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SUSPENSION

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Shock Absorber, Steering and Suspension Specialists

Neil's Corner

After some temporary "R&R", the V8 Supercar community is in final stages of preparation for another onslaught of warfare!

Seems like a long time ago we said farewell to Mark Skaife and well done to Jamie Whincup at Oran Park doesn't it?

Round 1 of 14 kicks off on the streets of Adelaide for the annual Clipsal 500 in late March, and by then, the boys will be ready to be uncaged after nearly 3 months locked away...

I love the event.

The City of Adelaide is perfect for street racing. Ever since we all wandered to S.A. for Formula One way back in 1985, the industry has enjoyed 2 wonderful decades of tremendous racing, excitement, color and glamour at the Parklands circuit. Every year blokes like me talk up the new season and for good reason.

Every year the show has been getting better and better...

Better in terms of racing quality, better in terms of the close competition, better in terms of the show they put together in Adelaide for our customers (you).

This year Pedders is involved with the Series and we've all got lots to look forward to and consider as we ponder who might stand tall as the Champion of 2009?

Let's start with the defending Champion Team and Driver.

Team Vodafone, Jamie Whincup and his pal Craig

Lowndes will be a hard act to top this year.

Continuity is on their side. Same sponsors, same technical team, same drivers, same leadership, ah, but they do have a new car!

The long awaited Ford Falcon FG finally makes it debut. And it's a good looking car.

The V8 Supercar "equality" or "parity" rules dictate the new car is not allowed to do wheelstands down the road and be seconds quicker, but as always, the build quality, and the adjustability will be that fraction better.

All the Ford brigade will have FG's. Team Vodafone, Ford Performance Racing, Jim Beam Racing, Paul Cruickshank Racing.

On the Holden side, Will Davison joins former champ Garth Tander at HRT. The Kelly's boys are leaping into their own 4 car operation. Jason Richards joins my mate Brad Jones in the Team BOC car, Jason Bargwanna is back in the saddle at Tasman.

The Championship battle now is so tight, the cars so close, only those who can race well, mistake-free, and fine tune their cars perfectly get the outcomes they desire.

In fact, this is a subject for another column, the science of suspension in V8 Supercar Racing is a key component of making real pace and consistency.

We're also off to Townsville for the first time and the Grand Finale takes place at Homebush Bay in Sydney for all new street races.

Bring it on...



Straight advice, specialists you understand and... No Bull

