



Bundaberg
RED RACING



RED LINE

REYNOLDS READY TO REV INTO ACTION

Bundaberg Red Racing line up for first event

New V8 Supercar recruit David Reynolds is preparing for one of the biggest moments in his career as he readies himself for his first full time V8 Supercar gig, kicking off with the Clipsal 500 this weekend.

He and his new Bundaberg Red Racing crew have been working tirelessly over the off-season to pull together all the necessary resources for the first event of the 2009 V8 Supercar Championship in Adelaide.

Following a two day pre-season test session last week Reynolds flew across the Tasman to compete in the final round of the New Zealand Porsche GT3 Cup, finishing second overall in the Championship. His busy schedule

>> right: David Reynolds prepares for Round 1 at Winton during BRR's test day

“Clipsal is the hottest, hardest and longest race of the year

David Reynolds #24



hasn't given him anytime to show any of the jitters he has been experiencing leading up to this weekend.

“I am a little nervous to be honest” Reynolds said as he and his crew make some final preparations to his #24 VE Commodore.

“I am not really sure what to expect and everyone has been telling me that Clipsal is the hottest, hardest and longest race of the year. It is also the first race!”

Unlike some of the other Melbourne based V8 Supercar teams, the Bundaberg Red Racing Team elected to use two of its allocated 2009 test days to build up momentum for the youngster ahead of the start of the

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season. Working through their extensive program, the test days allowed Reynolds plenty of mileage to get comfortable with the car, but also to try and build a rapport with his new team-mates.

“I was very impressed with the way our team worked and communicated together over those two hard working days” Reynolds said.

“The Bundy car was great! I am learning how to mould the car’s setup to suit my driving style, which is completely different to

v below: The Walkinshaw Racing transporter
>> right: Reynolds on track at Winton during testing

when I competed in the endurance events the last few years, because I was always trying to drive someone else’s setup” he continued.

“We ran into a few seating problems which was causing me a lot of cramps but we should have that solved come the first session in Adelaide.”

He has also found the time to consistently ensure his fitness is up to scratch – an important factor come the first round



training with the other Walkinshaw Racing guys and taking in some of their advice for the season” said Reynolds.

Also looking forward, in anticipation, to the start of the

“ He is a quick driver and no doubt will grow into a top driver

Jason Bush, #24 Engineer ”

of the year.

“I have been very busy trying to finalise everything prior to Clipsal and trying to fit in some last minute training.”

“We have been working really hard with our team of trainers and trying a few new things which should help our recovery between two long races.”

“It has also been great

season is Reynolds’ engineer - Jason Bush. Bush has a long history with the Walkinshaw Racing squad and jumped at the opportunity to work with Reynolds when it was presented to him.

“I am looking forward to working with David. I have spent a bit of time working with the HRT crew and with more developed drivers, so it will be a new experience working with a young guy who is still developing and has a lot of potential” Bush said.

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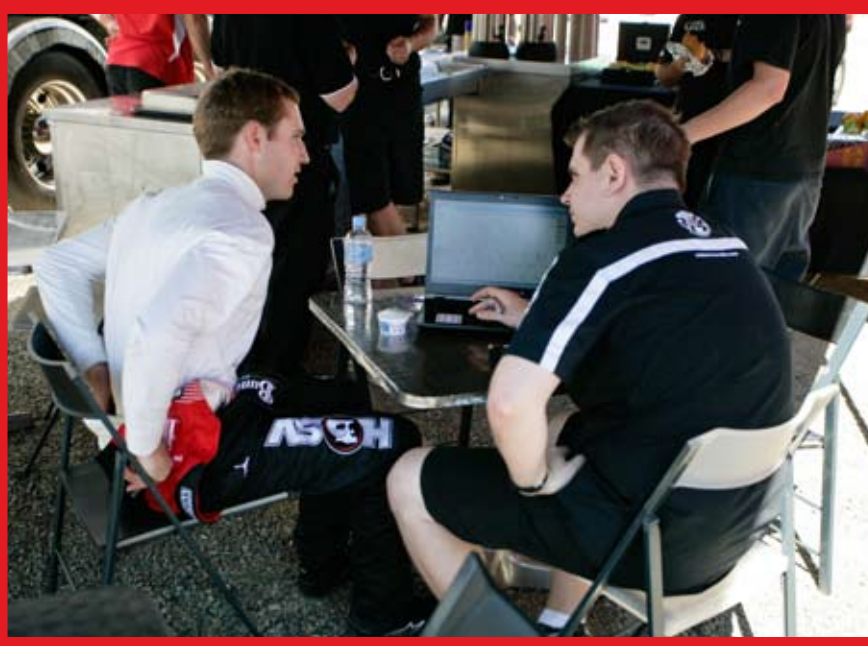
“Making sure he has all the tools required to reach the front of the field will be my main aim. He is a quick driver and no doubt will grow into a top driver. Hopefully we can develop a strong working relationship and push everyone forward” he continued.

Reynolds knows that he has a massive year ahead of him - with Clipsal only the first event of 14 – and setting achievable targets is important.

“My aim for this weekend is to put together a clean lap in qualifying and race hard, but most importantly I must finish both races.”

The first 50 minute practice session launches the V8 Supercar season on Friday. The field will carry out a second 50 minute session before qualifying in the afternoon. A 78 lap race on Saturday and a 78 lap race on Sunday rounds out the program.

For all the latest updates from the circuit log onto:
www.bundabergredracing.com.au



^ Reynolds and his engineer Jason Bush de-brief after the Winton test session

DAVID REYNOLDS IN 30 SECONDS

- | | |
|---|--|
| First road car?
1979 Mazda RX-7 | Can't live without?
Racing, friends & family |
| First job?
Delivery boy for Albury Pharmacy | Favourite TV Show?
The Simpsons |
| Unfavourable part of training?
Early mornings and running | Favourite Holiday spot?
Albury |
| Racing hero?
Ayrton Senna | Motivation?
To be better |
| Best advice ever given?
Have a go! | Favourite colour/s?
Black and white |



Heading to the Clipsal 500? Look out for the Bundy Girls - on and off the track. Check out <http://www.bundabergum.com.au/swap> to see where the team will be appearing!

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DAVID REYNOLDS

AN INTRODUCTION TO BUNDY RED RACING'S NEW RECRUIT



PERSONAL PROFILE

DOB: 3rd July 1985
Birthplace: Albury, New South Wales
Lives: Melbourne, Victoria
Marital Status: Single
Height: 177cm
Weight: 65kg
Nickname: Pup or 'The Stig'
Hobbies: Music, car, tennis, fitness
Personal vehicle: HSV VXR Turbo

New to the V8 Supercar full time field, young gun David Reynolds lines up for Bundaberg Red Racing for 2009. A young achiever in Formula Ford, Carrera Cup and Fujitsu V8 Supercars, Reynolds has the proven talent, determination and strong work ethic which has earned him his place with Walkinshaw Racing. A new team, new focus and nothing to lose Reynolds has a big year ahead of him!

Make / Model: Walkinshaw Racing prepared Holden Commodore VE V8 Supercar

Car Number: #24

Chassis History: WR008, debuted Round 6 of the 2008 V8 Supercar Championship at Hidden Valley

Power output: 600BHP at 7,500RPM

Acceleration: 0-100 in 3.7 seconds

Top speed: 300km/h

Engineer: Jason Bush

THE CAR



4.



ROUND 1: CLIPSAL 500 - EVENT SUMMARY

Adelaide Street Circuit, South Australia, March 26 - 29 2009

SCHEDULE:

Friday: 09:45am - 50 minute practice session
 11:25am - 50 minute practice session
 14:35pm - 30 minute qualifying session
 15:20pm - Top 10 shootout

Saturday: 14:30pm - Race 1, 78 laps

Sunday: 14:30pm - Race 2, 78 laps

CIRCUIT DETAILS:

Length: 3.22km
 Direction: Clockwise
 Lap record (2008): Jamie Whincup - 1:22.3564
 2008 winner: Jamie Whincup
 2008 attendance: 291,400



Round 1:	Clipsal 500	Adelaide Street Circuit	March 19 - March 22
Round N/C:	Australian Grand Prix	Albert Park Street Circuit	March 26 - March 29
Round 2:	Hamilton 400	Hamilton Street Circuit NZ	April 17 - April 19
Round 3:	Winton	Benalla, Victoria	May 1 - May 3
Round 4:	Falken Tasmania Challenge	Symmons Plains, Tasmania	May 29 - May 31
Round 5:	Skycity Triple Crown	Hidden Valley, Darwin	June 19 - June 21
Round 6:	Townsville 400	Townsville, Queensland	July 10 - July 12
Round 7:	Sandown Challenge	Sandown, Melbourne	July 31 - August 2
Round 8:	Queensland Raceway	Ipswich, Queensland	August 21 - August 23
Round 9:	L&H 500	Phillip Island Circuit, Victoria	September 11 - September 13
Round 10:	Bathurst 1000	Bathurst, New South Wales	October 8 - October 11
Round 11:	V8 Supercar Challenge	Gold Coast, Queensland	October 22 - October 25
Round 12:	Gulf Air Desert 400	Bahrain International Circuit	November 5 - November 7
Round 13:	Bigpond 300	Perth, Western Australia	November 20 - November 22
Round 14:	Sydney 400, Grand Finale	Homebush New South Wales	December 4 - December 6

2009 V8 SUPERCAR CALENDAR

FOR ALL THE LATEST RACE UPDATES THIS WEEKEND SIGN UP TO THE BUNDY RED RACING LIVE UPDATES AT www.BUNDABERGREDRACING.com.au

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2009 RULE CHANGES



The 2009 V8 Supercar season will see a number of newly introduced rules in order to improve the racing and spectator viewing. Amongst them, the biggest adaptation for teams this year is the introduction of CSR E85 Ethanol based fuel. Coupled with a race format change, access to a soft compound tyre and a shake up of qualifying, the changes are likely to enhance the V8 Supercar experience and emphasise the increasing importance of teamwork and strategy.

SUMMARY OF RULE CHANGES:

1. Introduction of E85 fuel:

- a.** V8 Supercars will change to running on E85 ethanol based fuel in 2009 in an effort to help reduce the carbon footprint of the V8 Supercar series. The fuel is a blend of 85% ethanol and 15% premium unleaded petrol. Engine performance is expected to remain the same.
- b.** V8 Supercars E85 fuel is produced by CSR and has less than half the CO₂ emissions of petrol. Ethanol (or ethyl alcohol) is produced by fermenting the by-product of sugar production – molasses.
- c.** All teams will be issued with a common refuelling tower.

2. Individual races:

- a.** The three race Round format has been removed for the 2009 season

and replaced with 26 races, broken down into 14 events.

- b.** 1 x 100km race on Saturday
- c.** 1 x 200km race on Sunday
- d.** Podium presentation after each race
- e.** With the exception of Clipsal, Phillip Island and Bathurst which will remain the same.

3. Qualifying:

- a.** The qualifying format for 2009 sprint events will consist of 2 x knock-out legs with the third leg a top ten shootout
- b.** Qualifying determines the grid for both Saturday and Sunday's races
- c.** Regardless of finishing position in race 1 drivers will have to go up or back to their qualifying position for the start of race 2 making qualifying more important than ever for weekend results.

4. Practice:

- a.** A change to the timing of practice will be implemented for this season
- b.** Practice will be broken down into three sessions – the first session 35 minutes duration with the second and third sessions 50 minutes in duration.
- c.** During the first practice session at Winton, Symmons Plains, Sandown and Queensland Raceway teams will be able to allow

endurance drivers to participate.

5. Pit stops:

- a.** There will be no compulsory pit stop window meaning that teams can choose when they will make their stop
- b.** The introduction of E85 will mean that cars will have to stop at least once in a 100km race and possibly twice in a 200km race for fuel due to increased consumption
- c.** Teams can also conduct fuel and tyre changes in the one stop providing they only have six personnel members working on the car.
- d.** There will only be one pit stop light which will signal when a driver has made a pit stop.

6. Tyres:

- a.** Teams will now have access to a soft compound tyre at six events
- b.** A softer compound tyre is expected to increase passing opportunities but the tyre can drop off quickly.
- c.** A soft compound tyre is expected to last around 25 – 30 laps making strategy increasingly important.

7. Number of personnel:

- b.** Each car will only be permitted 7 'performance related' personnel

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