

Race Report



Special Event, 25-lap Race
 2004 Konica Minolta V8 Supercars
 Mount Panorama, Bathurst, NSW, 8-10 October 2004

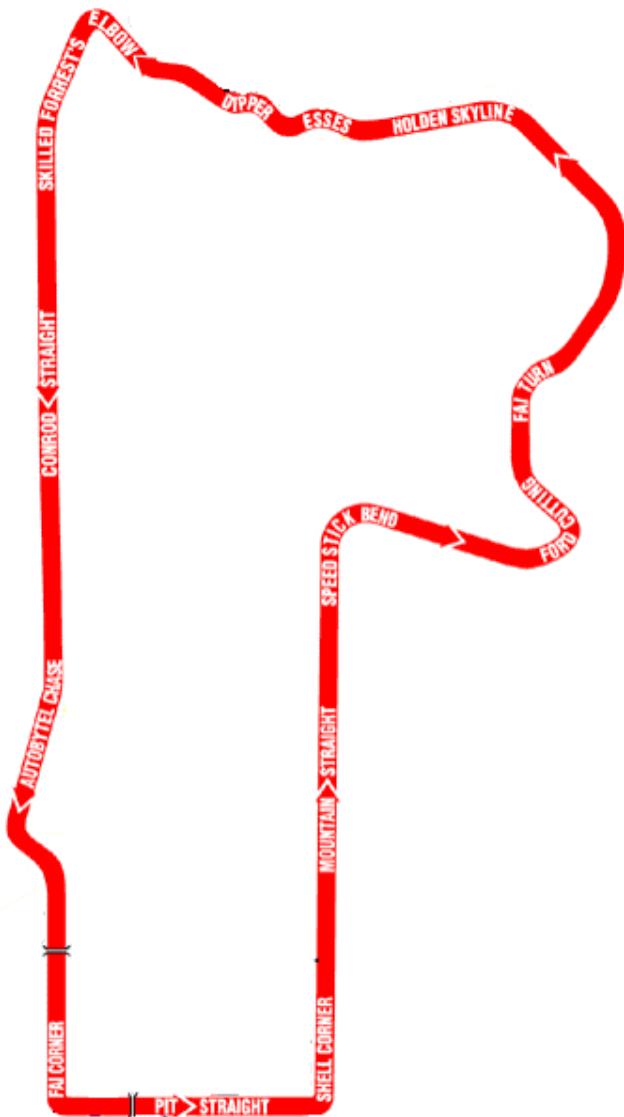
JONES WRAPS UP YEAR WITH BATHURST "TOP-3"

EVENT SCHEDULE

Day	Event	Format	Times & Results
Thursday	Practice	35 Minutes	10:10 - 09:45
Friday	Practice	35 Minutes	08:15 - 08:50
Friday	Qualifying	40 Minutes	12:35 - 13:15
Saturday	Race 1	25 Laps	13:15 - 14:15

FAST FACTS

- Robbie and his steed fully prepared for Mountain assault
- The Spies Hecker Commodore Qualifies competitively: second-quickest Holden
- Flat tyre on lap three of race thwarts progress
- Robbie has "lonely" race upon resumption for remainder of distance
- Robbie nearly "follows the bouncing ball" into a concrete wall
- Almost half the field succumbs to the challenge and don't complete the distance
- Knocking on the door of the top 10 by race end, finishes in 11th.
- Spies Hecker Commodore is third-highest placed Holden
- Team returns home unscathed with car in perfect order



Robert Jones put the woes of last year's Bathurst 1000 well and truly behind him in this year's Konica Minolta V8 Supercar 25-lap challenge by bringing home the Spies Hecker VX Commodore home in one piece as the third-highest placed Holden.

Renowned for requiring plenty of horsepower Jones put most of the other Holden campaigners to shame and took the fight to the barrage of Fords which are acknowledged as having more grunt.

With the last two "Mountain expeditions" ending in significant damage Jones was determined to see his fortunes improve. His mature focus was undermined early in the race when a punctured tyre forced Jones' return to the pits thus ending hopes of a top-six finish.

Robert Jones: "The car had been doing everything it should have been doing leading up to the race. Qualifying where we did meant that I had a good chance of pushing well inside the top ten and was justified in setting my sights on a top-six outcome.

"I got a great start to the race and immediately picked up what would have been six positions but I got boxed in severely as we ran for the first corner and still managed to grab two slots.

"I kept on track and out of danger in the early phase. On lap three I could feel that a tyre had somehow got a puncture. It could be distinctly felt at several sections of the track where the cornering loads on the car are high. One such place is Reid Park, the high-speed section that commences the run across the top of the mountain. It's a left-hander that also dips down quite sharply, I could feel grinding being transmitted up through the steering and decided that the only option was to go into the pits or else risk getting spat into a wall.

"The pit stop was good and quick, when I returned to the track I was circulating on my own and so didn't have the danger of anyone doing anything stupid and taking us out of the race, which is more than can be said for the two Team Actron cars who tangled with each other on lap seven.

"I was hoping for a Safety Car period which would have allowed me to erase the gap to the leaders and be in the hunt again, but it wasn't to be.

"The following stage of the race was again pretty much a lonely affair until one of the weirdest things that's ever happened to me occurred, on lap 18. I was heading through Turn Two, which is at the top of Mountain Straight, you exit the corner and start climbing quite steeply, at mid-afternoon this aims you in the direction of the sun. I had the sun in my eyes, doing around 150 km/h and glimpsed something round on the road ahead. I couldn't tell what it was. I flinched which caused me to veer slightly and across the road

up onto the kerb and come within a cigarette paper's width of making contact with a concrete wall. It was a football! Circulating the track on your own, as I was, can put you into a certain rhythm and you can risk "falling asleep", this was the biggest wake-up call I've ever had!

"My race pace was good with lap times in the two-minute 16 and 17 zone and an analysis showed that we should have been up for a fight for the top five or six positions had we not lost the time caused by the puncture. It was a respectable result given the circumstances. The car performed well in the race but it was apparent that our Holden was down a little on straight line speed, only by about 15km/h, but enough to create a big gap down the very long Conrod Straight. We outlasted plenty of others and wrapped up in 13th.



"Mechanically the Spies Hecker Commodore never missed a beat and paid us back for the thorough preparation we put in, and we packed the car into the transporter in brand new condition; must have been something to do with the protection afforded by the Spies Hecker 'Diamond Finish'.

"For the remainder of the year its back to work to earn money to go racing again next year. With the car still in great shape and the good progress we've made with its development each time we've raced we will be in for another season of results at the sharp end of the field.

"On behalf of the team and our family I'll take this opportunity to thank everyone who made this year possible, from our sponsors to our hard-working crew, a heart-felt thank you to you all."



Practice One

Pos	Car	Driver	Vehicle	Laps	Fastest Lap	Fastest Lap Time	Gap
1	71	David Brabham	Ford Falcon AU	8	7	2:13.1722	
2	60	Greg Ritter	Ford Falcon AU	9	7	2:13.6195	0:00.4473
3	19	Andrew Jones	Ford Falcon AU	8	7	2:13.6673	0:00.4951
4	40	Wayne Wakefield	Ford Falcon AU	9	7	2:15.9453	0:02.7731
5	56	Kevin Mundy	Ford Falcon AU	9	8	2:16.2601	0:03.0879
6	28	Matthew White	Ford Falcon AU	6	2	2:16.9415	0:03.7693
7	300	Tony Evangelou	Ford Falcon AU	7	6	2:17.0370	0:03.8648
8	83	Tony D'Alberto	Ford Falcon AU	7	6	2:17.5517	0:04.3795
9	81	Jose Fernandez	Ford Falcon AU	9	6	2:17.6312	0:04.4590
10	65	Marcus Zukanovic	Ford Falcon AU	9	7	2:17.7727	0:04.6005
11	27	Aaron McGill	Ford Falcon AU	8	7	2:18.7684	0:05.5962
12	38	Ben Eggleston	Commodore VX	8	5	2:18.9023	0:05.7301
13	41	Gary MacDonald	Ford Falcon AU	8	7	2:19.0825	0:05.9103
14	37	Mark Howard	Ford Falcon AU	8	7	2:19.3810	0:06.2088
15	80	Steve Voight	Ford Falcon AU	8	5	2:19.6143	0:06.4421
16	66	Adam Wallis	Ford Falcon AU	4	2	2:21.0488	0:07.8766
17	91	Gary Deane	Ford Falcon AU	6	5	2:21.1297	0:07.9575
18	76	Neil McFadyen	Commodore VX	7	6	2:21.3913	0:08.2191
19	69	Robert Jones	Commodore VX	7	4	2:22.3360	0:09.1638

Top 20 only shown

Practice Two

Pos	Car	Driver	Vehicle	Laps	Fastest Lap	Fastest Lap Time	Gap
1	60	Greg Ritter	Ford Falcon AU	16	13	2:11.1906	
2	19	Andrew Jones	Ford Falcon AU	14	12	2:11.2881	0:00.0975
3	71	David Brabham	Ford Falcon AU	12	11	2:11.3381	0:00.1475
4	28	Matthew White	Ford Falcon AU	13	12	2:11.3802	0:00.1896
5	56	Kevin Mundy	Ford Falcon AU	14	10	2:12.9766	0:01.7860
6	72	Alan Gurr	Commodore VX	11	10	2:13.3718	0:02.1812
7	40	Wayne Wakefield	Ford Falcon AU	5	4	2:13.5461	0:02.3555
8	41	Gary MacDonald	Ford Falcon AU	11	10	2:13.8836	0:02.6930
9	300	Tony Evangelou	Ford Falcon AU	13	12	2:13.9452	0:02.7546
10	81	Jose Fernandez	Ford Falcon AU	14	11	2:14.2005	0:03.0099
11	83	Tony D'Alberto	Ford Falcon AU	13	13	2:14.4949	0:03.3043
12	66	Adam Wallis	Ford Falcon AU	14	14	2:15.0280	0:03.8374
13	76	Neil McFadyen	Commodore VX	13	12	2:15.1780	0:03.9874
14	65	Marcus Zukanovic	Ford Falcon AU	11	9	2:15.1832	0:03.9926
15	69	Robert Jones	Commodore VX	12	12	2:15.7541	0:04.5635
16	37	Mark Howard	Ford Falcon AU	12	11	2:16.7218	0:05.5312
17	32	Jay Verdnik	Commodore VX	15	15	2:16.9005	0:05.7099
18	91	Gary Deane	Ford Falcon AU	9	5	2:18.0820	0:06.8914
19	80	Steve Voight	Ford Falcon AU	11	9	2:18.2810	0:07.0904
20	68	Shane Beikoff	Ford Falcon AU	12	10	2:18.6878	0:07.4972

Top 20 only shown

Qualifying Session

Pos	Car	Driver	Vehicle	Laps	Fastest Lap	Fastest Lap Time	Gap
1	19	Andrew Jones	Ford Falcon AU	15	14	2:08.8866	
2	60	Greg Ritter	Ford Falcon AU	10	8	2:09.4965	0:00.6099
3	28	Matthew White	Ford Falcon AU	15	6	2:09.6628	0:00.7762
4	71	David Brabham	Ford Falcon AU	14	10	2:09.6635	0:00.7769
5	72	Alan Gurr	Commodore VX	13	12	2:10.5575	0:01.6709
6	41	Gary MacDonald	Ford Falcon AU	6	5	2:12.4067	0:03.5201
7	81	Jose Fernandez	Ford Falcon AU	16	13	2:12.5793	0:03.6927
8	83	Tony D'Alberto	Ford Falcon AU	15	13	2:12.7705	0:03.8839
9	300	Tony Evangelou	Ford Falcon AU	15	14	2:12.7901	0:03.9035
10	56	Kevin Mundy	Ford Falcon AU	11	9	2:13.0927	0:04.2061
11	65	Marcus Zukanovic	Ford Falcon AU	18	15	2:13.6596	0:04.7730
12	66	Adam Wallis	Ford Falcon AU	16	11	2:14.6985	0:05.8119
13	69	Robert Jones	Commodore VX	14	11	2:15.0307	0:06.1441
14	76	Neil McFadyen	Commodore VX	3	2	2:15.1331	0:06.2465
15	32	Jay Verdnik	Commodore VX	14	7	2:15.4295	0:06.5429
16	38	Ben Eggleston	Commodore VX	13	9	2:15.6071	0:06.7205
17	80	Steve Voight	Ford Falcon AU	15	13	2:16.0395	0:07.1529
18	37	Mark Howard	Ford Falcon AU	16	15	2:16.4107	0:07.5241
19	27	Aaron McGill	Ford Falcon AU	14	7	2:16.5878	0:07.7012
20	91	Gary Deane	Ford Falcon AU	14	11	2:16.6016	0:07.7150

Top 20 only shown

Race

Pos	Car	Driver	Vehicle	Laps	Race Time	Fastest Lap	Fastest Time
1	28	Matthew White	Ford Falcon AU	25	55:01.4133	8	2:11.2469
2	72	Alan Gurr	Commodore VX	25	55:56.6819	16	2:12.2511
3	83	Tony D'Alberto	Ford Falcon AU	25	56:02.4538	13	2:13.2738
4	81	Jose Fernandez	Ford Falcon AU	25	56:06.9326	17	2:13.5414
5	300	Tony Evangelou	Ford Falcon AU	25	56:33.2690	13	2:13.7305
6	66	Adam Wallis	Ford Falcon AU	25	56:46.6996	24	2:14.9833
7	76	Neil McFadyen	Ford Falcon AU	25	56:55.6977	21	2:14.7740
8	32	Jay Verdnik	Commodore VX	25	57:09.2184	2	2:15.6333
9	27	Aaron McGill	Ford Falcon AU	24	55:19.3727	11	2:15.9284
10	37	Mark Howard	Ford Falcon AU	24	55:36.6882	19	2:15.8032
11	69	Robert Jones	Commodore VX	24	56:04.3116	21	2:16.1390
12	65	Marcus Zukanovic	Ford Falcon AU	24	56:38.4850	10	2:15.7690
13	38	Ben Eggleston	Commodore VX	22	55:53.8352	22	2:17.1205

Top 13 only shown

Robert thanks the generous support of:

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