



McNiven looks forwards

NATIONAL RACING
 PETER McNiven looks set to move on to Carrera Cup or V8 Utes following the demise of the MINI Challenge.
 The former HQ Holden national champion finished

third in the all-MINI series in his rookie year, and was intending to stay on for a second tilt at the title in 2011. Now, however, McNiven is aiming to switch to a revived Porsche category in the new year, pending finances.

"We've spoken to Greg Murphy Racing and we've spoken to Sonic [Motor Racing Services], and just put the feelers out and get an idea of budget for the year," said McNiven.
 "At this stage, on the table

the options for us are Utes or Carrera Cup.
 "I think we have to be pretty lucky to end up in Carrera Cup, but we've just got to have some meetings and see how it goes."
 - DANIEL HERRERO

More V8s for ARC in 2011



AUSSIE RACING CARS
 AUSSIE Racing Cars will have an increased presence on the V8 Supercar support program in their 2011 calendar.

The category's appearances on the V8 card have been limited in the last two seasons, however six of the eight Aussie Racing Car rounds will be held at V8 Supercar rounds next year, with the other two with the Australian Superbike Championship.
 Among the calendar, the Aussie Racing Cars will make their first appearance at Townsville.
 "We are very proud to confirm that numerous new cars are currently in build for delivery at the start of the season which will elevate

the grid sizes to their highest levels ever," Aussie Racing Cars boss Phil Ward said.
 "Since inception we have been the trailblazer for assembling the biggest grids and most thrilling racing in the industry, with the confirmation of the highest profile events and live TV coverage next season we are certain we will eclipse all our previous records."

- 2011 Aussie Racing Cars calendar**
1. Clipsal 500, March 17-20
 2. Hidden Valley, April 16-17 *
 3. Winton, May 20-22
 4. Townsville, July 8-10
 5. Bathurst, October 7-10
 6. Gold Coast, October 22-24
 7. Symmons, November 12-14
 8. Eastern Creek, Nov 26-28 *
- * Denotes ASBK round

MORE BIKES ON V8 CARD

SUPERBIKES
 AUSTRALIAN Superbikes will add a third V8 Supercar round to their 2011 calendar.
 After appearing at one event in 2009 and two in 2010, three rounds of the Viking Group Australian Superbike

Championship will be run at '2+4' weekends. Phillip Island and Symmons Plains remain, with Barbagallo Raceway joining the calendar.
 The season will open supporting the World Superbike Championship at Phillip Island in February,

standalone events accounting for the remaining four rounds.
 "We are pleased to announce the 2011 calendar and in doing so welcome Perth's Barbagallo Raceway back to the championship, a move we're sure will excite riders and fans based in Western Australia,"

ASBK General Manager Daniel Hutchinson said.
 "The expansion of our partnership with V8 Supercars to three rounds is another significant step, and one that will result in increased exposure for riders, teams and their sponsors."



Radicals set for 2011 series

SUPERSPORTS
 THE Radical Australia Cup will run as a national series with the Shannons Nationals in 2011, and will feature a variety of sprint and endurance formats, including twin-driver events.

The Radical SR3 vehicles which have competed within the NSW State Supersports series are also expected to be joined in 2011 by up to five SR8 cars, pictured, powered by V8 engines.
 Radical Australia chief mechanic Garth Walden gave the SR8 its track debut in a six-lap demonstration run at Eastern Creek on the weekend, lapping at around the same pace as Formula 3 cars.
 If enough SR8s are

purchased, it is anticipated that they will run as a separate class within the national series.
 "We're expecting a field of 10 to 15 cars for most national rounds," Radical Cars Australia importer Greg Smith said.
 "At the NSW rounds, I think it will increase to over 20 cars, and if we can sell enough SR8s, that will push the numbers up as well."
 The twin 50-minute endurance event at Eastern Creek was a taste of what could be expected in 2011, with a number of high-profile drivers, including Greg Murphy, Warren Luff, Neil McFadyen and Ben Barker teaming up with the series regulars.
 - LACHLAN MANSELL

BMW's, not Folau for GWS

12 HOUR
 GWS Motorsport has finalised driver line-ups for two of their three BMWs for February's Armor All Bathurst 12 Hour.

As previously reported, the team will run a BMW 335i - formerly owned and taken to two of 12 Hour wins by Garry Holt, pictured - and a pair of BMW's 130i models. In the 335i, car owner Peter O'Donnell will be joined by Christian D'Agostin and Matt Hansen. Allan Shephard, Garth Duffy and Geoff Fontaine will share one 130i,

with drivers for the second close to being finalised.
 "The car has a great deal of credibility at Bathurst and, from a Production Car perspective, we're looking to go very well," O'Donnell said of the 335i.
 "We have a very strong team. Most of our drivers have been to Bathurst before and we know they are all capable. Garry Mennell from On Track Motorsport is preparing the cars and will put together the strongest group of people to work on them during the weekend, so all of our bases are covered."





MVB the MVP

SPEEDWAY

MIKE Van Bremen's love affair with Avalon Raceway continued last Saturday night winning the fourth round of the Eureka Garages and Sheds Sprintcar Series. He had to withstand constant pressure during the feature race from eventual runner-up Grant Anderson and Daniel Pestka. Van Bremen described the victory as the best of his career.

"This was great to win here again," he said. "This race would have to rate as one of my best drives ever and a race that I felt was very rewarding for the efforts put in by my team and with the calibre of drivers here tonight. "I am so pleased and I am looking forward to next weekend at Premier Speedway." After the completion of heat races it was Rod Matthews leading the points from Anderson, Van Bremen, Ryan

Davis, Glen Sutherland and Dylan Jenkin. With weather closing in it was decided to cancel the top six shootout and start the 30-lap feature race. The opening lap stoush between Matthews and Anderson was on, Matthews won the drag until Turn 2 when he and Anderson washed up high leaving the gate open for the fast Van Bremen. He didn't hesitate and grabbed the lead and on a fast

race track opened up a gap while Anderson had settled down and started to close in on the leader. The lead never changed but Pestka was the mover through the field coming from 11th to third just at the halfway point but couldn't haul in the leading pair. Points: Van Bremen, 532, Nick Lacey 486, Pestka 485, Davis 476, Brett Milburn 474, Darren Mollenoyux 456

- GEOFF ROUNDS

Steady Edis

RADICALS

GLYN Edis was the winner both 50-minute Radical mini-endurance races at Eastern Creek on Saturday, despite the presence of some well-credentialed drivers in the event. Edis drove both races solo and his amateur driver status allowed him to stop for two minutes during the compulsory pit-stops, while the cars with professional drivers were required to stop for three

minutes. As a result, Edis took comprehensive victories in both races. Mark Hurcum and Chris Oxley finished second overall, ahead of Peter Opie and Trevor Gerber, who finished seventh and sixth in the two races but found their way onto the podium by virtue of consistency. The best performance out of the cars fitted with professional drivers came from Nick Kelly and Neil McFadyen, who finished second in Race 2 after a DNF in Race 1. V8 Supercar

driver Greg Murphy, *inset*, starred in Race 1, running in the top 3 before handing the car over to Greg Smith, who came home sixth, but the pair failed to finish in Race 2. Ed Singleton elected to drive Race 1 solo, and finished up in second position after taking advantage of the shorter pit-stop. He drove with George Miedecke in Race 2, and ran strongly at the front of the field until suffering a gearbox problem. The team rectified the problem but did not complete

enough laps to be classified as a finisher. Other pro drivers to take part in the event included Mat Sofi (driving with Tony Palmer), Paul Stokell (partnering Phil Anseline), Warren Luff (joining Basil Mondello), Ben Barker (team-mate to Andy Plummer), Nathan Stephens (teaming up with Chris Medland), Bryce Moore (paired with Richard Bloomfield) and Anthony Robson (driving alongside Tony Haggarty).

- LACHLAN MANSELL



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