

JPR Race Report from Mount Panorama Bathurst

Race Car the JPR FORD F6 Typhoon Racing in the Donut King Australian Performance Car Championship



After Tasting the Ford F6's turbo power at a test day at Winton and then racing a F6 Typhoon at Darwin's Hidden Valley circuit the JPR team new they had to have one.

The new JPR F6 was extremely fast in testing and the new Turbo power plant made excellent power numbers, the team were confident heading off to the mountain.

Practice 1.

The first session was finally underway the teams new car was on the track, The F6 passed everything in its site heading up the mountain until the new race engine failed, the team were puzzled as to what had happened, but the

condition of the engine meant the spare engine had to be fitted to make it ready for qualifying.

The team used Mat Windsor's workshop in Bathurst as their base while they sorted out the problem.

Without Mat Windsor's assistance over the next 2 days the teams job would have been impossible.

Qualifying.

With a new engine fitted in less than 4 hours the team was back at the circuit and ready for qualifying.

Because a new engine had been fitted the team decided it was better to take it easy on it and qualify mid pack than risk damaging another engine. James qualified the F6 in the top 50% of the field in 13th.

The team then packed up the car and spares and went back to the workshop and began modifying the oil system on the F6 so no other damage would occur.

A massive job with about 20 hours work from the crew and the Tafe fabrication team had the car back at the circuit ready for race 1

Race 1 Friday afternoon.

Starting from position 13 James was soon in the thick of things as soon as the lights went out the field stormed up mountain straight, the F6 was flying. As soon as the field had reached the top of BP cutting a HSV Monaro had its clutch explode, it showered the circuit with broken engine, clutch and transmission parts and created an oil smoke that was so thick you couldn't see through it. The safety car was called and field followed for three laps until we went green and racing once again, James managed to pass 5 cars before the race ended, the team were happy to have a first race completed with out to much incident to our F6 racer.



Race 2 Saturday Morning.

Starting from 8th position James made a good start and kept up with the BMW M3 along side, Garry Young's EVO Mitsubishi starting from the row behind went around the outside of the Ford half his car on the grass so when all 3 cars arrived at the aptly named Hell corner the trouble began, somehow the Evo lost control and spun right around the front of the F6, James lost many positions and had to do some fast driving to catch the pack. Now with a clear gap to the field ahead James put the hammer down, he was flying the data down loaded after the race showed the speed down Conrad at over 250 Kph setting the fastest lap of race 2 a **2.28:38** which was only 2 tenths of a second off the new lap record.

Still in pursuit of the leading pack the race was put in control of the safety car as a Subaru STI had gone into the wall at turn 2, the race finished with no further racing as they couldn't remove the stricken car in time.



Race 3 Saturday.

James started from position 7; the team and James were hoping to get a great result

When the lights went out the field stormed away, James had made a fantastic start and gained on the leading group of cars ahead on their way up the mountain, the F6 was flying but he was getting held up. On the way down Conrod straight, he passed more cars but now he had to deal with an engine temperature problem, James pressed on but the engine kept getting hotter, eventually he had to slow as the engine began to dramatically drop in power. James pitted to let the crew check over the car but the crew said it's over theirs no coolant left in the radiator. A closer inspection after the race found that a small stone or similar had punctured a cooling tube in the radiator.

Preparation has already begun for the next round which is Symmons Plains a circuit James is fond of and suits our FPV F6 race car.



A Big thanks must go to Mat Windsor from Windsor Automotive in Bathurst for all the help he gave the team over the week end.

To our sponsors First Auto Parts Plus, Dana, Mahla, and Castrol, a big THANK YOU.

And to Prodrive and Ford for their support

The Bathurst TV package is to air this Saturday on Ch 7 following V8 Extra at 1.30Pm

Our next round of the Championship is at Symmons Plains Tasmania 16-18 November