Supercars co-driver Luke Youlden at the wheel.

Aston Martin, Ginetta and Lotus will play out the Class C GT4 battle, while BMW, Audi and a Daytona coupe will feature in Class D.

Mazda will return to the 12 Hour with two RX8s set to face three MARC built Ford Focus V8s in the Invitational class.



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NISSAN HOW TO nismo THE M

A veteran of endurance racing Nissan GT Academy the key factors teams must get right to win the L

The Circuit

Bathurst is world famous for being hard to learn, so you need to impress on the drivers well before the race to watch as much on board vision from previous races as they can, in conjunction with simulator work. Do this even if they think they know the circuit.



The Team

On arrival drivers should spend the maximum time at the circuit and with the team, especially as it's not their regular team, with drivers and crew from all around the world.



The Lead-Up

In free practice and qualifying, don't let any false pressure creep in. Don't be the first car out on track – there is lots of time to dial in.

With qualifying you can wait to see if pole is a possibility and then go for it if it is. If not then there is no problem with P3, or P6 or even P12. It makes very little difference over 12 hours.



The Race

In the race, above all else traffic management is key. Not sustaining any damage while lapping slower cars is essential for a top six finish. It is better to lose three seconds on any given lap than spend time in the pit box with temporary repairs.



TO CONQUER MOUNTAIN

ny Team RJN Team Principal Bob Neville reveals
Liqui Moly Bathurst 12 Hour at Mount Panorama.



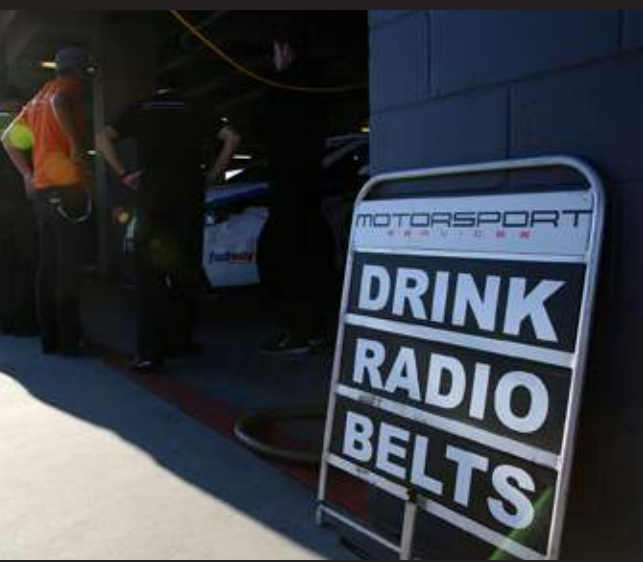
The Pit Stops

The pit crew must remain calm and focussed. Wheel changes should be fast but not furious. No mistakes needed.



The Strategy

You must have a firm eye on strategy: safety cars, yellow flags, fuel consumption, driver stint times are all factors. The right calls on strategy can be the difference.



The Heat

Being in Australia in February, the Bathurst 12 Hour is probably one of the hottest races in the world. Keeping the drivers cool and happy is important as it may give you an advantage over your rivals and get you a result.

We run air-conditioning in the Nissan GT-R Nismo GT3 (we used it a few weeks ago at the Dubai 24 Hours, another hot race) and we also have a unique seat cooling system made by NISMO.



NISSAN nismo

Bathurst 12 Hour Preparation Timeline

Looking from the outside the Bathurst 12 Hour is a once-around-the clock endurance race but in truth the event boils down to almost three months of meticulous preparation.

Here is how the NISMO Athlete Global Team build up to the event;

NOVEMBER 30, 2014 - Nissan GT-R NISMO GT3 runs at NISMO Festival at Fuji Speedway with Bathurst 12 Hour drivers Alex Buncombe, Katsumasa Chiyo and Wolfgang Reip present.

DECEMBER 24, 2014 - Nissan GT-R NISMO GT3 race car is shipped from Yokohama, Japan to Australia.

JANUARY 30, 2015 - Car arrives at Sydney port. Drivers take part in pre event test behind the wheel of another GT-R at Malaysia's Sepang Circuit.

FEBRUARY 2-3, 2015 - The Nissan GT-R is then moved to central Sydney for PR activities before being transported to Mount Panorama.

FEBRUARY 4, 2015 - The NISMO Athlete Global Team crew prep car for the Liqui Moly Bathurst 12 Hour.

FEBRUARY 5, 2015 - The Nissan GT-R NISMO GT3 race car undergoes scrutineering.

FEBRUARY 6, 2015 - Action begins at Mount Panorama with four practice sessions.

FEBRUARY 7, 2015 - The crew take part in the fifth and last practice session before undertaking qualifying.

FEBRUARY 8, 2015 - The Liqui Moly Bathurst 12 Hour begins.



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The start of the 2011 Bathurst 12 Hour

Bathurst 12 Hour - Australia's International Endurance Race

HISTORY OF THE 12 HOUR

The Bathurst 12 Hour first sprang to life in 1991 with Allan Grice, Peter Fitzgerald and Nigel Arkell guiding a Toyota Supra turbo to victory.

Manufacturer interest gathered momentum following the initial staging of the event with Mazda putting in a concerted effort that reaped wins with a factory backed RX-7 rotary winning from 1992 to 1995.

Due to rising costs, the promoter was forced to retreat from holding the race at Mount Panorama with the race running at Eastern Creek in 1995, won by Dick Johnson and John Bowe, before it was discontinued the following year.

While the future of reviving the 12 Hour remained in limbo, the idea of an endurance race saw the staging of the Ross Palmer-run 24 Hour races which were held for two years - 2002 and 2003.

The races were won by the all conquering Holden Monaros built and prepared by Garry Rogers Motorsport.

The 12 Hour for production cars bounced back in 2007 when it was part of the

Bathurst Motor Festival before moving away from that event from 2009.

Moves to introduce GT3 specifications into the race were made in 2011 which saw the race take the first steps to become a drawcard for international squads.

This year has seen the number of outright GT3 contenders swell to 28 amid a total entry list of 53 challengers for the once-around-the-clock classic.

GT3 ERA

2011: Team Joest conquers the mountain

The Team Joest Audi R8 GT3s dominated the first of a new era of Bathurst 12 Hour contests headlined by the GT3 regulations.

Allowing GT3 machinery to compete for outright victory upset the production car



2011 Bathurst winning Team Joest Audi

fraternity but a modest entry of 26 cars lined up for the blast around the revered Mount Panorama circuit.

It was the German Team Joest squad which shined the brightest with its two Audi R8s dominating the race, leading 223 of the 292 laps.

The all-Australian R8 entry of triple V8 Supercar champion Craig Lowndes, Warren Luff and Mark Eddy pipped the Christopher Mies, Marc Basseng and Darryl O'Young sister car to pole position by just three tenths of a second.

Following an intriguing tactical battle between the cars it was Mies/Basseng/O'Young which prevailed with a margin of seven tenths over team-mates Lowndes/Luff/Eddy.

The Porsche GT3R of Tony Quinn, Klark Quinn and Craig Baird secured the final place on the podium despite being a lap behind the Audi's after losing ground under a Safety Car.

2012 - Audi triumphs again with Phoenix Racing

The Bathurst 12 Hour was once again an Audi affair when Phoenix Racing took out the 2012 edition of the growing endurance classic.

The squad were one of three new international squads, who flocked to the race alongside the British United Autosports entry and the renowned Black Falcon Mercedes SLS team.

The race also welcomed the Australian Mercedes SLS crew from Erebus Motorsport.

After starting from pole position, the #1 Phoenix Racing Audi of 2011 winners Mies, O'Young and German debutant Christer Jons led the majority of the contest of which eight of the 12 hours were held in wet weather.

The tricky conditions provided a high attrition rate with just three Class A cars reaching the finish.



The calm before the start to the 2012 edition



Phoenix Audi's Christopher Mies, Christer Jons and Darryl O'Young taste victory in 2012

The previous year's runners-up Lowndes, Luff and Eddy were one of the casualties when their race unravelled after seven hours. A spin on the entry to the pits and a penalty saw the #2 Phoenix Audi lose four laps before Eddy crashed at the top of the mountain, ending their race prematurely.

The lead Phoenix entry suffered its own drama in Hour 7 when Mies spun into the gravel trap at Murrays corner. Luckily he was able to recover and resume the lead of the race.

In the end Mies/O'Young/Jons came through to take the victory by a minute and 13 seconds from Erebus Motorsport's Jeroen Bleekemolen, Peter Hackett, Tim Slade and American Bret Curtis.

Despite being unsuited to the conditions, the Clearwater Racing Ferrari 458 was third in the hands of Craig Baird, Irishman Matt Griffin and Mok Wen Sun.

2013 - Mercedes become the mountain masters

An all star German line up of Touring car legend Bernd Schneider, GT ace Thomas Jager and Alexander Roloff helped Australia's Erebus Motorsport win the 2013 Bathurst 12 Hour.

The race continued to grow on the international stage receiving a record entry of 53 cars. The field included a couple of familiar faces from Formula 1 with Mika Salo and Ivan Capelli joining the Maranello Motorsport and Trofeo Motorsport entries.

The 2013 edition of the race also doubled as the Australian GT Championship season opener.

However, it was the lead Erebus Mercedes SLS of Schneider, Jager and Roloff that grabbed the headlines with the trio emerging from a deluge in the final two hours of the race to take victory by a lap.

It was contest full of incidents prompting a record amount of Safety Cars periods with 15 in total. A crash inside the first hour ruled out the Lago Racing Lamborghini and the VIP Petfoods Aston Martin of Tony Quinn.

The Team Engstler BMW Z4 and the

Maranello Ferarri of Salo, Allan Simonsen, John Bowe and Peter Edwards also retired before the halfway point.

At the front, the race developed into a battle between the two Erebus Motorsport entries with little separating the #36 and #63 cars. However steering damage to the latter with V8 Supercar driver Lee Holdsworth at the wheel need their victory hopes, ending the race in sixth.

In the end, the lead Erebus Mercedes SLS of Schneider, Jager and Roloff took the chequered flag.

Despite receiving three drive-through penalties and a mechanical black flag, Clearwater Racing finished second piloted by Baird/Griffin/Sun.

The VIP Petfoods Porsche of Shane van Gisbergen/Klark Quinn/Matt Kingsley came home in third with the latter a late replacement for Tony Quinn, who injured himself earlier in the race at the wheel of his Australian GT Aston Martin.



The start to the 2013 classic



The Erebus Motorsport Mercedes of Bernd Schneider, Thomas Jager and Alexander Roloff.



Story of 2014 - Maranello Motorsport scores emotional Bathurst victory



Craig Lowndes led Maranello Motorsport to a stunning victory in the 2014 Bathurst 12 Hour by holding off the HTP Mercedes of Max Buhk in a thrilling finish.

Lowndes combined with co-drivers Mika Salo, John Bowe and car owner Peter Edwards to recover from two drive-through penalties to win the race.

The five-time Bathurst 1000 winner had to survive a Safety Car restart with 13 minutes to go that saw a 15 second lead evaporate.

The superior straightline speed and braking power of the Mercedes threatened to upset the local crowd, with Buhk ranging up along the outside of the Ferrari as just five minutes remained.

Although the gap fluctuated through traffic, Lowndes hung on to win by just 0.4s.

Will Davison and Shane van Gisbergen were third and fourth in the #63 Erebus Mercedes and Quinn McLaren respectively; the top four separated by just three seconds at the finish.

It would prove to be an emotional triumph for the Maranello Motorsport





Shane van Gisbergen starred in the Tony Quinn McLaren

team with the victory arriving just months after the death of one of its regular drivers Allan Simonsen.

The Dane, who perished at the 2013 Le Mans 24 Hours, was part of the quartet at the previous year's race and as a mark of respect race organisers renamed the pole position award after the talented GT ace.

The Maranello Ferrari, HTP Mercedes and #63 Erebus Mercedes had all been off the lead lap during the middle portion of the race.

The Ferrari was stung first for pitlane speeding and later for not having its pitboard in the garage when a stop was completed, but used well-timed Safety Cars to regain ground.

Salo lost track position to the HTP

Mercedes in his final stint having found himself stuck behind an impressive Greg Crick in the #63 Mercedes.

The flying Buhk was able scythe past the pair but then lost the ascendancy with a long final pitstop, which included a front brake pad change.

Thomas Jager had driven the HTP entry from 11th on the grid to second during the opening hours before an early touch with Rick Kelly's Nissan eventually led to a front-right wheel nut failure.

The German team subsequently lost two laps as it went to the garage for repairs, but clawed its way back onto the lead lap with two hours remaining through speed and strategy.

The first eight hours of the race had

been dominated by the inaugural Allan Simonsen pole award winning #1 Erebus Mercedes of Bernd Schneider/Maro Engel/Nico Bastian.

The all German crew led the majority of the contest but fell foul of a failure in the right-rear hub at the end of the eighth hour.

Schneider's early stints in the fourth and fifth hours had included a memorable dice with the Van Gisbergen-driven McLaren that featured several hairy moments for the Kiwi.

The McLaren was a front-runner all day but lost out largely due to pit strategy, which included putting car owner Tony Quinn in for a single stint relatively late in the going.

The first half of the race was punctuated by three incidents; the first of which saw a kangaroo take the #23 JBS Lamborghini out of the race after just 15 minutes.

The NISMO Nissan and Clearwater Ferrari crashed heavily at McPhillamy in the third hour, while the fourth hour saw M Motorsport's race end in spectacular fashion at the same corner.

The Class B honours fell to the Grove Porsche of Ben Barker/Earl Bamber/Steven Grove after a day-long battle with the similar Competition Motorsports entry.

The Donut King Lotus of Tony Alford, Peter Leemhuis and Mark O'Connor took out Class C while other class winners were the Richard Billington/Lewis Scott/Stuart Owers Seat (Class D), the Luke Youlden Youlden/Paul Gover/Gregory Hede/Stuart Owers Fiat (Class F) and Grant Denyer/Andrew Miedecke/Garry Jacobson/Adam Gowans Ford (Class I).



Erebus Motorsport's Nico Bastian (left), Bernd Schneider (centre) and Maro Engel (right) with the Allan Simonsen pole position trophy.



Craig Lowndes held his nerve to help Maranello Motorsport to the chequered flag.

BATHURST 2014 RESULTS

Pos	Car	Competitor/Sponsor	Drivers	Vehicle	Class	Laps	Time
1	88	il Bello Rosso	P.Edwards/J.Bowe/C.Lowndes/M.Salo	Ferrari F458 Italia	A	296	00:29.5
2	84	HTP Motorsport	H.Primat/T.Jaeger/M.Buhk	Mercedes SLS AMG GT3	A	296	00:29.9
3	63	Erebus Motorsport	W.Davison/J.Le Brocq/G.Crick	Mercedes SLS AMG GT	A	296	00:31.9
4	37	Darrell Lea	T.Quinn/K.Quinn/A.Kirkaldy/S.Van Gisbergen	McLaren MP4 12C	A	296	00:32.6
5	3	Phoenix Racing	R.Frey/R.Rast/L.Vanthoor	Audi R8 LMS Ultra	A	296	01:06.5
6	25	United Autosports	M.Patterson/E.Lux/M.Winkelhock	Audi R8 LMS Ultra	A	294	00:53.4
7	1	Erebus Motorsport	B.Schneider/M.Engel/N.Bastian	Mercedes SLS AMG GT	A	291	00:39.4
8	4	Grove Group	S.Grove/E.Bamber/B.Barker	Porsche 997 GT3 Cup	B	286	01:34.4
9	12	Ice Break / Competition Motors	D.Calvert-Jones/A.Davison/P.Long	Porsche 997 GT3 Cup	B	284	01:31.5
10	9	Network Clothing / Hallmarc	M.Cini/M.Eddy/C.Mies	Audi R8 LMS Ultra	A	278	00:45.2
11	19	Rosche Visper RS75	D.Flack/R.Smith/S.Smollen	Porsche 997 GT3 Cup	B	277	00:54.8
12	69	Supabarn Supermarkets Pty Ltd	J.Koundouris/T.Koundouris/S. Owen/M.Twigg	Porsche 911 GT3 Cup	B	275	01:18.0
13	99	F.X.D Workwear	P.Hill/S.Middleton/E.Bana	Lamborghini Gallardo	B	275	01:35.4
14	71	Equity-one Mortgage Fund	D.Koutsoumidis/D.Grant/D.Fiore/M. Loccisano	Audi R8 LMS	B	271	01:35.1
15	70	MARC Cars Australia Pty Ltd	G.Denyer/A.Gowans/G.Jacobson/A. Miedecke	MARC Focus GTC	I	268	03:18.0
16	22	GT Radial / Radio Hauraki	R.Billington/L.Scott/S.Owers	Seat Leon Supercopa	D	247	01:36.6
17	50	MARC Cars Australia Pty Ltd	K.Kassulke/J.Camilleri/C.Pither	MARC Focus GTC	I	246	03:19.3
18	96	Fiat Abarth Motorsport	L.Youlden/P.Gover/G.Hede/M.Sinclair	Fiat Abarth 500	F	243	02:10.3
19	60	MARC Cars Australia Pty Ltd	M.Benton/H.Morrall/D.Thomas/R. McLeod	MARC Focus GTC	I	242	03:20.9
20	28	GWS Personnel	P.O'Donnell/A.Shephard/K.Booker/M. Chahda	BMW 335i	D	238	01:53.6
21	51	IMAK / KWIKMIT	A.Macpherson/B.Porter/G.Walden	Porsche 911 GT3 Cup	B	237	00:54.5
22	95	Fiat Abarth Motorsport	P.Stokell/T.Hagon/J.Dowling/C. Campbell	Fiat Abarth 500	F	236	02:10.4
23	66	Motorsport Services	M.Driver/D.Stutterd/G.Stewart	Seat Leon Supercopa	D	212	02:25.3
24	7	Maximum Motorsport	D.Herridge/J.O'Dowd/A.Kennard	Subaru WRX Sti	D	208	02:00.0
25	54	Donut King	A.Alford/P.Leemhuis/M.O'Connor	Lotus	C	204	00:46.5
26	35	Sennheiser/Rentcorp Forklifts/	R.Shaw/I.Padayachee/A.Fisher/A. Zerefos	Porsche 997 GT3 Cup	B	183	03:19.9
27	97	"Te Manava Luxury Resort,DVS,G	W.Mortimer/A.Mortimer/M.Lyons/F. Lyons	BMW M3 GT4	D	126	01:50.0
28	59	Fiat Abarth Motorsport	M.Cherry/M.Campbell/L.Ellery	Fiat Abarth 500	F	10	02:10.4
DNF	65	Daytona Sportscars	J.Augustine/B.Schoots/P.Freestone	Daytona Sportscar Co	D	236	22:45.0
DNF	67	Motorsport Services	J.Lowrey/T.Richards/J.Venter	Porsche 997 GT3 Cup	B	208	38:48.1
DNF	45	Rentcorp Hyundai Forklifts	D.Padayachee/R.Muscat/B.Mawer	Porsche 997 GT3 Cup	B	190	50:27.6
DNF	17	Griffith Corporation	M.Griffith/K.Reindler/D.Gaunt	Ginetta G50	C	181	04:19.6
DNF	6	SAFE-T-STOP	R.Gartner/G.Duffy/M.Hector/S.Kostera	Porsche 997 GT3 Cup	B	168	18:55.1
DNF	14	Oakley Motorsports	O.Gavin/R.Huff/R.Meins/K.Gleason	Audi R8 LMS	B	91	10:14.4
DNF	48	M Motorsport	J.McMillan/S.Richards/D.Wood/R. Lilley	Lamborghini Gallardo	A	78	23:51.5
DNF	55	Compareinsurance.com.au	G.Shedden/P.Storey/B.Gower	Lotus Exige	C	68	07:51.4
DNF	32	NISMO Athlete Global Team	R.Kelly/K.Chiyo/A.Buncombe/W.Reip	Nissan GT-R NISMO GT	A	58	23:59.4
DNF	33	Clearwater Racing	W S Mok/C.Baird/M.Griffin/H.Hama-guchi	Ferrari F458 Italia	A	57	23:38.3
DNF	23	JBS Swift	R.Lago/D.Russell/P.Kox	Lamborghini Gallardo	A	5	18:09.2
DNF	42	Motorline BMW	A.Gilbertson/A.Chapel/J.Clements	BMW M3 E46 GTR	D	1	22:16.6





PREVIOUS BATHURST 12 HOUR WINNERS

Year	Drivers	Entrant	Car
2014	John Bowe Peter Edwards Craig Lowndes Mika Salo	Maranello Motorsport	Ferrari 458 GT3
2013	Thomas Jager Alexander Roloff Bernd Schneider	Erebus Motorsport	Mercedes-Benz SLS AMG GT3
2012	Christer Jons Chrstopher Mies Darryl O'Young	Phoenix Racing	Audi R8 GT3 LMS
2011	Marc Basseng Christopher Mies Darryl O'Young	Joest Racing	Audi R8 GT3 LMS
2010	John Bowe Garry Holt Paul Morris	Eastern Creek International Karting	BMW 335i
2009	Tony Longhurst Rod Salmon Damien White	TMR Australia	Mitsubishi Lancer Evo X
2008	Graham Alexander Rod Salmon Damien White	SKWIRK.com	Mitsubishi Lancer Evo IX
2007	Craig Baird Garry Holt Paul Morris	Eastern Creek Karts	BMW 335i
1996 -2006	Not Held		
1995	John Bowe Dick Johnson *(RACE HELD AT EASTERN CREEK)	Mazda Motorsport	Mazda RX-7
1994	Neil Crompton Gregg Hansford	Mazda Motorsport	Mazda RX-7
1993	Alan Jones Garry Waldon	Mazda Australia	Mazda RX-7
1992	Mark Gibbs Charlie O'Brien Garry Waldon	Mazda Australia	Mazda RX-7
1991	Nigel Arkell Peter Fitzgerald Allan Grice		Toyota Supra Turbo



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CIRCUIT GUIDE:

Location:	Bathurst, New South Wales
Length:	6.21 kilometres
Direction:	Anti-Clockwise
Fastest Point:	Conrod Straight
Corners:	23 (14 Left 9 Right)
Qualifying Lap Record:	2m03.8586s (Maro Engel, Erebus Motorsport, Mercedes SLS GT3 2014)
Race Lap Record:	2m03.8506s (Shane van Gisbergen, Darrell Lea, McLaren MP4-12C 2014)



The Chase:

What a corner! Quite easily flat out (through the right hand kink) on warm tyres, try to be really smooth and keep your eyes on the braking zone, which comes up pretty fast. In the V8 it's an amazing corner, flat out but you need to be more awake than in the GT3. The V8 Supercar bounces around more and is a little loose in the rear.



Conrod Straight:

In both the GT3 and V8 Supercar, again, perfect upshifts needed. There is time to relax slightly and do changes to the car or make any adjustments, before looking forward to the best corner on the track ahead.

Murray's Corner:

Here deep braking is required and you need to trail brake the car all the way to the apex. Keep off the inside kerb as it unsettles the car for early power application.



Hell Corner:

The lap starts with Hell corner and in the GT3 you turn in with the brakes on. It is a bit different compared to the V8 Supercar as you need to be very careful with your right foot on the exit as you head down Mountain Straight.



Murray's
Corner

23

1
Hell
Corner

The
Chase

N

Mountain Straight

1849 ft (564 m)

The Cutting:

You need to trail brake all the way into the apex at The Cutting. It is such a tempting corner to find some time on the entry but so easy to end up in the wall.



NISSAN **nismo** DRIVERS EYE MOUNT PANORAMA

NISMO Athlete Global Team driver Alex Buncombe unlocks the secrets to posting a perfect lap of the revered 6.2km Mount Panorama Circuit.

The Brit is one of a handful of drivers to have experienced the circuit behind the wheel of a V8 Supercar and a GT3 sportscar. Labelled Nissan's secret weapon, Buncombe reveals how he tackles the mountain.

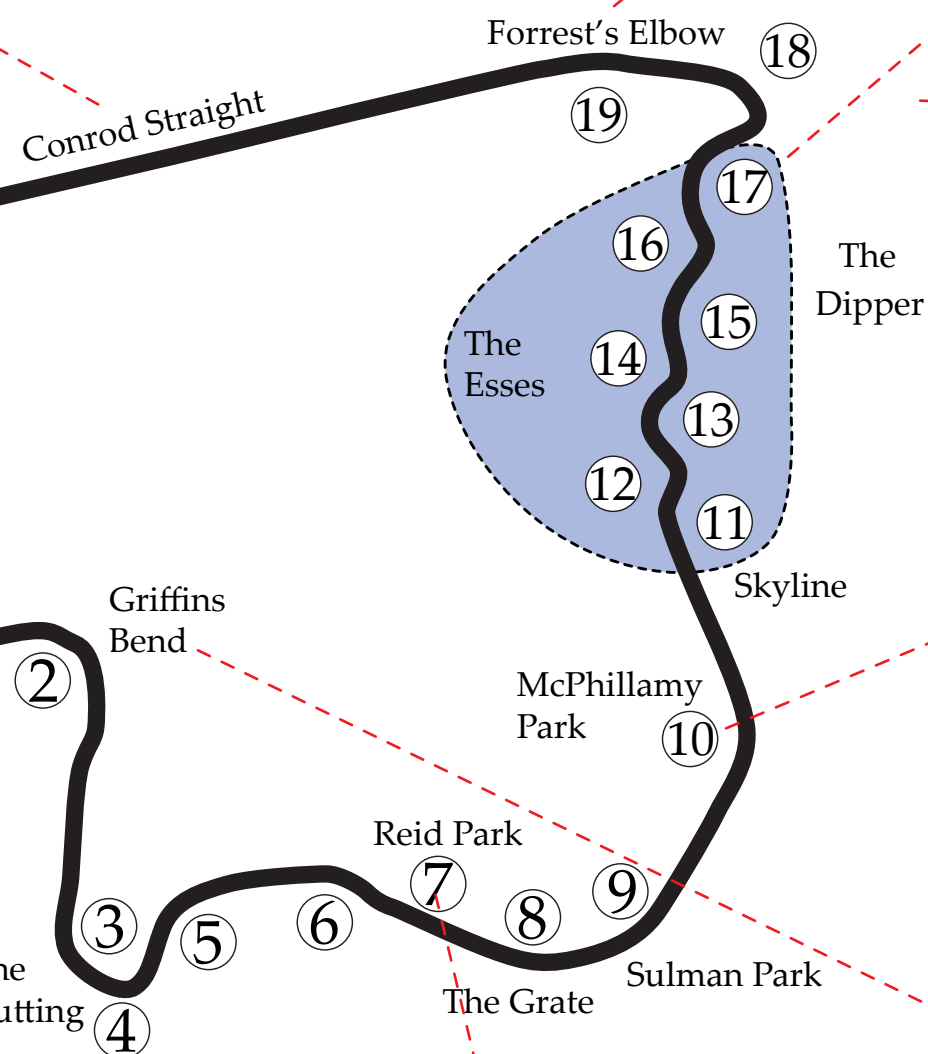
Forrest's Elbow:

Here the ABS in the GT3 comes into full effect as there is a huge drop in elevation just as you hit the brake pedal. You get the car turned in early and on the power as soon as possible to maximise the speed onto Conrod Straight. In the V8 Supercar it's easy to run in too late on the brakes and lock up, so you must get the car in early and keep your eyes on the concrete wall.



Skyline - The Esses and The Dipper:

It is again tempting to brake really late but you need to be very precise, the ABS is a life saver here. In the V8 Supercar it's very easy to lock a front wheel here and in the GT3 you need to be very precise with the car and not make big movements with the wheel, and be as smooth as possible.



McPhillamy Park:

The GT3 has big understeer through the apex. The V8 Supercar is the opposite to the GT3 and the rear is moving around a lot.



Griffins Bend:

Coming into Griffins again you need to brake very deep as it's an uphill braking zone and trail the brake all the way to the apex. In the V8 Supercar you need to be very precise here and smooth with the throttle.



Reid Park:

Here the GT3 really shows its superb aero compared to the V8 Supercar. The V8 is a wild ride and very much on the edge.





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Bentley are the new boys in town at Bathurst

Bentley's Bathurst mission

Endurance racing and Bentley go hand in hand so it is perhaps no surprise the British marque is now trying to conquer

Australia's International Endurance race, the Liqui Moly Bathurst 12 Hour.

The prestigious manufacturer's impressive commitment of two factory backed Continental GT3s for the Mount Panorama classic speaks volumes for not only the manufacturer's ambitions but the reputation the Bathurst 12 Hour race has built to attract big players.

Bentley's assault on the Bathurst 12 Hour has largely dominated the pre-event chatter which has been stoked further by the announcement of a star studded international driver line up.

There is no doubt that Bentley are coming to Australia to win with the #10 entry featuring longtime factory pilot and Le Mans 24 Hour winner Guy Smith, flanked by fellow factory driver Steven Kane and British GT ace Matt Bell.

The sister car will see another strong trio headlined by last-year's runner-up and Blancpain GT star Maxi Buhk alongside GT specialist Harold Primat and former FIA Formula Two champion and F1 test driver Andy Soucek.



Bentley Director of Motorsport Brian Gush (second from the left)

A third privately run Continental GT3 for David Brabham, John Bowe and Peter Edwards will also take part in the hands of Flying B Racing.

With a rich history in endurance racing stretching back to Le Mans 24 Hour triumphs

in the 1920's, Bentley had been lying dormant as a motor racing powerhouse until the marque burst back on the scene with the iconic Speed 8 taking the spoils at the 2003 Le Mans 24 Hour.

Now the Bentley brand is back on the



Bentley secured a famous 1-2 at 2003 Le Mans 24 Hours

scene in a big way with the Continental GT3 project, which was first conceived in 2012. After two years of development in Europe's fierce Blancpain Endurance Series alongside tilts at the Dubai 12 Hour, Nurburgring 6 Hour and Spa 24 Hour races, the squad is now setting its sights on an expanded 2015 programme beginning with Bathurst.

Director of Motorsport Brian Gush, who was in charge of Bentley's 2003 Le Mans triumph, admits a tilt at the Bathurst 12 Hour was an easy decision to make.

"We were pretty pleased with the first season with the car and to be on the pace with McLaren and Mercedes, and it was quite a satisfying season last year," Gush told Speedcafe.com.

"So in 2015 we have decided to tackle a few more endurance races. We love endurance races so Bathurst came into our sights as race which is increasing in importance.

"As soon as Bathurst becomes as possibility for GT3 obviously we go there, its like the Nurburgring 24 hour. At the moment I would say GT3 is probably the second biggest footprint in the world behind Formula 1.

"If you are into motorsport then you are always aware of Bathurst. Aussie V8s have given the circuit a lot of prominence and now with the GT3s coming in it proved to be too good an opportunity to miss.

"We are only going to do Blancpain Endurance this year along with Bathurst, Nurburgring 24 hour and then we will do Abu Dhabi with our works team."

While the visit to Mount Panorama is a brand new challenge for the Bentley M-Sport team they will be given a helping hand from rival team HTP Motorsport. The German outfit, who were runners up at last year's race, have recently joined the Bentley GT3 programme and in return they have offered up valuable Bathurst knowledge and data.





The acquisition of data is one thing but Gush says the team are in no position to relax revealing crew members and drivers have been learning as much as they can about the race from videos.

Such a bold entrance into the Bathurst 12 Hour with a star studded cast will raise expectations but the Bentley team principal has moved quickly to cool the hype.

"Not having been there its difficult to say what our expectations are," added Gush.

"Having done Macau late last year we now have a measure of what narrow tracks are like but Bathurst has got a character all of its own and that is the appeal of the race.

"The pit crew have been watching videos of previous races and we have picked up a lot already from the videos.

"We have picked up a huge amount about refuelling strategies so the guys look at a load of videos and the drivers drive the track on simulators, so we do as much

Fact File

Bentley Continental GT3

Launched: 2012

Engine: 4 Litre V8 600BHP

Race Highlights: 2014 Silverstone 6 Hour winner

Bathurst 12 Hour Entry: #10 Guy Smith/Steven Kane/Matt Bell #11 Maxi Buhk/Harold Pri-mat/Andy Soucek

Privateer Entry: #8 Flying B Racing: David Brabham/John Bowe/Peter Edwards

preparation as we can in the virtual world.

"Every track brings its own challenges and the challenge for us will be to find the set up as quickly as possible and develop a strategy. Finding the set up will be the first challenge but we have spoken to a lot of people who have run in the event and we know what we are going to do.

"Its up there alongside the six hours of Nurburgring and Spa. Its not a 24 hour race but in terms of difficulty it is right up there with the rest of them."

Having tasted victory at Silverstone last year, the Continental GT3 is a proven race winner in top level GT3 racing and the team are more than confident it can cope with the unique concoction of variables Bathurst throws at competitors.

"The car has still got a lot of potential and because its a customer car you do the development, homologate it and the car is then frozen," said Gush.

"We feel there is a lot of potential in the set up and the parameters that can

be changed, there is definitely a lot of potential there. Overall there is no major development planned, the car is good as it is and has proven to be competitive."

Its early days but this year's entry could be a precursor to many more visits to Bathurst for Bentley as they aim to conquer the mountain.

"It depends on the hospitality of the Aussies," he joked, when asked about making the Bathurst 12 Hour a regular event on Bentley's calendar.

"We are expecting it to be a great experience so we will put it on our list for the future."





David Brabham set for rerun to Mount Panorama
Pic by PSP Images

Brabham name returns to the Mountain

The famous Brabham name is back at Mount Panorama with David Brabham set to revive his Bentley Boy status at the Liqui Moly Bathurst 12 Hour.

The youngest son of three-time Formula 1 world champion Sir Jack Brabham is not only returning to the 6.2km Mount Panorama circuit but is being reunited with the Bentley brand courtesy of Flying B Racing.

Competitive motor racing has taken a back seat for David following the launch of the revolutionary Project Brabham initiative, which aims to resurrect the Brabham team name in top level motorsport.

However, an opportunity to compete at the Bathurst 12 Hour in a customer Continental GT3 alongside double Australian touring car champion John Bowe proved too good to turn down.

Brabham's relationship with Bentley stretches back to 2003 when he joined the British manufacturer for Sportscar racing's jewel in the crown the Le Mans 24 Hours.

Despite being behind the wheel of the quicker of the two Speed 8's, Brabham finished the French classic in second behind team-mates Guy Smith, Tom



The 2003 Bentley Le Mans Team (Front Row l-r) David Brabham, Johnny Herbert, (Back Row l-r) Rinaldo Capello, Guy Smith, Tom Kristensen and Mark Blundell.

Kristensen and Rinaldo Capello.

Although his Bathurst return is his only scheduled race of the season, the 49-year-old Le Mans 24 Hour winner is treating the event just like any other with his eyes

fixed on another accolade to add to his illustrious list of career achievements.

After coming so close to victory with Bentley at Le Mans, Brabham admits it would be a special feeling to win at

Bathurst for the manufacturer.

"We are going there to win it is a simple as that," Brabham told Speedcafe.com.

"I think it's more of a case of going to Australia and winning at Bathurst whether it is in a Bentley or not, but the fact it is with a Bentley and the history I have does make it a little bit more special.

"I was very fortunate to be chosen back in 2003 to race with Bentley at Le Mans and finish second with them. The other car won we had a great result with a 1-2.

"I've always maintained a good relationship with them since then and in particular with Brian Gush the head of motorsport. To get to race for them again this time in Australia at Bathurst in a GT3 car I've not driven in anger is great."

While this is Brabham's first Bathurst 12 Hour start, he is no stranger to endurance racing at the mountain having contested the 2003 Bathurst 24 Hour in a BE Racing Ferrari 360 alongside several appearances in the Bathurst 1000.

However, this year's race will see Brabham race a Continental GT3 for the first time with his only experience of the car coming at the Goodwood Festival of Speed last year. In fact Friday's opening practice session will be his first laps in the Flying B Bentley, but the former F1 driver is not concerned.

"This is not the first time this has happened in my career. It's a good team with good people John Bowe knows the place a lot better than I do so I will learn off him. I'm really looking forward to it," he said.

"I remember driving the car for Bentley up the hill at Goodwood last year and thinking it would be nice to give this a go on the track. What it looks like and what it feels like are quite different. It looks quite big but it doesn't feel big when you sit in the car."

A veteran of endurance racing armed with valuable circuit knowledge, Brabham and Flying B Racing could easily emerge as a force to be reckoned with come Sunday.

Fact File

David Brabham

Age: 49

Nationality: Australian

Career Highlights: 1987 Australian Drivers' champion, 1989 British Formula 3 champion, 1989 Macau Grand Prix winner, Former Formula 1 driver, 1996 Japan GT champion, 2009 Le Mans 24 Hour winner, two-time ALMS champion 2009-2010

Bathurst 12 Hour record: Debut 2015

2015 Entry: #8 Flying B Motorsport Bentley Continental GT3



The #8 Bentley Speed 8 Brabham piloted at Le Mans





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Vanthoor tackles the Mountain

Laurens Vanthoor - The New GT3 Superpower

Despite his tender age Laurens Vanthoor has wasted little time in setting the GT3 world alight emerging as the new superpower of the category.

The Belgian ace has dominated the European GT3 scene over the last two years culminating in back-to-back titles in the fiercely competitive FIA GT Series and Blancpain Endurance Series, alongside a Spa 24 Hour triumph.

While his achievements may not have made global motorsport headlines, the 23-year-old has demonstrated the skills to elevate him to the forefront of the world sportscar scene catching the eye of Audi bosses.

Having shown his class in Europe, Vanthoor is now turning his attention to Australia and the unique challenge of the Liqui Moly Bathurst 12 Hour.

After experiencing a taste of what the revered mountain has to offer last year, the former German F3 champion is back with Audi's crack Phoenix Racing outfit for more in what promises to be a full blown attack to conquer the event in the #15 R8 GT3.

After finishing fifth last year, Vanthoor is joined by 2012 FIA GT1 world champion Markus Winkelhock and two-time Italian GT champion Marco Mapelli to form arguably the most credentialed trio on the grid.

Although in the early stages of his career the reigning Blancpain GT champion has already experienced the endurance challenges of Spa Francorchamps and the fearsome Nurburgring Nordschleife, but admits there is something quite special about the ribbon of tarmac at Bathurst.

"I'm excited to come back to Bathurst the race is getting bigger and bigger," Vanthoor told Speedcafe.com.

"Last year we finished fifth which wasn't a bad result but it wasn't what we hoped for. This year we will know the track and we will know the event so we will be better prepared.

"Motorsport is dangerous it is not a secret and sure we don't want anyone to get hurt but nowadays you get more and more tracks with lots of run off.

"For sure they are safe but they don't deliver the adrenaline like Bathurst does. It gives you a real kick and you feel



Laurens has proved the man to beat in the Blancpain Endurance Series.

amazing when you nail it. To be able to win a race like this delivers a lot more accomplishment than other races.

"The mountain part of the circuit really grabs your attention because there are some really challenging corners.

"That part for me is the most exciting, its quick and you are going really close to the walls and you are really pushing the limits as it is a place where you can make time.

"You also know that if you have one tiny moment you are in the wall and probably break the car."

While the circuit offers drivers that potent mixture of risk and reward, the extreme heat is a factor which sets the Bathurst 12 Hour apart from the other endurance challenges on the global motorsport calendar.

The hot temperatures mixed with the difficult nature of the track plus the increasing talent of the opposition has made this year's once-around-the clock potentially the most physically and mentally draining on record.

"Its always a tough challenge as we saw last year," added Vanthoor.

"Its one of the most beautiful tracks in the world but all the challenges are there, you have the challenge of the track and the hot conditions, so its going to be very difficult.

"Its very hot outside and there isn't a lot of air coming into the car. The difficult track means concentration levels are high and you have to navigate slower cars in traffic too. With more competitive teams joining it makes the challenge even greater.

"To be very honest the conditions were extreme. Last year I did the morning stint and the start which was around two and half hours and that was no problem. But when I got back in the car again the temperature was 40 degrees.

"It was incredible after an hour I was completely done. I had headaches and the drink was just boiling so you lose a lot of body fluids. I know that if you lose a small percentage maybe 2-3 percent of body fluids you lose some concentration. Its a huge challenge on a track like Bathurst which is very tricky."

For Vanthoor Bathurst is just the start of another long season with Audi as he prepares to defend his Blancpain Endurance title once again while trying to fulfil his ultimate dream, a Le Mans 24 Hour drive.

Having scaled the GT heights in Europe, a tilt at the Le Mans 24 Hours remains

a unfulfilled goal and one he is just as desperate to secure alongside Bathurst 12 Hour glory.

"My dream is to do Le Mans and my bigger dream is to do Le Mans with Audi one



Phoenix Audi's Bathurst 12 Hour R8s

day for sure. I am working on that to do this in 2015," he said.

"Its one of the biggest races in the world and that experience would be great,

maybe one day I will get the chance."

Competing at Le Mans may be his ultimate dream, he is also eyeing a future drive at the Bathurst 1000 with plans well



Fact File

Laurens Vanthoor

Age: 23

Nationality: Belgian

Career Highlights: 2009 German F3 champion, 2013 FIA GT champion, 2014 Blancpain Endurance Series champion

Bathurst 12 Hour record:
2014: 5th overall

2015 Entry: #15 Phoenix Audi R8 GT3

underway to secure a seat. This comes after making his touring car debut with a Audi DTM test at Spain's Jerez Circuit late last year.

Touring car ambitions aside his focus remains firmly on adding another glittering prize to his GT3 record at Bathurst.

While extremely difficult to predict the outcome of this year's race, the hunger, skill and determination in Vanthoor will surely see the GT3 superpower become a factor in this year's endurance classic.



Vanthoor celebrates Spa 24 Hour victory last year



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Liqui Moly Bathurst 12 Hour Entry List

Class A – GT 3						
No	Entrant	Driver 1	Driver 2	Driver 3	Manufacturer	Model
2	Fitzgerald Racing / Evolve Technik	Peter Fitzgerald	Matt Halliday	Michael Almond	Audi	R8-LMS Ultra 2014
5	Melbourne Performance Centre	Oliver Gavin	Nathan Antunes	Rod Salmon	Audi	R8-LMS Ultra 2014
7	Dean Grant	Ash Samadi	Max Twigg	Dean Grant	Mercedes-Benz	SLS AMG GT3 2013
8	Flying B Racing	David Brabham	John Bowe	Peter Edwards	Bentley	Continental GT3 2014
9	Marc Cini	Mark Eddy	Christopher Mies	Marc Cini	Audi	R8-LMS Ultra 2012
10	Bentley M-Sport	Guy Smith	Steven Kane	Matt Bell	Bentley	Continental GT3 2014
11	Bentley M-Sport	Andy Soucek	Maximilian Buhk	Harold Primat	Bentley	Continental GT3 2014
12	Competition Motorsports	Patrick Long	Chris Pither	David Calvert-Jones	Porsche	911 GT3R 2013
15	Phoenix Racing	Laurens Vanthoor	Markus Winkelhock	Marco Mapelli	Audi	R8-LMS Ultra 2014
16	Phoenix Racing	Stephane Ortelli	Christopher Haase	Felix Baumgartner	Audi	R8-LMS Ultra 2014
27	Trass Family Motorsport	Jono Lester	John McIntyre	Graeme Smyth	Ferrari	F458 Italia GT3 2013
29	Trofeo Motorsport	Ivan Capelli	Ryan Millier	Jim Manolios	Ferrari	F458 Italia GT3 2012
32	Lago Racing	David Russell	Steve Owen	Roger Lago	Lamborghini	Gallardo
33	Clearwater Racing	Toni Vilander	Matt Griffin	Mok Weng Sun	Ferrari	F458 Italia GT3 2013
35	NISMO Athlete Global Team	Alex Buncombe	Katsumasa Chiyo	Wolfgang Reip	Nissan	GT-R NISMO GT3 2014
36	Erebus Motorsport	Simon Hodge	Nathan Morcom	Austin Cindric	Mercedes-Benz	SLS AMG GT3 2013
48	M Motorsport	Craig Baird	Steven Richards	Justin McMillan	Lamborghini	Gallardo LP560-4 2012
49	Vicious Rumour Racing	Andrea Montermini	Tony DeFelice	Renato Loberto	Ferrari	F458 Italia GT3 2012
51	Andrew MacPherson	Andrew MacPherson	Matt Campbell	Brad Shiels	Porsche	911 GT3R 2013
52	Motionsport	Gordon Shedden	Pete Storey	Ben Gower	Aston Martin	Vantage GT3 2013
59	VIP Holdings	Kevin Estre	Tony Quinn	Klark Quinn	McLaren	MP4-12C 2013
63	Erebus Motorsport	Dean Canto	Jack Le Brocq	Richard Muscat	Mercedes-Benz	SLS AMG GT3 2013
74	Steve McLaughlan	Warren Luff	Greg Crick	Alessandro Latif	Audi	R8-LMS Ultra 2014
75	Steve McLaughlan	James Winslow	Dean Koutsoumidis	Steve McLaughlan	Audi	R8-LMS Ultra 2014
77	AF Corse	Steve Wyatt	Michele Rugolo	Davide Rigon	Audi	R8-LMS Ultra 2014
88	Maranello Motorsport	Mika Salo	Tony D'Alberto	Ben Collins	Ferrari	F458 Italia GT3 2013
97	Craft Bamboo	Stefan Mucke	Alex MacDowall	Darryl O'Young	Aston Martin	Vantage GT3 2013
99	Craft Bamboo	Jonathan Venter	Jean-Marc Merlin	Frank Yu	Aston Martin	Vantage GT3 2013

Class B – GT3 (Cup Cars)						
No	Sponsor	Driver 1	Driver 2	Driver 3	Driver 4	Manufacturer Model
4	Grove Group – TBA	Stephen Grove	Ben Barker	Luke Youlden		Porsche 997 GT3 Cup (MY 11)
6	SAFE-T-STOP	Richard Gartner	Michael Hector	Garth Duffy	Aaron Zerefos	Porsche 997 GT3 Cup (MY 07)
14	Peter Conroy Motorsport	Peter Conroy	Tony Bates	Grant Denyer		Porsche 997 GT3 Cup (MY 11)
21	Motorsport Services	Sam Fillmore	Danny Stutterd	Ross Lilley		Porsche 997 GT3 Cup (MY 12)

Class B – GT3 (Cup Cars)

No	Sponsor	Driver 1	Driver 2	Driver 3	Driver 4	Manufacturer	Model
38	Pelorus / Wall Racing	Paul Tressider	Daniel Bilski	Matt Kingsley		Porsche	Cup S
47	Supabarn Supermarkets	James Koundouris	Theo Koundouris	Marcus Marshall	Sam Power	Porsche	Cup S
50	Team LHI	Nick Cresswell	Terry Knight	John Goodacre	Jeff Bobik	Porsche	997 GT3 Cup (MY 09)
64	Rotek Racing	Tim Macrow	Peter Rullo	Devon Modell		Porsche	997 GT3 Cup (MY 10)
66	GT3 Endurance / Mobil 1	Scott O'Donnell	Hayden Knighton	Michael Lyons		Porsche	997 GT3 Cup (MY 10)
68	AC Motorsport Endurance Racing & Coaching	Angus Chapel	Mark Whyman	Terry Nightingale		Porsche	997 GT3 Cup (MY 10)
69	GT3 Endurance / Mobil 1	Lindsay O'Donnell	Phil Mauger	Frank Lyons		Porsche	997 GT3 Cup (MY 08)

Class C – GT 4

No	Sponsor	Driver 1	Driver 2	Driver 3	Driver 4	Manufacturer	Model
54	Donut King	Tony Alford	Mark O'Connor	Peter Leemhuis		Lotus	Exige V6 Cup R
73	Traffid	Tony Martin	Michael Hovey	Grant Bromley	Robert Hackwood	Ginetta	G50 GT4
76	Aston Martin Saint Gallen	Andreas Baenziger	Florian Kamelger	Chris Porritt		Aston Martin	Vantage GT4

Class D – Invitational (Production)

No	Sponsor	Driver 1	Driver 2	Driver 3	Driver 4	Manufacturer	Model
18	Sherrin Rentals	Michael Sherrin	Grant Sherrin	Iain Sherrin		BMW	135i
23	Bruce Lynton BMW	Beric Lynton	John Modystach	Robert Thomson		BMW	M Coupe (1 Series)
28	GWS Personnel	Ric Shaw	Jake Williams	Matt Chahda	Steve Devjak	BMW	335i
42	Hallmark Homes	Anthony Gilbertson	Jason Clements	Karl Begg		BMW	E46 M3 GTR
55	Kintyre Racing	Glyn Crimp	Stuart Kostera	Matthew Cherry		Audi	TTRS 2011
65	Richard Bendell	Jamie Augustine	Ben Schoots	Ray Hislop		Daytona	Coupe

Class I – Invitational (Non Production)

No	Sponsor	Driver 1	Driver 2	Driver 3	Driver 4	Manufacturer	Model
41	Stawell Cartace	Bruce Henley	Mark King	Jason Walsh	Ian Cowley	Mazda	RX8
43	Stawell Cartace	Michael Robinson	Phil Crompton	Shane Woodman	Shane Bradford	Mazda	RX8
91	MARC Cars Australia	Keith Kassulke	Jake Camalleri	Ivo Breukers		MARC	Mazda 3 V8
92	MARC Cars Australia	Michael Benton	Hadrian Morrall	Ryan McLeod		MARC	Focus GTC
93	MARC Cars Australia	Garry Jacobson	Ben Gersekowski	Adam Gowans		MARC	Focus GTC



TEAM: FITZGERALD RACING
MANUFACTURER: AUDI
CAR: R8-LMS GT3 CLASS A GT3 AM

PETER FITZGERALD

Age: 64
Nationality: Australian
Career highlights: Australian GT driver, 1991 Bathurst 12 Hour winner, 1997 Australian GT Production champion, 1998 Bathurst 3 Hour winner



MICHAEL ALMOND

Age: 30
Nationality: Australian
Career highlights: Porsche Carrera Cup Australia driver, 3rd Porsche GT3 Challenge Australia



MATT HALLIDAY

Age: 35
Nationality: New Zealander
Career highlights: 2006 Jim Clark trophy winner, 2001 and 2002 Indy Lights, 2005-2006 A1 GP



2



TEAM: SKWIRK
MANUFACTURER: AUDI
CAR: R8 LMS GT3 CLASS A GT3 AM

ROD SALMON

Age: 60
Nationality: Australian
Career highlights: 2003 winner Bathurst 2 Hour showroom showdown, 2008 Bathurst 12 Hour winner (Class A), 2009 Bathurst 12 Hour winner (Class C), 2014 Australian GT trophy class winner.



OLIVER GAVIN

Age: 42
Nationality: British
Career highlights: 1995 British F3 champion, 2002 and 2004 Le Mans 24 Hour GTS Class winner, 2005 and 2006 Le Mans 24 Hour GT1 Class winner.



NATHAN ANTUNES

Age: 26
Nationality: Australian
Career highlights: 2006 Red Bull Junior driver in Formula Renault 2.0, 2006 1 win in German F3 Cup.



5



Mercedes-Benz

TEAM: GARTH WALDEN RACING
MANUFACTURER: MERCEDES
CAR: SLS AMG GT3 CLASS A GT3 AM

ASH SAMADI

Age: 45
Nationality: Australian
Career highlights: Porsche Carrera Cup Australia driver, 3rd Bathurst 24 Hour Class



MAX TWIGG

Age: 43
Nationality: Australian
Career highlights: Porsche Carrera Cup Australia driver, 2013 2nd Bathurst 12 Hour Class B



DEAN GRANT

Age: 49
Nationality: Australian
Career highlights: 2010 3rd Australian GT Championship,

7



BENTLEY

TEAM: FLYING B RACING
MANUFACTURER: BENTLEY
CAR: CONTINENTAL GT3 CLASS A GT3 AM

JOHN BOWE

Age: 60
Nationality: Australian
Career highlights: 1989 and 1994 Bathurst 1000 champion, 1995 Australian Touring Car champion, 1984 and 1985 Australian Drivers champion, 1986 Australian Sports Car champion, 2011 and 2012 Touring Car Masters champion, 1995, 2010, 2014 Bathurst 12 Hour winner.



DAVID BRABHAM

Age: 49
Nationality: Australian
Career highlights: 2009 Le Mans 24 outright winner, 2007 and 2008 Le Mans 24 Hour class winner, 1987 Australian Drivers champion, 1989 British F3 champion, 1989 Macau Grand Prix winner, 1996 All Japan GT champion, 2009 and 2010 American Le Mans Series champion.



PETER EDWARDS

Age: N/A
Nationality: Australian
Career highlights: Defending Bathurst 12 Hour Class A winner, 2012 3rd Australian GT Championship

8



TEAM: MELBOURNE PERFORMANCE CENTRE

MANUFACTURER: AUDI

CAR: R8 LMS GT3 CLASS A GT3 AM

MARC CINI

Age: 53

Nationality: Australian

Career highlights:

Australian GT driver,
2007 2nd Bathurst 12
Hour Class C

MARK EDDY

Age: 54

Nationality: Australian

Career highlights: 2012

Australian Production
Car Championship
Class D winner, 2011
Australian GT champion

CHRISTOPHER MIES

Age: 24

Nationality: German

Career highlights: 2008

champion D2 Procar
ADAC, 2009 champion
FIA GT3
2010, vice-champion
ADAC GT Masters, 2011
winner 12H Bathurst,
2012 champion
Blancpain Endurance
Series, winner 12H
Bathurst



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BENTLEY

TEAM: BENTLEY TEAM M-SPORT

MANUFACTURER: BENTLEY

CAR: CONTINENTAL GT3 CLASS A
GT3 PRO-AM

GUY SMITH

Age: 40

Nationality: British

Career highlights: 1995

British Formula Renault
champion, 2003 Le Mans
24 Hour winner, 2011
ALMS LMP1 champion,
2014 Blancpain Endurance
Series runner-up.

STEVEN KANE

Age: 34

Nationality: Northern
Irish

Career highlights: 2001

British Junior Formula
Ford champion,

MATT BELL

Age: 25

Nationality: British

Career highlights:

2011 BRDC Rising Star
winner, 2011 British GT
Championship 1 win and
3 podiums,



10



BENTLEY

TEAM: BENTLEY TEAM M-SPORT

MANUFACTURER: BENTLEY

CAR: CONTINENTAL GT3 CLASS A
GT3 PRO-AM

MAXIMILIAN BUHK

Age: 22

Nationality: German

Career highlights:

2013 Spa 24 Hour
winner, 2013 Blancpain
Endurance Series
champion, 2012 FIA GT3
Series champion

HAROLD PRIMAT

Age: 39

Nationality: Swiss

Career highlights:

2014 2nd Bathurst 12
Hour, 2012 WEC LMP1
Privateer Class winner 6
Hours of Shanghai, 2011
American Le Mans Series
winner Laguna Seca,

ANDY SOUCEK

Age: 29

Nationality: Spanish

Career highlights: 2009

FIA F2 champion, 2005
Spanish F3 Champion,
2010 Virgin Racing F1
test driver



11



PORSCHE

TEAM: COMPETITION MOTORSPORTS

MANUFACTURER: PORSCHE

CAR: GT3R CLASS A GT3 PRO-AM

PATRICK LONG

Age: 33

Nationality: American

Career highlights:

2004 and 2007 Le Mans
24 Hour Class winner,
2005 and 2009 ALMS
GT2 champion, 2010
and 2011 Pirelli World
Challenge champion.

CHRIS PITHER

Age: 28

Nationality: New
Zealander

Career highlights: 2003

and 2004 NZ HQ Series
champion, 2010 NZ Ute
Series champion, 2011
Australian Ute champion,

DAVID CALVERT-JONES

Age: 45

Nationality: Australian

Career highlights:

2010 Vintage Auto
Racing Association
rookie of year, 2012
2nd IMSA Porsche GT3
Cup Challenge (winner
Mosport, multiple
podiums)



12



TEAM: PHOENIX RACING
MANUFACTURER: AUDI
CAR: R8 LMS GT3 **CLASS A GT3 PRO-AM**

MARKUS WINKELHOCK

Age: 34
Nationality: German
Career highlights: 2012 GT1 World Champion



LAURENS VANTHOOR

Age: 23
Nationality: Belgium
Career highlights: 2014 Blancpain Endurance champion, 2013 FIA GT champion.



MARCO MAPELLI

Age: 27
Nationality: Italian
Career highlights: 2010/2014 Italian GT champion.



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TEAM: PHOENIX RACING
MANUFACTURER: AUDI
CAR: R8 LMS GT3 **CLASS A GT3 PRO-AM**

STEPHANE ORTELLI

Age: 44
Nationality: French
Career highlights: 1998 Le Mans 24 Hour Class winner, 2013 FIA GT Series champion



CHRISTOPHER HAASE

Age: 27
Nationality: German
Career highlights: 2007 ADAC GT Masters winner, 2008 FIA GT4 European superlight champion, 2009 FIA GT3 European champion, 2010 Sepang 12 Hour champion, 2012 Blancpain Endurance champion, 2012 Nurburgring 24 Hour winner,



FELIX BAUMGARTNER

Age: 45
Nationality: Austrian
Career highlights: 2014 Nurburgring 24 Hours 9th overall.



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TEAM: TRASS FAMILY MOTORSPORT
MANUFACTURER: FERRARI
CAR: 458 ITALIA GT3 **CLASS A GT3 AM**

JONO LESTER

Age: 24
Nationality: New Zealander
Career highlights: Formula First, New Zealand, Australia, Europe and Middle East Carrera Cup, Japanese Super Taikyu GT Championship



JOHN MCINTYRE

Age: 37
Nationality: New Zealander
Career highlights: 1996 Nissan GT Cup champion, 2006 winner Group N Nurburgring 24H, 2007 NZV8 champion, 2008 NZV8 champion, 2011 NZV8 champion.



GRAEME SMYTH

Age: 23
Nationality: New Zealander
Career highlights: 2005 Top Half junior 100cc Yamaha winner, 2009 Kartsport NZ Sprint Championship - KZ2 class winner, 2010 Kartsport NZ North Island Sprint Championship - KZ2 winner, 2014 Kartsport NZ North Island Sprint Championship - KZ2 winner.

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TEAM: TROFEO MOTORSPORT
MANUFACTURER: FERRARI
CAR: 458 ITALIA GT3 **CLASS A GT3 AM**

JIM MANOLIOS

Age: N/A
Nationality: Australian
Career highlights: Australian GT Championship driver, 2013 3rd Victorian Sports Car Championship

RYAN MILLER

Age: N/A
Nationality: Australian
Career highlights: N/A

IVAN CAPELLI

Age: 51
Nationality: Italian
Career highlights: 1986 Formula 3000 championship winner, 1988 2nd Portuguese F1 GP.



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ROGER LAGO

Age: 43
Nationality: Australian
Career highlights: 2011-2010 Porsche GT3 Challenge Australia champion, 2011 Bathurst 12 Hour Class B winner

DAVID RUSSELL

Age: 33
Nationality: Australian
Career highlights: 2004 3rd Australian Production Car championship, 2008 3rd in Australian Carrera Cup championship, 2011 3rd Fujitsu V8 Supercars series

STEVE OWEN

Age: 40
Nationality: Australian
Career highlights: 2004 3rd Australian Formula Ford Championship, 2008 and 2010 V8 Supercars Development Series champion, 2010 2nd Bathurst 1000.



TEAM: LAGO RACING
MANUFACTURER: LAMBORGHINI
CAR: GALLARDO LP600 GT3 **CLASS A GT3 PRO-AM**

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TONI VILLANDER

Age: 34
Nationality: Finnish
Career highlights: 2014 Le Mans 24 Hours GTE winner, 2014 FIA WEC GT champion, 2007-2008 FIA GT2 champion

MATT GRIFFIN

Age: 32
Nationality: Irish
Career highlights: 2015 Dubai 24 Hour A6 winner, 2014 2nd European Le Mans Series GTE, 2013 2nd Bathurst 12 Hour, 2013 European Le Mans Series GTE champion, 2012 3rd Bathurst 12 Hour, 2003 British GT champion

MOK WENG SUN

Age: 47
Nationality: Malaysian
Career highlights: 2013 3rd GT Asia Series, 2012 GT Asia Series champion, 2012 3rd Bathurst 12 Hour



TEAM: CLEARWATER RACING
MANUFACTURER: FERRARI
CAR: 458 ITALIA GT3 **CLASS A GT3 PRO-AM**

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NISSAN

WOLFGANG REIP

Age: 27
Nationality: Belgian
Career highlights: 2012 GT Academy winner

FLORIAN STRAUSS

Age: 29
Nationality: German
Career highlights: GT Academy 2013 Winner, 2014 2nd Dubai 24 Hours Class A6 Am

KATSUMASA CHIYO

Age: 28
Nationality: Japanese
Career highlights: 2011 Japan Formula 3 champion.



TEAM: NISMO ATHLETE GLOBAL TEAM
MANUFACTURER: NISSAN
CAR: GT-R NISMO GT3 **CLASS A GT3 AM**

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Mercedes-Benz

RICHARD MUSCAT

Age: 22
Nationality: Australian
Career highlights: champion Victorian karter, 944 Porsche Challenge series winner, 2013 Porsche GT3 Cup Challenge winner. 2014 Australian GT champion.

JACK LE BROCC

Age: 22
Nationality: Australian
Career highlights: 2003 VKA Karter of the year, 2012 Australian Formula Ford champion, 2011 British Formula Ford Festival race winner.

DEAN CANTO

Age: 34
Nationality: Australian
Career highlights: Two-time winner of the V8 Supercars Development Series, winner of Sandown 1 Hour driving a Maserati Ghibli



TEAM: EREBUS MOTORSPORT
MANUFACTURER: MERCEDES
CAR: SLS AMG GT3 **CLASS A GT3 AM**



TEAM: M MOTORSPORT
MANUFACTURER: LAMBORGHINI
CAR: GALLARDO LP560-4 GT3 **CLASS A GT3 AM**

CRAIG BAIRD

Age: 44
Nationality: New Zealander
Career highlights: 1991, 1992 and 1993 NZ Formula Pacific champion, 1994-1997 NZ Touring Car Champion, 2005, 2006, 2007, 2008-2009, 2009-2010 NZ Porsche GT3 champion, 2006, 2008, 2011-13 Australian Carrera Cup Champion, 2009-2010 NZ V8 champion.



STEVEN RICHARDS

Age: 42
Nationality: New Zealander
Career highlights: 2014 Australian Carrera Cup champion, 1994 Australian Formula Ford champion, 2002 Bathurst 24 Hour winner, 1998, 1999, 2013 Bathurst 1000 champion



JUSTIN MCMILLAN

Age: N/A
Nationality: Australian
Career highlights: 2014 3rd Highlands 101, Victorian Sports Car Champion 2011-2012



TEAM: VICIOUS RUMOUR RACING
MANUFACTURER: FERRARI
CAR: 458 ITALIA GT3 **CLASS A GT3 AM**

ANDREA MONTERMINI

Age: 50
Nationality: Italian
Career highlights: 1992 F3000 runner-up, 1994-1996 entered 29 grands prix (started in 20) for Simtek, Pacific and Forti teams.



BENNY SIMONSEN

Age: 30
Nationality: Danish
Career highlights: British GT driver



RENATO LOBARTO

Age: 35
Nationality: Australian
Career highlights: Australian GT Championship driver



PORSCHE

TEAM: IMAK
MANUFACTURER: PORSCHE
CAR: GT3R **CLASS A GT3 AM**

ANDREW MACPHERSON

Age: 57
Nationality: Australian
Career highlights: 2014 Wakefield 300 winner, Australian LM Sports champion



MATT CAMPBELL

Age: 19
Nationality: Australian
Career highlights: 2014 Morgan Park Production Sports 1 Hour winner, 2012 Formula Ford Queensland champion



BRAD SHIEIS

Age: N/A
Nationality: Australian
Career highlights: 2014 Wakefield 300 winner



ASTON MARTIN

TEAM: MOTIONSPORT
MANUFACTURER: ASTON MARTIN
CAR: VANTAGE GT3 **CLASS A GT3 AM**

GORDON SHEDDEN

Age: 35
Nationality: Scottish
Career highlights: 2012 British Touring Car Champion, 2000 Fiesta Cup Champion, British Touring Car championship runner up 2013, 2011



BEN GOWER

Age: N/A
Nationality: British
Career highlights: 2012 Barcelona 24 Hour Class A5 winner



PETE STOREY

Age: N/A
Nationality: British
Career highlights: 2012 Barcelona 24 Hour Class A5 winner





TEAM: VIP PETFOODS
MANUFACTURER: MCLAREN
CAR: MP4-12C GT3 CLASS A GT3 AM

TONY QUINN

Age: 57
Nationality: Australian
Career highlights: 1999 Targa Tasmania class winner, 2009 and 2011 Targa Tasmania winner, 2008 Dubai 24 Hour winner, 2003, 2009, 2010, 2011, 2012 Targa NZ winner.

KLARK QUINN

Age: 34
Nationality: Australian
Career highlights: 2008 Dubai 24 Hour GT, 2004 winner Wakefield Park 500km race, 2003 Aussie Car champion.

KEVIN ESTRE

Age: 26
Nationality: French
Career highlights: 2001 French Cadet karting champion, 2006 Formula Campus champion, 2011 Porsche Supercup rookie of year, 2011 French Carrera Cup champion, 2012 German Porsche Cup rookie of year.



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Mercedes-Benz

TEAM: EREBUS MOTORSPORT
MANUFACTURER: MERCEDES
CAR: SLS AMG GT3 CLASS A GT3 AM

AUSTIN CINDRIC

Age: 16
Nationality: American
Career highlights: X-Games Medalist in the Red Bull Global Rallycross Lites Series, youngest to achieve a podium finish in the Cooper Tires USF2000 Series, 10 top-ten finishes in USF2000 in 2014, three podium finishes in GRC Lites, youngest race winner in Historic Sportscar Racing Series history

SIMON HODGE

Age: 20
Nationality: Australian
Career highlights: 2014 Australian Drivers F3 Champion for Team BRM

NATHAN MORCOM

Age: 22
Nationality: Australian
Career highlights: 2008 Junior National Heavy Australian Karting Championships winner. Won debut US F2000 race at Virginia.



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TEAM: JAMEC PEM RACING
MANUFACTURER: AUDI
CAR: R8 LMS GT3 CLASS A GT3 AM

WARREN LUFF

Age: 38
Nationality: Australian
Career highlights: 1999 Mitsubishi Mirage Series champion, 2002 and 2003 Ute Series champion, 2013 V8 Supercars Pirtek Enduro Cup champion.

GREG CRICK

Age: 60
Nationality: Australian
Career highlights: 1991 Australian Sports Sedan champion, 2005 Australian GT F1 support race winner, 2006 Australian GT champion, 1993 Sandown 500 runner-up

ALESSANDRO LATIF

Age: 18
Nationality: British/Italian
Career highlights: 2013 Mugello 6 Hour winner, 2014 multiple class wins in Blancpain Sprint Series.



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TEAM: JAMEC PEM RACING
MANUFACTURER: AUDI
CAR: R8 LMS GT3 CLASS A GT3 AM

JAMES WINSLOW

Age: 31
Nationality: British
Career highlights: 2007 Formula V6 Asia champion, 2008 and 2012 Australian Drivers champion,

DEAN KOUTSOUMIDIS

Age: N/A
Nationality: Australian
Career highlights: 2014 Australian GT Championship Trophy Class runner up, 2012 Australian GT Championship Trophy Class winner

STEVE MCLAUGHLAN

Age: N/A
Nationality: Australian
Career highlights: Australian GT Championship driver



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TEAM: AF CORSE
MANUFACTURER: FERRARI
CAR: 458 ITALIA GT3 CLASS A GT3 AM

STEVE WYATT

Age: N/A
Nationality: Australian
Career highlights: 2014 Gulf 12 Hour winner, 2013 Asian Le Mans Series GTC champion

MICHELE RUGOLO

Age: 32
Nationality: Italian
Career highlights: 2012 GTE Am Class Le Mans 24 Hour 3rd, 2013 FIA GT Series 4th.

DAVIDE RIGON

Age: 28
Nationality: Italian
Career highlights: Works Ferrari driver, Superleague Formula champion 2008, 2010



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TEAM: MARANELLO MOTORSPORT
MANUFACTURER: FERRARI
CAR: 458 ITALIA GT3 CLASS A GT3 PRO AM

BEN COLLINS

Age: 39
Nationality: British
Career achievements: Four times Le Mans 24 Hour competitor, V8 Supercars co-driver, British Touring Car Championship

MIKA SALO

Age: 48
Nationality: Finnish
Career achievements: defending Bathurst 12 Hour champion, two-time Japanese F3000 champ, two-time Le Mans class winner, F1 driver from 1994, 2002

TONY D'ALBERTO

Age: 29
Nationality: Australian
Career highlights: 2007 Fujitsu V8 Supercars champion,



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ASTON MARTIN

TEAM: CRAFT BAMBOO RACING
MANUFACTURER: ASTON MARTIN
CAR: VANTAGE GT3 CLASS A GT3 PRO AM

STEFAN MUCKE

Age: 33
Nationality: German
Career highlights: 2012 and 2013 3rd in class Le Mans 24 Hours, 1998 won Formula BMW ADAC series.

ALEX MACDOWALL

Age: 24
Nationality: British
Career highlights: 2009 2nd Renault Clio Cup, Works Aston Martin FIA WEC Driver, Former British and World Touring car driver

DARRYL O'YOUNG

Age: 34
Nationality: Hong Kong
Career highlights: 2006 and 2008 Porsche Carrera Cup Asia champion, 2013 2nd in class Le Mans 24 Hour, 2005, 2006, 2008 Macau GT winner, 2011 and 2012 Bathurst 12 Hour winner.



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ASTON MARTIN

TEAM: CRAFT BAMBOO RACING
MANUFACTURER: ASTON MARTIN
CAR: VANTAGE GT3 CLASS A GT3 AM

JONATHAN VENTER

Age: 18
Nationality: Australian
Career highlights: 2013 2nd Bathurst 12 Hour Class E, 2012 Formula Ford Victoria champion

JEAN-MARC MERLIN

Age: N/A
Nationality: French
Career highlights: 2010 3rd 24 Hour Series SP1 Class

FRANK YU

Age: 51
Nationality: Hong Kong
Career highlights: 2013 GT Asia Series runner up, Malaysia Super Series GT champion

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Former Stig ready to light up the mountain

Once described as a "CIA experiment gone wrong", Ben Collins, or his more famous alter ego "The Stig" is ready to showcase his precision driving skills at the Liqui Moly Bathurst 12 Hour.

Lauded for his sublime driving talent during eight years on the hit BBC television program Top Gear, Collins has not only showcased his talent on the big screen but has built up a wealth of experience in top level motorsport.

The 39-year-old British driver has proven to be one of the most versatile in global motorsport having raced NASCARs, Touring cars, Le Mans prototypes, Indy Lights single seaters and most recently GT3 beasts at some of the world's renowned race tracks.

However, it has been a long journey back to Mount Panorama for Collins, who last graced the famous 6.2km circuit in 2009 behind the wheel of a Kelly Racing Holden Commodore V8 Supercar.

Like many drivers that first taste of Bathurst is never enough leading the Brit down a long and winding road in search of the unique adrenaline hit.

Collins has been eyeing a Bathurst 12 Hour ride even since the GT3 regulations were announced in 2011. This year he has been snapped up by defending winners Maranello Motorsport as the Ferrari squad's rather talented unseeded driver.



Ben Collins rose to fame through his role at BBC Top Gear's The Stig



Ben Collins ready for Bathurst 12 Hour debut Pic by PSP Images

Due to the event's bespoke driver grading rules, Collins just qualifies as a unseeded pilot virtue of the fact that his last V8 Supercar co-driving experience came six years ago.

The former Stig will pilot the #88 Ferrari 458 Italia GT3 alongside former Formula 1 veteran Mika Salo and V8 Supercars driver Tony D'Alberto.

"I've been chasing around for this for a while talking to friends at Holden and GM over the years having done the Bathurst 1000 back in 2009 when I fell in love with the place," Collins told Speedcafe.com.

"It's a super challenging track as a racing driver you just want to keep going back there as you learn more and more about the place each time.

"Every lap is a new experience and it's very hard to take every single detail in at the first visit.

"I wanted to come back to Bathurst as I missed a couple of opportunities to return and do the V8 race but I was away filming James Bond movies and other projects. More recently I have been racing Ferrari 458 GT3 cars, so it was a good opportunity to offer to an Australian team.

"I'm very lucky to have got this fantastic opportunity. I will respect the track and I know the car really well so it is just a matter of doing my job as best as I can. I've been

training really hard so I'm ready to get stuck in."

Recent experience driving Krohn Racing and Ram Racing Ferrari 458s should bode well for both Collins and Maranello Motorsport but at Bathurst nothing is for certain.

However, outside of racing Collins has built up a reputation as one of the filming industry's top stunt drivers leading him to roles on blockbuster films including James Bond 007: Quantum of Solace and Skyfall pictures.

It is this skill which requires extreme concentration and precision which he feels provides an edge for endurance racing events such as the Bathurst 12 Hour.

"Concentrating for a long time is a crucial endurance skill and I have been doing that for the last few years," he said.

"In a way the biggest difference is the way you drive but there is nothing like the feeling of crossing the finish line of a race in first position.

"Driving when you are working with a film crew is very different, you are working with everyone around you and not competing against them.

"It's a team element but you are working towards a similar goal.

"Driving wise its pretty wild you are swinging the back end of the car around,



Collins' Bathurst 12 Hour Maranello Motorsport Ferrari 458

Fact File

Ben Collins

Age: 39

Nationality: British

Career Highlights: British Formula 3, Indy Lights, 4x Le Mans 24 Hours starts, V8 Supercar co-driver, BTCC, FIA World Endurance Championship, Stunt driver in James Bond 007 films Quantum of Solace and Skyfall

Bathurst 12 Hour record:
Debut 2015

2015 Entry: #88A Maranello Motorsport Ferrari 458 Italia GT3

smashing through things its tons of fun, its great.

"However, there is a strong element of precision and discipline like in motorsport and there are a lot transferable skills from motor racing to driving in movies."

Only time will tell if the skills will translate into victory but glory aside, Collins is already convinced the Bathurst 12 Hour is set to become one of the jewels in the crown of sportscar racing.

"Its a wild race, it has a hint of Le Mans, a bit of the Nurburgring 24 and a touch of the Pikes Peak about it," added Collins.

"I think the future of the Bathurst 12 Hour is very strong and I'm not sure if it can be much stronger than it is now."

He may be a CIA experiment gone wrong but all we know is its worth keeping an eye on the Englishman in #88 Ferrari.



Ben behind the wheel of the RML HPD LMP2 at 2011 Le Mans 24 Hours



Collins made a sporadic appearance in the British Touring Car Championship for Motorbase Performance in 2010 Pic by PSP Images

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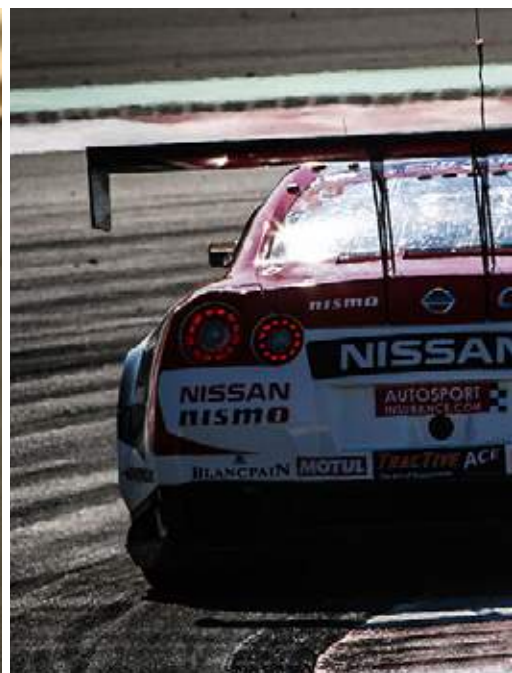


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Nissan GT-R versus Nissan GT-R NISMO

	Nissan GT-R Road car	Nissan GT-R NISMO GT3
Engine	3.8 Litre twin turbo charged 24 valve V6	3.8 Litre twin turbo charged V6
Power	404kW at 6,400rpm	405kW at 6,500rpm
Torque	628Nm at 3,200-5,800rpm	637+Nm at 5,000rpm
Transmission	6 speed dual clutch transmission with three driver-selectable modes	Hewland 6 speed sequential Semi automatic pneumatic paddle Endurance lightweight prop shaft
Suspension	Front suspension - Double wishbone with aluminium bars Rear suspension - Multi link with aluminium upper arms Rigid tubular front a rear suspension subframes Bilstein Damptronic system with three driver-selectable modes	Ohlins TTX with four way adjustment Front: double wishbone Rear: Multi link Anti Roll bars: Front and rear adjustable



NISMO GT3

	Nissan GT-R Road car	Nissan GT-R NISMO GT3
Brakes	Nissan Brembo 4 Wheel disc brakes: 390mm front and 380mm rear	Brembo six piston long distance front caliper ABS: Bosch Motorsport M4 driver adjustable Brake bias driver adjustable
Wheels	Super-lightweight 20" RAYS forged aluminium	13"x18" RAYS centre-lock, aluminium forged
Fuel Capacity	Fuel Tank Capacity: 74 Litres Fuel Consumption: 11.7/100km	Fuel Tank Capacity: 130 litres
Bodywork	Aluminium bonnet, boot, lid and outer door skins	Panels and doors: Carbon Composite Windows: Polycarbonate
Weight	1730kg	1,300kg



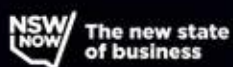


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BATHURST 12 HOUR BY NUMBERS



13

The 2015 Liqui-Moly Bathurst 12 Hour will mark the 13th running of a 12-hour race at Mount Panorama.

55

The largest field to start the race was 55 cars in 1992, and the smallest 25, in 2012. This year's field is set to be the largest since the race's return in 2007.



27

The amount of drivers who have won the Bathurst 12 hour race since its formation in 1991.

An all-Australian combination has never won the 12-hour in its GT format. Three of the four drivers in the 2014 winning car were locals, ably supported by Finnish ace, Mika Salo.

7

A total of seven different brands have won the race: Toyota, Mazda, Mitsubishi, BMW, Audi, Mercedes-Benz and Ferrari.

20

On average, there are nearly 20 changes of lead (at the line) in each Liqui-Moly Bathurst 12 Hour. The most (28) was set in 2011 and the least just 11 in 2010. The 2014 epic produced 21 changes of lead at the start line, and plenty more away from it.



292 LAPS (1,839KM)

This was the new distance record for the race set by the 2014 winning car of Maranello Motorsport (Ferrari 458)

The smallest distance covered was just 202 laps – 1255km – in 2010, thanks in part to a lengthy red-flag period that saw cars stopped at the top of the circuit after a tree fell across the track exiting Forrest Elbow.

153KM/H

The fastest race was the 2014 thriller – run at an average speed of 153km/hr. The slowest was 2010 at a relatively pedestrian 104km/hr average.

30.28S

When the race has seen a fight to the flag, the average margin of victory is a remarkably small 30.28s – absolutely nothing after 12 hours of brutal racing.

0.4138S

The smallest margin of victory was set in 2014 when Craig Lowndes edged out Maxi Buhk's Mercedes by 0.4138s in the remarkable fight to the flag.

8

Safety Cars naturally play a role in the Liqui-Moly Bathurst 12 hour. On average, there has been eight safety car periods each race.



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Supports set to entertain mountain crowd

Big fields and huge variety will feature across the three support categories competing at the 2015 Liqui-Moly Bathurst 12 Hour.

Event organisers have received 129 entries from the three competing support categories, offering something for all motorsport fans.

A total of 49 Formula Ford 1600s will cater to open-wheel fans, 23 entries will contest the opening round of the Radical Australia Cup, while a remarkable 57-car Improved Production field will contest a pair of races that are set to fill Mount Panorama's 6.213km layout.

The Bathurst 12 Hour support categories complete bumper on-track schedules on both the Friday and Saturday, with each class tackling one practice, qualifying and two races.

The opening round of the national Radical Australia Cup series will feature a competitive grid of the British-built, open-top sports cars that includes both four and eight cylinder powered cars.

The V8-powered SR8 Radicals battle for the outright honours while the lighter, more nimble SR3 cars often compete strongly amongst their more powerful rivals.

With the top two drivers (outright champion Tim Berryman and SR3 class winner, Michael Shaw) from the 2014 Radical Australia Cup absent from the Bathurst entry list the field looks to be one of the more open in several seasons – though two-time RAC champion Neale Muston will prove a tough man to beat.

Muston scored pole and won both races in last year's corresponding round – the first for the Radical class at Mount Panorama.

The Sydneysider also holds the class lap record at the circuit, the benchmark currently standing at a quick 2m07.7654s.

Formula Ford 1600 make their return to the Bathurst 12 Hour for the first time since 2012, bringing a big 48-car grid with them.

Representing the popular Formula Ford 'Kent' powered era, rather than the cars contesting the national series, the FF1600 field packs some punch with former national championship race winners and even a Bathurst 12 Hour competitor amongst the pack.

Audi R8 LMS driver Dean Koutsoumidis will swap his 12 Hour ride for a classic 1989 Van Diemen across the weekend.

Meanwhile, Leanne Tander will make her Bathurst racing return, the now mother-

of-two a veteran of multiple 12 Hour and Bathurst 1000 race starts.

Formula Three and F5000 racer Tom Tweedie, Scott Andrews and national series front runners Jimmy Vernon, James Garley and Cameron Walters are also expected to compete at the front of the big grid.

The bumper Improved Production Car field also features the most diverse grid of the weekend, a huge array of cars and drivers set to tackle two races on Saturday.

Rather cannily, several 12 Hour competitors will use the race as an opportunity to log more valuable laps of Mount Panorama across the weekend, with West Australian Glynn Crimp one of them.

The Tarmac Rally and production car racer will race a similar Audi TT RS in both the Improved Production sprint races and the 12 Hour Enduro ensuring he will get plenty of Bathurst laps across the weekend.

His 12 Hour co-driver Matt Cherry and Donut King racer Tony Alford are also entered in both the main and support events across the weekend.

The firm class favourite is undoubtedly Tasmanian driver Leigh Forrest, having taken his turbocharged Toyota Celica to a front-row start and a race victory at the 12 Hour twelve months ago.

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SCHEDULE OF EVENTS

Friday February 6

Start	Category	Session	Duration
8.15am	Bathurst 12 Hour	Practice 1	1 Hour
9.25am	Formula Ford	Practice	30 Minutes
10.05am	Radical Sportscars	Practice	30 Minutes
10.45am	Improved Production	Practice	30 Minutes
11.25am	Bathurst 12 Hour	Practice 2	1 Hour
12.40pm	Resident Access		40 Minutes
1.35pm	Bathurst 12 Hour	Practice 3	1 Hour
2.45pm	Formula Ford	Qualifying	20 Minutes
3.15pm	Radical Sportscars	Qualifying	20 Minutes
3.45pm	Improved Production	Qualifying	20 Minutes
4.15pm	Bathurst 12 Hour	Practice 4	1 Hour

Saturday February 7

Start	Category	Session	Duration
7.45am	Bathurst 12 Hour	Practice 5	1 Hour
8.55am	Formula Ford	Race 1	35 Minutes
9.45am	Improved Production	Race 1	35 Minutes
10.35am	Radical Sportscars	Race 1	25 Minutes
11.15am	Sponsor Ride Session		30 Minutes
12.00pm	Resident Access		40 Minutes
12.55pm	Bathurst 12 Hour	Qualifying	1 Hour
2.05pm	Bathurst 12 Hour	Qualifying 2 (Class A only)	20 Minutes
2.35pm	Formula Ford	Race 2	35 Minutes
3.25pm	Improved Production	Race 2	35 Minutes
4.15pm	Radical Sportscars	Race 2	45 Minutes

Sunday February 8

Start	Category	Session	Duration
5.50am	Bathurst 12 Hour (Begins)	Race	12 Hours
17.50pm	Bathurst 12 Hour (Ends)	Race	

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