



Sonic's GT team are in recovery mode after a crash marred Clipsal 500 weekend. Both Sven and Jon's cars are off to the panel beaters after a carnage filled weekend. Both drivers were new to the circuit and unfortunately found the limits of the track on a number of occasions, be it of their own doing, or involved in some one else's "moment"

Practice and Qualifying

The weekend got off to a great start, Sven was 4th fastest and Jon a very credible 12 fastest. The drivers were both pleased to have set times that were competitive and looked forward to the following session.

The next session was not so good; Sven had a small spin, and backed his car into the tyres at turn 4, the main damage being his exhaust system. The team would have to make some repairs to the car over night to rectify the damage. Jon also clipped the wall and his car needed a bit of work to get ready for the next days qualifying session.

Race 1

Race 1 got underway, and both drivers got away cleanly, Sven was a bit baulked at the beginning and dropped back to 7th position. Jon moved into 12th position and began to work on getting past the cars in front of him. At mid race distance a few cars dropped out and this improved the positions for both drivers crossing the line in 6th and 11th respectively. Relieved to have come through unscathed, both drivers and the team looked forward to the race to be held later in the afternoon.

Race 2

The second race got underway in the worst way for Trende as he glanced the infamous wall at turn 8 on the opening lap, resulting in a pit stop to replace a deflating front tyre. Once this was fixed, he was back underway and the car was still capable of good lap times. Sven was dicing for position around 7th place, until a few laps from the end, when he was struck by a car that was recovering from a spin, the impact on the rear began a slowly deflating tyre. Under brakes for turn 9 the rear tyre deflated completely, the tyre destroying it's self in the

process. Sven brought the car to the pit lane, but was unable to resume with damage to the rear of the car requiring a more extensive repair. Trende also had a spin on the last lap, but did little damage to the car

Race 3

Both the drivers were set for a drive back through the field in the final race and were hoping to come through the weekend with no further damage to their respective vehicles. As the pace car left the track the field got underway, Sven moving up from 18th to 15th on the opening lap. As is often the case when you're at the back of the field, contact with a competitor whilst attempting a pass resulted in him clashing wheels, and bending the guard down on the tyre. Sven returned to the pits, and despite the crew clearing the tyre from the guard, Sven detected damage to the steering on returning to the track, and elected to pit again and not risk further damage to the car, should the steering fail. Trende had moved up 4 places in the opening laps, until he lost control of the rear of the car, and spun in front of Mark Cini, Mark had nowhere to go, "T Boning" the car, and sending it back into the unforgiving concrete wall, causing a huge amount of damage. His race was over, and so both drivers will now have to regroup and prepare for the next round at Bathurst.

Sonic News

The other drivers in the team fared better from the weekend, with the Formula Ford team recording a 1-2 in the final standings. Collectively the 3 drivers achieved pole position, 2 race wins, 2 seconds and a 3rd, in addition to a number of minor placing's. At one point all three of the stunning new Mygale's were running 1-2-3 with only a few laps to go, finally finishing 3 out of the top 4. Tim Blanchard scored the first point of the year for pole position, and leads the championship over team mate James Moffat.

Cup Car was another solid result for the drivers, with Reynolds being pipped for pole, by less than 0.01 of a second. The guys went onto finish 3rd and 4th for the weekend. This gives them a solid start to the championship and they are now looking forward to the non championship round at the AGP.