

**BOSCH****PITMAN TRUCKS****amgaustralia.com**heidi yi  
mineral cosmetics

www.cvmotorsport.net



## Pedders Racing Media Release

*\*for immediate release\**

### World's first production racing 86 homologation papers arrive to secure start of podium results for Pedders Racing

Having taken on the enthusiastic project to build and race the world's first production specification Toyota 86, Bendigo's Pedders Racing team's future was secured in the days leading up to the second round of the Australian Manufacturers Championship (AMC), the world's first production racing Toyota 86 homologation papers finally arriving to team headquarters at Pedders Bendigo, an envelope that the team and their strong group of followers hoped would signal the true start of a strong on track future.

After a challenging debut weekend at the opening round of the AMC at Phillip Island, the #86 underwent a complete livery makeover to add eye-catching glamour to the already keenly watched Toyota. The volunteer crew would return to their daily lives in the regional centre, returning to team headquarters after hours to ensure the Pedders Racing entry would be at its best for the Sydney Motorsport Park performance ahead. Work included replacing the standard exhaust system manifold to bring it to specification with the Nameless racing exhaust system; the dash was removed and the wiring systems checked and cleaned, the air conditioning pump was removed to lighten the engine bay componentry; and a full spanner check revealed a reliable and strong setup for the still new racing machine.

Committed to never missing a beat the Pitman Trucks transporter was fitted with a new turbo and alternator, was loaded and hit the road to Sydney, first stop on arrival, MRT Performance for some new and improved parts adding the final touches for performance ahead of a dyno and ECUTEK tune. Pleased with the power gain from the standard boxer engine, and with the intermittent miss appearing to be solved, it was on to Sydney Motorsport Park to bump in for Round 2, before ending the day at the interstate team headquarters thanks to Dave and Rita of Pedders Hornsby.

Opening the weekend with Friday practice, it was an early start that had driver Grant Phillips, head out on track for the first session of the day, the first time the #86 had put wheels on the tarmac at the Sydney circuit. With the track surface cold on the foggy morning, the car would need some work in handling setup to settle the rear, so returning to complete adjustments to the Pedders remote canister coilovers, the car was then ready for co-driver, Andrew Turpie, to hit the track for Practice 2.

The second session of the event and the car was settled and feeling good, until the engine's intermittent miss, that had been plaguing the team's performances from early testing, reappeared and further investigations were commenced. Overall, the team were happy with early performance, the handling notably improved with the dampening adjustment on the Pedders coilovers so leading into Practice 3, things were looking up.

Driver Grant Phillips headed out from pit lane with only tyre pressure adjustments completed, times continuing to fall as the lap count increased, the end result being an 86 that felt almost spot on, the crew aware that now it was a need to chase speed in order to catch the well-developed Honda Integras that they would need to challenge for class honours, a challenge that would start come qualifying.

Saturday, the first official day of Round 2 of the Australian Manufacturers Championship, and it was a full crew on deck after the early hours arrival of the final members from Bendigo. With drivers briefing complete, the team turned to finalising the plan of attack with tyre strategy, experience analysis, and some tips from local NSW production Toyota 86 racer, Chris Reeves.

Phillips would complete the final practice session, returning to the team garage to confirm the setup was in the zone as he explained,

*"The car is the best it's ever been! Set up was fantastic, I think we're getting very close to being in real contention for the class results and to make this the real start of a strong year with the new Toyota.*

*"Other than more time in the car to learn the track lines and bring down the times, it seems that the Pedders Racing crew, with the support of our many partners, have nailed the set up for Sydney Motorsport Park, so now, let's look forward, work hard and hope."*

It was soon time to put the #86 in best position to take on the Integras for qualifying, so the old rubber was swapped for a

For further information, please contact: Kat O'Shaughnessy, CIMA Media, M 0421 962 571, E kat@cimamedia.com.au



**BOSCH**

**PITMAN TRUCKS**



**amgaustralia.com**

Powered by  
**ECUTEK**  
RACE ROM

**MRT**  
MRTPerformance.com.au

**pbr**  
heidi yi  
mineral cosmetics

www.cvmotorsport.net



new set of Hankooks, fitted to the high performance OZ Racing rims from AMG Australia, and along with a clean of the livery, the car was looking good and going great – the team were ready to qualify.

Turpie would take on the first of the qualifiers, putting down the times the team were hoping for, but lap traffic made it difficult to gain a clean lap and hence, to mark a true time. With Q2 coming up, Phillips would return to the wheel, the driving duo having compared notes once more, to give the 86 the best chance at putting in a time and a challenge for the Hondas.

Wanting to be ready for anything, Phillips entered the green track for the second part of qualifying, completing a practice start at pit exit to test that the new clutch from Exedy Clutches Australia was working well and would stand up to the test when the pressure mounted. As the times tumbled, the 86 was looking good, only to have the session shortened by strategy, with minimal fuel on board, the team looking to keep weight down for the best chance at an impressive time, but the strategy bit back with the best times coming in the final minutes, leaving the Pedders Racing entry third in class, to start from 11<sup>th</sup> outright, a place from where Turpie could always improve as he explained,

*“It’s an ongoing learning process with the 86. It’s still a new car and we haven’t done much testing at all; we have nothing to go by anywhere else in the world, so each track we come to needs quick lessons in driving to the circuit, vehicle setup and strategy as we compete against those far more experienced with their cars.*”

*“We make sure we use only the best, and our crew are well versed in what we need to do, and how we can get where we need to go, so it all comes down to the need for greater development to edge further into the class standings. So far, the Toyota has been a great machine, and this weekend, it’s the best it’s been to date so we’re hoping that we can get a good result over the 3 hours.”*

As the preparation for Sunday’s 3 hour race became full focus, the crew changed all fluids for fresh Valvoline product, tyres were set to go racing, but as the new brake pads were opened, the team realised a picking error meant the pads were not those needed to keep the 86 braking to its best. In a scramble to find the right pads, Project Mu, Garage 88 and V Sport kicked into top gear to source the product needed to ensure the 86 would be racing come Sunday. All credit to the local crew at Garage 88 who came through, the Pedders Racing team then able to fit up and continue checking the Bosch and Whiteline products, to activate more grip and keep the 86 performing at its best across the semi-endurance event that lay ahead.

Race morning had arrived and Turpie suited up, being kept safe thanks to GMP Racing Products, taking to the track for the warmup session, only needing to run at half speed to bed in the new brake pads. Team circle checks happy, engineers, mechanics, car controllers, refuellers and drivers ready to go, Turpie and Phillips completed final pre-race discussions before Turpie belted up and took to the grid.

With the track going green, the Australian Manufacturers Championship 3 hour race was underway, Turpie taking a slower start, to go on and place consistent lap times in the early minutes. As the laps fell away, the confidence in the car continued to grow, Turpie trading times with the greater-developed Hondas, keeping in touch with his challengers for track position. Sharing the opening hour with the Suzuki Swift racers, Turpie found himself a slip-streaming Swift, but with the Suzuki looking to keep their place strong in their own race, it would almost end in tears as the Pedders Racing 86 took a hit on the front left, damaging the steering and loosening the control, but keen to not lose time or complete an unscheduled stop, Turpie pushed on.

Despite the bent steering, the Toyota 86 fought on, lap times no longer able to sustain, and the Hondas began to pull away so the #86 was called to pit lane for the opening stop, a refuel and driver change on a seamless pit run for the Pedders team, with Phillips now on board and knowing the challenge was ahead with the steering issue to remain to the close of the race.

All things considered, Phillips’ plan to see the 86 take the flag still more than an hour away was to keep the car on track, to fight the now loose rear end, and to try and secure a class podium as he continued in second place, but with the steering hampering any chance of increasing speed, a second Honda was catching at almost two seconds per lap, Phillips soon relinquishing second place, the 86 now to run third in class, the consolation, a class podium finish could still be achieved to stay in the hunt for the class championship.

With time falling away, and no further dramas for Phillips, the 3 hours would come to a close with a controversial finish in Class A, but for Pedders Racing, it would be a third in class with valuable points banked with three rounds remaining in

For further information, please contact: Kat O’Shaughnessy, CIMA Media, M 0421 962 571, E kat@cimamedia.com.au



**BOSCH**

**PITMAN TRUCKS**



www.cvmotorsport.net



the season. While it was a bittersweet moment, knowing they could have had the performance to stay with the benchmark Integras, the team remained thankful the damage incurred was not worse, and could close the weekend pleased that again all efforts had combined to greet the chequered flag on race day.

Creating further history, after unforeseen track confusion lost the team a recognised finish at the opening event, Pedders Racing's Toyota 86 became the first vehicle of its kind to complete a national production racing event, the first to take a national production class podium, and will always remain in the history books as the first ever Toyota 86 to be production homologated by both CAMS and the FIA, a world first the local Bendigo team can always be proud of as Phillips explained,

*"We had a much faster car this time around and closing the gap to the Hondas would've been a different story had the contact with the Suzuki not put us on the back foot, but that's the way the sport works with everyone having a go."*

*"Each time we take out the Toyota, it's a new learning experience, a new place, a new setup, more experience for us as drivers, and we have a committed team who all look to accelerate our learning and drive the team forward, so to keep gaining world firsts is a proud thing, and the team are wrapped that even with damage and a not ideal situation, we fought on and made it to the end with our never give in, never give up motto holding strong."*

Turpie too would wrap up another weekend full of praise for the ongoing efforts of the local team, saying,

*"It's all about consistently learning, and no matter what unfolds, we're all taking something from it, working together to get the most from every situation, and the car is the result of the team effort from our crew and the support of all of our partners who watch with an eager eye to see how the 86 is going, offering research and development with each step."*

*"It's a pleasure sharing the event weekends with supporters from our major partners, and the enthusiasm shows with Dave and Rita of Pedders Hornsby taking care of the team all weekend, Bosch's Peter Magill joined the crew, while Chris O'Connor from Toyota Australia brought along a piece of Toyota history, with his original 1988 Faulkner/Smith Bathurst class winning AE86 sharing the garage to pair the old and the new 86s – it's about so much more than the racing, it's the people that make this sport the experience that it is."*

Pedders Racing are proudly supported by Pedders Suspension, Bosch Australia, Pitman Trucks, AMG Australia, Oz Racing, MRT Performance, ECUTEK, PBR, Whiteline, Project Mu, Grafico Auto Disegno, Heidi Yi Mineral Cosmetics, Valvoline, Exedy, Reliable Rack & Pinions, Nameless, Cobalt Retail, Freak Fabrications, Pedders Bendigo, J&A Light Freight and CIMA Media.

\*ends\*