

REPCO



Government
of South Australia



**2025 REPCO
ADELAIDE
MOTORSPORT
FESTIVAL
MARCH 8-9**



SPECTATOR GUIDE

WELCOME



Motorsport is part of South Australia's DNA - and there is no better way to showcase that love and history than with the Adelaide Motorsport Festival.

It's a celebration of the incredible spirit of this state, and of the community that devote their passion, energy, and know-how into making this event bigger and better every year.

This year's event boasts everything from the elegance of historic Formula 1 vehicles to the grunt of V8 Supercars, with events and activities for petrolheads of all ages.

The State Government is proud to support this festival, and the heritage,

history, and high-speed action it offers to all car lovers in our state - and beyond.

Peter Malinauskas
Premier of South Australia

A handwritten signature in blue ink, appearing to read 'Peter Malinauskas'.



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EVENT GUIDE

Get set for the 2025 Repco Adelaide Motorsport Festival! This is the key information you need to know when attending the event on March 8 and 9.

The Adelaide Motorsport Festival takes place in Victoria Park/ Pakapakanthi (Park 16), on the Victoria Park section of the Adelaide Street Circuit.

Event entry and public parking are from Fullarton Road. Tickets are available at the gate pending availability on the day, with gates opening at 8:15am on both days - Saturday March 8 and Sunday March 9.

Paid public parking will be available on the day from Fullarton Road at \$25. Premium parking is also available from the event website. It's guarded by a security team within the event site adjacent to the entry gate, giving you express entry (vehicle occupants require individual event entry tickets).

The on-track action is non-stop with no breaks in the day. To see the

track action up close, go trackside in one of the elevated platforms or grandstands. These are open to all ticketholders. Ticketholders can access all areas of the event aside from the trackside villas.

The paddock is where you can see the cars and motorbikes participating in the event up close. In addition to the entrant garages, there will be luxury automotive brand displays, car club displays plus other car displays across the event precinct.

The food and kids zone is where you can refuel with a variety of food trucks, bars and more; under the shady trees in Victoria Park with several culinary options. And there's plenty of activities for kids to enjoy for free with simulators, karts, radio-controlled cars and so much more.

The Adelaide Marriott Grand

Marquee is where you can see, hear from and meet some of the stars of the event.

New for the 2025 Repco Adelaide Motorsport Festival is the Pioneer DJ's Resto Rewind Zone. Within this street car marquee you will see high-quality restoration modes with a DJ and more.

The E-Motion Zone presented by the City of Adelaide features the latest in electric vehicles, products and more from a variety of exhibitors.

Trackside villas include the Toyota Gazoo Racing Garden, Porsche Hospitality Tent, Mercedes-Benz Adelaide and Unley Star Lounge, Adelaide BMW M Garden, American Motors Power Pavilion, Club Zagame and Pagani VIP Suite, the latter the Adelaide Motorsport Festival's official VIP space.



TRACK SCHEDULE

The on-track schedule for the 2025 Repco Adelaide Motorsport Festival. Gates open at 8:15am.

Time	Saturday March 8	Sunday March 9
8:30am	Exotics	Exotics
8:45am	F1 commemoration lap	Demonstration
9:00am	Drift	Drift
9:15am	Porsche Rennsport	Porsche Rennsport
9:30am	Tipo F1	Tipo F1
9:45am	Repco Circuit Safari	Repco Circuit Safari
10:00am	Formula 1	Formula 1
10:15am	Touring Car Legends	Touring Car Legends
10:30am	Drift	Drift
10:45am	Hypercar	Hypercar
11:00am	GT Style	GT Style
11:15am	Motorbikes	Motorbikes
11:30am	F1 drivers demonstration	Mazda 767B demonstration
11:45am	Can-Am	Can-Am
12:00pm	Sports Prototypes	Sports Prototypes
12:15pm	Exotics	Le Mans
12:30pm	NASCAR	NASCAR
12:45pm	Formula 1	Formula 1
1:00pm	Le Mans	Exotics
1:15pm	Savic Motorcycles demonstration	V8 Supercar demonstration
1:30pm	Tipo F1	Tipo F1
1:45pm	Heritage Touring Cars	Heritage Touring Cars
2:00pm	Pagani demonstration	Pagani demonstration
2:15pm	NASCAR	NASCAR
2:30pm	Porsche Rennsport	Porsche Rennsport
2:45pm	Drift	Drift - Team Drift
3:00pm	Can-Am	Can-Am
3:15pm	Jaguar F1 demonstration	Schuppan McLaren Indy demonstration
3:30pm	Le Mans	Le Mans
3:45pm	Hypercar	Hypercar
4:00pm	Formula 1	Formula 1
4:15pm	Sports Prototypes	Sports Prototypes
4:30pm	GT Style	GT Style
4:45pm	Touring Car Legends	Touring Car Legends
5:00pm	Motorbikes	Motorbikes
5:15pm	Heritage Touring Cars	Heritage Touring Cars
5:30pm	Mazda 767B demonstration	Ten of the Best
5:45pm	Drift - Team Drift	

STAR CARS & BIKES

Just some of the star cars and motorbikes at the 2025 Repco Adelaide Motorsport Festival.



Shadow Can-Ams



Jaguar R2



Tyrrell P34



Nissan R88C



Brabham BT59



Mazda 767B



Mercedes 190E



Bugatti Bolide



Pagani Huayra R



Crichton CR700W



Irving Vincent 1600



Aprilia ART GP13

STARS

Meet the stars of the 2025 Repco Adelaide Motorsport Festival.



Damon Hill



Valtteri Bottas



Guenther Steiner



Craig Lowndes



David Croft



Thierry Boutsen



David Brabham



Alan Jones



Stefan Johansson

Also featuring... Greg Murphy, Steven Richards, Tim Slade, Chris Vermeulen Troy Corser, Cameron Donald, Jake Hill, Kyle Tilley, Roland Dane, Tony Quinn, Paddy Lowe, Andrew Miedecke and more. Stay tuned for more announcements on stars and cars, Grand Marquee appearances, the timetable, entry lists and more at AdelaideMotorsportFestival.com.au

GRAND MARQUEE



The Adelaide Marriott Grand Marquee is where you can see, hear from and meet the stars of the 2025 Repco Adelaide Motorsport Festival.

The Adelaide Marriott Grand Marquee is the place to hear from and meet the stars of the 2025 Repco Adelaide Motorsport Festival, with sessions featuring interviews and autograph opportunities, the latest on motoring products and technology with car launches and so much more.

Located in the heart of the precinct in Victoria Park, access into the Adelaide Marriott Grand Marquee is included with an event ticket.

Due to popular demand, the Adelaide Marriott Grand Marquee will be bigger in 2025, allowing more fans to attend the sessions throughout the course of the event.

Sessions feature Formula 1 personalities such as Guenther Steiner, Damon Hill, Thierry Boutsen, Alan Jones, David Brabham and more. The host for the Adelaide Marriott Grand Marquee is motorsport presenter Charlie Barlow.

The signing sessions will be limited to 50 people per session, with a dedicated signing line adjacent to the Adelaide Marriott Grand Marquee. The first 50 people in the line will be the only ones guaranteed the chance of meeting the personality.

Autographed signing cards will be provided to the first 50 people in the line, ahead of meeting the personality at that particular session.



GRAND MARQUEE SCHEDULE

The schedule for the Adelaide Marriott Grand Marquee.

Date / Time	Guests	Topics
<i>Saturday March 8</i>		
10:30am	David Croft	Voice of Formula 1 - signing session
11:15am	Andrew Miedecke & George Miedecke	Group A cars and legacy
12:00pm	American Motors	RAM car launch
1:00pm	Trevor Harris & Penny Nichols	Shadow legacy
1:45pm	Alan Jones & David Brabham	Aussies in Adelaide's GP - signing session
2:30pm	Numeric Plates	Numeric Plates live auction
3:15pm	Guenther Steiner	Guenther unfiltered - signing session
<i>Sunday March 9</i>		
9:15am	Alan Heaphy	Nissan's Skylines
10:00am	Troy Corser, Chris Vermeulen & Cameron Donald	Motorbike winners and champions
10:45am	Jake Hill & Kyle Tilley	British champions
11:30am	Tony Quinn	Zero to 60 & Beyond - book signing session
12:15pm	Craig Lowndes, Steven Richards & Greg Murphy	Bathurst legends - signing session
1:00pm	Guenther Steiner	Guenther unfiltered - signing session
1:45pm	Damon Hill & Thierry Boutsen	Adelaide Grand Prix winners - signing session
2:30pm	Valtteri Bottas	What next? - signing session
3:30pm	Vern Schuppan	McLaren Indycar legacy and history



PLAN YOUR EVENT

Make the most of the 2025 Repco Adelaide Motorsport Festival with our ten must-do things.

1. Go trackside and see the action up close in one of the elevated platforms, grandstands or under the shade at the Wakefield Hairpin. Grandstands and viewing platforms are open to all ticketholders.

2. Get up close to all the cars participating in the event in the paddock area, including the Formula 1 cars, Le Mans cars, hypercars, motorbikes and more. Scan the QR codes on the garage signs to learn more about the cars and motorbikes.

3. See and meet the stars of the Adelaide Motorsport Festival, hear about the latest motoring products and technology and so much more in the Adelaide Marriott Grand Marquee. Located in the heart of the precinct in Victoria Park, access into the Adelaide Marriott Grand Marquee is open to all ticketholders.

4. Wander across the event precinct and check out the cars on display.

With car clubs on show, curated displays and premium car displays from various brands, there are hundreds of cars to see.

5. Explore the traders and exhibitors across the event site, offering something for everyone. Whether you want to check out different products, displays or the like, there will be various stands around the precinct.

6. People watch along the luxury strip of villas from various car brands, with motorsport personalities and celebrities amongst the crowd. The villas and gardens include the Toyota Gazoo Racing Garden, Mercedes-Benz Adelaide and Unley Star Lounge, Adelaide BMW M Garden, Club Zagame, American Motors Power Pavilion, Porsche Centre Adelaide and Paganini VIP Suite.

7. Check out electric cars, bikes, scooters and more in the E-Motion Zone presented by the City of Adelaide. Located in front of the

Heritage Grandstand, it showcases the latest electric and hybrid mobility technology from various exhibitors.

8. Big kids and small can enjoy the free activities in the Kids Zone, with simulators, pitstop challenges, karts, drift radio-controlled cars and more. And have a break, refresh and recharge in the food zone, with various food trucks and bar options. With a wide selection of bars and food trucks, enjoy a break in the shady surrounds of Victoria Park.

9. Visit the Pioneer DJ's Resto Rewind Zone. Within this street car marquee you will see high-quality restoration modes with a DJ and more.

10. Grab some merchandise to remember your time at the 2025 Repco Adelaide Motorsport Festival, including clothing, hats, posters and more. If you miss the merchandise at the event, visit AdelaideMotorsportFestival.com.au



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GOUGER STREET PARTY



The 2025 Repco Adelaide Motorsport Festival kicks off with the annual street party, which rolls into the city's vibrant Gouger Street on Friday March 7.

The Adelaide Motorsport Festival rolls into the city's vibrant Gouger Street for the annual Adelaide Motorsport Festival Street Party on the Friday evening of the event, from 6pm to 8pm on Friday March 7

The free community event begins with the Peak Hour of Power – a high-powered parade of exotic, wild and rare vehicles that runs from Victoria Park into the city to give the green flag to a massive weekend of motorsport.

Featuring 30-plus of the hero-cars and motorbikes of the festival, the Peak Hour of Power literally stops traffic for this multi-million

dollar spectacle. The route will be from Victoria Park along Wakefield Street, through Victoria Square and continuing on Grote Street before turning onto Morphett Street and then Gouger Street at approximately 6pm.

Once on Gouger Street, attendees can see the cars and motorbikes up close, mingle among the cars and stars, with a DJ, driver appearances and more creating a fun and festive atmosphere with outdoor dining and drinking options along the street.

The parade of cars and motorbikes will head back to Victoria Park from 8pm.

Friday March 7
6pm to 8pm





FORMULA 1



Formula 1 cars return to Victoria Park, home the Australian Grand Prix between 1985 and 1995, with three sessions per day at the 2025 Repco Adelaide Motorsport Festival, featuring cars ranging from the 1970s to the 2000s.

Formula 1 cars return to Adelaide with two new additions to the category set to be amongst the star attractions of the 2025 Repco Adelaide Motorsport Festival - the six-wheeled Tyrrell P34 and the V10-powered Jaguar R2.

The Jaguar R2 makes its first appearance in Adelaide. Driven by Pedro de la Rosa across a number of grand prix starts in 2001, including to a fifth place in Italy, the scream of its three-litre Cosworth V10 naturally-aspirated will popular with fans.

The Tyrrell P34 is one of only a

handful of the six-wheeled cars still in existence. With four small tyres at the front, it's one of the most radical Formula 1 cars ever built with a brief period of success of Tyrrell in 1976.

The Benetton B190 Ford that won the 1990 Adelaide Grand Prix returns to Adelaide 35 years later. Three-time Formula 1 world champion Nelson Piquet won back-to-back races in the Benetton B190 at the 1990 Japanese Grand Prix and Australian Grand Prix in Adelaide, finishing third in the drivers' world championship with the team third in the constructors' championship.

Also appearing are the 1989 Brabham BT58 Judd and a 1988 Arrows A10B Megatron, representing the turbo-charged and normally-aspirated engine eras from 1988 and 1989 respectively.

The last Brabham Formula 1 car, the BT60B from 1992, returns along with the BT59 that raced in Adelaide in 1990.

Other Formula 1 cars include one of the first Arrows Formula 1 cars, the Arrows A1B Cosworth from 1979, and the Lola Larrousse LC88 from 1988.

ENTRY LIST	
Car	Driver
Jaguar R2 Cosworth	Andy Higgins
Benetton B190 Ford	John Reaks/ Thierry Boutsen
Brabham BT60B Judd	David Brabham / Damon Hill
Brabham BT59 Judd	David Brabham / Richard Hope
Brabham BT58 Judd	Andy Gowans
Arrows A10B Megatron	Craig Lowndes / Tim Slade
Arrows A1B Cosworth	David Brennan
Beatrice Haas Lola THL1 Hart	Ian Ross
Tyrrell P34 Cosworth	Tony Quinn / Craig Lowndes
Lola Larrousse LC88 Cosworth	Brenton Griguol

ON TRACK SCHEDULE

Saturday March 8
10am, 12:45pm & 4pm

Sunday March 9
10am, 12:45pm & 4pm



THE ADELAIDE GP AUSSIES

Alan Jones and David Brabham were the only two Australians to race in an Australian Grand Prix in Adelaide. On the 40th anniversary of the first grand prix in Adelaide, they both return to the city at the 2025 Repco Adelaide Motorsport Festival, along with the cars they raced in their first Adelaide grand prix starts.

It's 40 years since Adelaide came alive with the first Australian Formula 1 Grand Prix on the Adelaide Street Circuit in 1985. The car and driver who completed the first lap for a Formula 1 car at the event, Alan Jones and the Beatrice Haas Lola THL1 Hart, both return to Adelaide to celebrate that historic moment.

On October 31 1985, Jones was given the honour of completing the first lap for a Formula 1 car at the inaugural Australian Grand Prix in Adelaide, at the start of a

familiarisation practice session in his Haas Lola THL1. As the only Australian on the grid at the time and one of just two Australians to win a world championship, it was a fitting way to christen the new circuit and mark the start of Formula 1 in Australia.

Jones and the Haas Lola THL1 will both be present at the 2025 Repco Adelaide Motorsport Festival, marking 40 years since the debut of the Adelaide Street Circuit and the Australian Formula 1 Grand Prix.

Recreating that moment from 40 years ago, the same car will go out on track by itself and complete a commemorative lap in a demonstration session at 8:45am on Saturday March 8 at the 2025 Repco Adelaide Motorsport Festival with its current owner behind the wheel.

The Haas Lola THL1 Formula 1 car has been a regular at the Adelaide Motorsport Festival, powered by a turbocharged Hart engine.

Jones will be there to witness the



moment and will reflect on the history of the grand prix in the Adelaide Marriott Grand Marquee alongside David Brabham, the other Australian to race in a grand prix in Adelaide. Brabham will get back behind the wheel of the Brabham BT59 he drove in the 1990 Australian Grand Prix, 35 years later on the Adelaide Street Circuit.

Brabham completed his first Formula 1 season driving the BT59 in Adelaide, for the team founded by his father, three-time world champion Sir Jack Brabham.

The BT59 is powered by a Judd V8, driven by Brabham and Italian Stefano Modena over the course of 1990. It will be first time the BT59 has appeared at the Adelaide Motorsport Festival and the first time it has returned to Adelaide since 1990.

Jones and Brabham both made two starts each at the Australian Grand Prix in Adelaide - Jones in 1985 and 1986 and Brabham in 1990 and 1994.

Jones and Brabham will be appearing in the Adelaide Marriott Grand Marquee together to reminisce on their time at the Australian Grand Prix in Adelaide and more at 1:45pm on Saturday March 8.



BOUTSEN & THE BENETTON

The winner of the 1989 Australian Grand Prix, Thierry Boutsen, will drive the winning car from the 1990 Australian Grand Prix, the Benetton B190, at the 2025 Repco Adelaide Motorsport Festival. It marks a long-awaited return to Adelaide for Boutsen.

The winner of the 1989 Australian Grand Prix in Adelaide, Belgian Thierry Boutsen, will drive the car that won the 1990 Australian Grand Prix, the Benetton B190 Ford, at the 2025 Repco Adelaide Motorsport Festival.

Boutsen driving the Benetton marks the first time an Australian Grand Prix winner from the Adelaide era will get behind the wheel of an Australian Grand Prix-winning car at the Adelaide Motorsport Festival.

Boutsen returns to Adelaide, the scene of one of his three Formula 1 grand prix wins. Boutsen raced in Formula 1 across 11 seasons from 1983 to 1993, including for Benetton in 1987 and 1988. He then spent

two seasons with Williams in 1989 and 1990, where he won three races, including the rain-soaked Australian Grand Prix in 1989.

Boutsen raced in the grand prix in Adelaide on eight occasions, between 1985 and 1992. In addition to his win in 1989, he finished in third place with Benetton in 1987 and scored three fifth-place finishes, the latter in 1992 his last points-scoring finish in Formula 1.

The year after Boutsen's Adelaide win, Nelson Piquet took victory in the 1990 Australian Grand Prix in the Benetton B190 Ford.

The Benetton B190 was designed by Rory Byrne in collaboration

with John Barnard, powered by a Ford V8 engine that produces 650 horsepower at 13,000 RPM.

With the iconic 'United Colours of Benetton' livery, the B190 is remembered as one of Benetton's most competitive cars before the team rose to greater prominence in the mid-1990s, leading to Michael Schumacher winning the first of his and Benetton's championships in Adelaide in 1994.

Piquet's victory in the B190 was his last in Formula 1, adding to the historical significance of the car. He ended the 1990 season with back-to-back wins in Japan and Australia, making the B190 the form car at the time.





Since retiring from Formula 1, Boutsen runs Boutsen Aviation, an aviation company which specialises in the management of corporate aircraft sales and acquisitions, and Boutsen Classic Cars, which he operates worldwide with his son Cedric

Boutsen, selling classic road cars and race cars from their base in Monaco. Boutsen will drive the B190 in a special demonstration at 11:30am on Saturday March 8, alongside Damon Hill in the Brabham BT60B and David Brabham in the Brabham BT59.

For all three drivers it marks the first time they have driven a Formula 1 car in Adelaide since they last raced in an Australian Grand Prix at the circuit; a fitting way to celebrate the anniversary of the first grand prix in Adelaide.



HILL & THE LAST BRABHAM

Damon Hill made his Formula 1 debut with Brabham in 1992. But he and the team never made it to the season-ending Australian Grand Prix in Adelaide that year, with Brabham folding mid-season. Thirty-three years later, Hill will finally drive the Brabham BT60B in Adelaide.

Formula 1 world champion Damon Hill will drive his first grand prix car, the Brabham BT60B Judd, in a special demonstration at the 2025 Repco Adelaide Motorsport Festival on Saturday March 8.

It will be the first time Hill has driven a Formula 1 car in Adelaide since he won the last Australian Grand Prix in Adelaide in 1995.

Hill entered eight Formula 1 races with Brabham in 1992, qualifying for the British and Hungarian Grand Prix races with the BT60B. Brabham folded following the 1992 Hungarian

Grand Prix, meaning the team and the BT60B never made it to the season-ending Australian Grand Prix in Adelaide.

Brabham had been in decline for a number of years, falling down the Formula 1 pecking order through a number of ownership changes and financial hardships. It was a far cry from the championship-winning days with founder Sir Jack Brabham and further title success under the ownership of Bernie Ecclestone.

The mid-season demise robbed Brabham of what would have been

a final grand prix start in Australia, home to its legendary founder. The BT60B's presence at the 2023 Adelaide Motorsport Festival marked the car's long-awaited first appearance in Adelaide. Now it will come full circle with Hill behind the wheel in Adelaide.

Following the demise of Brabham, Hill raced for Williams in Adelaide from 1993 to 1995, winning at the latter before going on to win the Formula 1 world championship for the team in 1996.

The 1996 championship success went





some way to making amends for the loss of the 1994 championship for Hill in Adelaide. A tangle with Michael Schumacher in the Adelaide finale in 1994 gave the German his first championship win at the expense of Hill.

Hill reflected on the 1994 championship and the tragedy of losing teammate Ayrton Senna earlier

that season in his appearance at the 2024 Repco Adelaide Motorsport Festival, returning to the scene of his crash with Schumacher and visiting the Senna Chicane plaque.

Hill will drive the BT60B in a special demonstration at 11:30am on Saturday March 8, alongside Thierry Boutsen in the Benetton B190 and David Brabham in the Brabham BT59.

The BT60B was designed by renowned engineer Sergio Rinland and is powered by a Judd V10 engine, with the car featuring a distinctive pink and blue livery.

The BT60B brought to a close Brabham's 30-plus years of construction, which began with the Brabham BT1 Formula Junior design in 1961.



THE SIX WHEELER

One of the most radical Formula 1 cars ever built, a six-wheeled Tyrrell P34, will be one of the star attractions of the 2025 Repco Adelaide Motorsport Festival. The Tyrrell P34, commonly known as the “six-wheeler”, rocked Formula 1 in the mid-1970s in its short but memorable history.

The Tyrrell P34 is one of the most iconic and innovative Formula 1 cars ever built, known for its distinctive six-wheel configuration.

Introduced in 1976 by the Tyrrell Racing team, the P34 was designed to improve aerodynamics and performance by utilising an unusual design that included four smaller front wheels instead of the standard two.

The concept behind the Tyrrell P34 was the brainchild of Tyrrell team principal Ken Tyrrell and chief designer Derek Gardner. The idea was to enhance the car's handling and aerodynamics by reducing the width of the front end. By using four smaller wheels (each with 10-inch rims, compared to the standard 13-inch wheels used on other Formula

1 cars), Tyrrell hoped to improve the car's aerodynamic efficiency and reduce drag, at a time when aerodynamics were playing a key role in performance. The four front wheels would allow the car to have a narrower front track, while still maintaining the stability and grip required for fast cornering.

Another key part of the design was the low-profile wide tyres on the rear wheels, which provided the necessary grip and balance for the car. The smaller front tyres also allowed for more airflow to the rest of the car, particularly the sidepods and the rear wing, further aiding in the car's downforce.

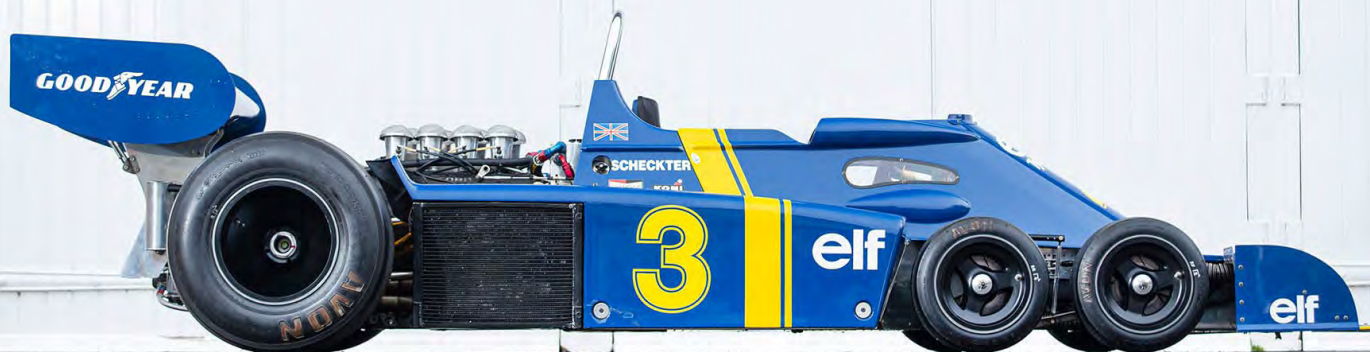
The P34's six-wheel layout was both groundbreaking and controversial, with many skeptical of its practicality.

Some believed it was a marketing gimmick or a solution in search of a problem. However, Tyrrell's designers were determined to make it work, and the car did offer significant potential for performance improvements.

The Tyrrell P34 made its racing debut at the 1976 Spanish Grand Prix, and despite initial challenges with reliability and setup, the car showed promise.

In only its fourth race, at the 1976 Swedish Grand Prix, Tyrrell scored a remarkable one-two with its pair of P34s, with future world champion Jody Scheckter leading home teammate Patrick Depailler.

The performance demonstrated that the P34 could be competitive, and for a brief time it seemed like the six-





wheeled concept might be a revolutionary step forward in F1 design. However, the P34's success was short-lived. The complexity of the design, combined with the need for specialised tyres and frequent mechanical issues, limited the car's development and competitiveness.

Despite the innovative design, the team struggled to refine the P34, and by the end of the 1977 season, the six-wheeled car was discontinued. March, Williams and Ferrari also built six-wheeled cars, off the back of

Tyrrell's grand prix win, though they had four wheels at the back rather than the front and, unlike the P34, they never raced in a grand prix.

The Tyrrell team returned to a more conventional four-wheeled design for the 1978 season, and the six-wheeled P34 faded into history. The P34 marked a period of innovation in the mid-1970s, when teams were experimenting with new ideas to improve aerodynamics, handling and performance. Although the six-wheeled configuration did not

prove to be a long-term solution, it demonstrated the willingness of Formula 1 teams to push the boundaries of engineering and design in pursuit of an edge over the competition.

Only a handful of P34s still exist, with the car featuring in the Formula 1 category at the 2025 Repco Adelaide Motorsport Festival appearing courtesy of motorsport entrepreneur Tony Quinn. Also driving the P34 will be Australian motorsport legend Craig Lowndes.



THE PRANCING JAGUAR

The scream of V10-powered Formula 1 car will reverberate around the Adelaide Motorsport Festival when the Jaguar R2 makes its first appearance at the event. The Jaguar will be one of the cars to watch in the Formula 1 category and in its own demonstration sessions.

The early 2000s were a boom time for Formula 1 with a number of car manufacturers doing battle in the series and screaming V10s powering the cars.

One of the newer teams on the grid at the time was Jaguar, backed by owners Ford. Entering Formula 1 in 2000 following the takeover of the Stewart Grand Prix outfit, Ford brought the iconic Jaguar brand into top-tier motorsport.

The Jaguar R2 was its second Formula 1 car, built for the 2001 season. As the successor to the R1, the R2 aimed to build on its predecessor's performance. The car was powered by a Cosworth CR-3 V10 engine, a three-litre naturally-aspirated unit

capable of producing around 820 horsepower.

Coupled with a seven-speed semi-automatic gearbox, the R2 had a competitive powertrain, but its overall performance fell short of expectations due to aerodynamic and reliability issues.

The R2 was designed under the technical leadership of Gary Anderson and later developed further under Steve Nichols, following Anderson's departure mid-season.

Jaguar Racing fielded drivers Eddie Irvine, a previous grand prix winner with Ferrari, and Luciano Burti, a rookie. Later in the season, Burti was replaced by Pedro de la Rosa.

Despite the team's high-profile backing from Ford and substantial financial resources, the R2 failed to deliver significant results. The car's best finish came at the Monaco Grand Prix, where Irvine secured a podium with third place, marking one of the few highlights of the season.

The R2 that will be appearing at the 2025 Repco Adelaide Motorsport Festival was raced by de la Rosa in Hungary, Belgium, Italy, America and Japan, with a best result of fifth place in Italy.

Jaguar Racing's efforts with the R2 reflected the broader challenges faced by the team in establishing itself as a competitive force in Formula 1. Despite significant





investment and the allure of the Jaguar name, the team struggled to compete at the top level.

Ultimately, the Jaguar R2 represented a transitional phase for the team, with lessons learned paving the way for for results across its five-year spell in Formula 1.

With Ford withdrawing its support for the team at the end of the 2004 season, Austrian energy drink company Red Bull purchased the

Jaguar team from Ford as an ongoing outfit. The new team, named Red Bull Racing, used the chassis and engine that would have been Jaguar's 2005 Formula 1 challenger for its first season.

Red Bull Racing went on to become the dominant force in the modern era of Formula 1, winning multiple championships with Sebastian Vettel and Max Verstappen and multiple grand prix wins with Australians Mark Webber and Daniel Ricciardo.

Red Bull Racing is still based in the same factory that once housed Jaguar, located in Milton Keynes in England.

The R2 will be driven by New Zealander Andy Higgins at the 2025 Repco Adelaide Motorsport Festival. A Formula 5000 and Formula Ford champion in New Zealand, Higgins is a regular at the Adelaide Motorsport Festival and previously drove the Leyton House CG891 Judd Formula 1 car at the event.



CAN-AM

Shadow Can-Am cars, which were the stars of the on-track action at the 2024 Goodwood Festival of Speed, will make their debuts in Australia at the 2025 Repco Adelaide Motorsport Festival, giving local fans the chance to see and hear the high-performance and wild looking machines.

They were the stars of the 2024 Goodwood Festival of Speed and now a trio of Shadow Can-Am cars will thunder into Australia at the 2025 Repco Adelaide Motorsport Festival.

The Shadow Can-Ams, run by Era Motorsport, include the high-powered Can-Am MKI Mosport, MKI Prototype and MKIII.

The MKI Mosport, MKI Prototype and MKIII were amongst the first Shadow Can-Am cars built in the early 1970s, featuring unique aerodynamics and V8-powered engines.

The current British Touring Car Championship title winner Jake Hill will be driving the Shadow Can-Am MKI Mosport (pictured below). Hill drove the MKI Mosport at the Goodwood Festival of Speed and will get back behind the wheel of the V8-powered car in Adelaide.

Daytona 24 Hour class winner and

Asian Le Mans Series champion Kyle Tilley will drive the Shadow MKI Prototype (pictured next page top). The MKI Prototype features a Chevrolet big-block naturally aspirated V8 engine, unique lowline design, adjustable aerodynamic wings and distinctive air intake.

Joining Hill and Tilley in the Shadow contingent is a local, V8 Supercars legend Craig Lowndes in the MKIII (pictured next page bottom). Lowndes will get to experience a different kind of V8-powered car, with the MKIII featuring the unique Can-Am aerodynamics and powered by a Chevrolet big-block V8 developing over 1000 horsepower.

Founded in 1968 as Advanced Vehicle Systems, Shadow Racing Cars made their mark on the motorsport world with wild race car designs and strategies in the 1970s, winning Can-Am championships and a Formula 1 grand prix with future Australian

world champion Alan Jones.

The legacy of the Shadow racing team will be celebrated at the 2025 Repco Adelaide Motorsport Festival with car designer Trevor Harris and Penny Nichols, daughter of owner Don Nichols, heading to the event and appearing in the Adelaide Marriott Grand Marquee at 1pm on Saturday March 8.

Shadow was founded by Don Nichols in 1968, with the team's iconic logo and branding featuring a cloaked spy. With wild race car designs, Shadow made waves in Can-Am and Formula 1 in the 1970s with championship wins in the former and a grand prix win with future Australian world champion Alan Jones in the latter. Nichols passed away in 2017 at the age of 92. His daughter Penny is a special guest of the Adelaide Motorsport Festival at the event in 2025.



ENTRY LIST	
<i>Car</i>	<i>Driver</i>
Shadow MKI Mosport	Jake Hill
Shadow MKI Prototype	Kyle Tilley
Shadow MKIII	Craig Lowndes
McLaren M6B	George Vidovic

ON TRACK SCHEDULE

Saturday March 8
11:45am & 3pm

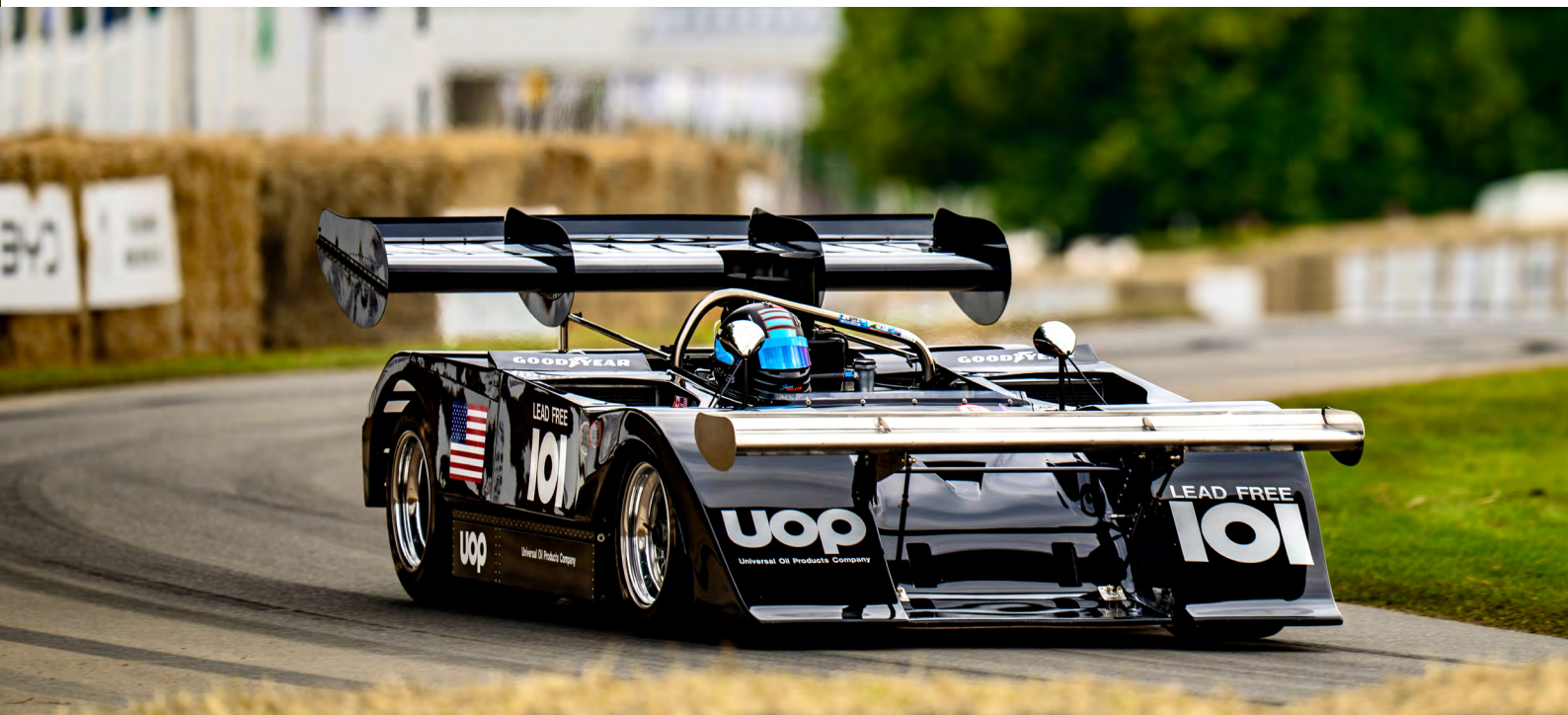
Sunday March 9
11:45am & 3pm

Harris started working with Shadow in 1969, conceiving and designing the radical Can-Am cars that have been a star attraction at Goodwood.

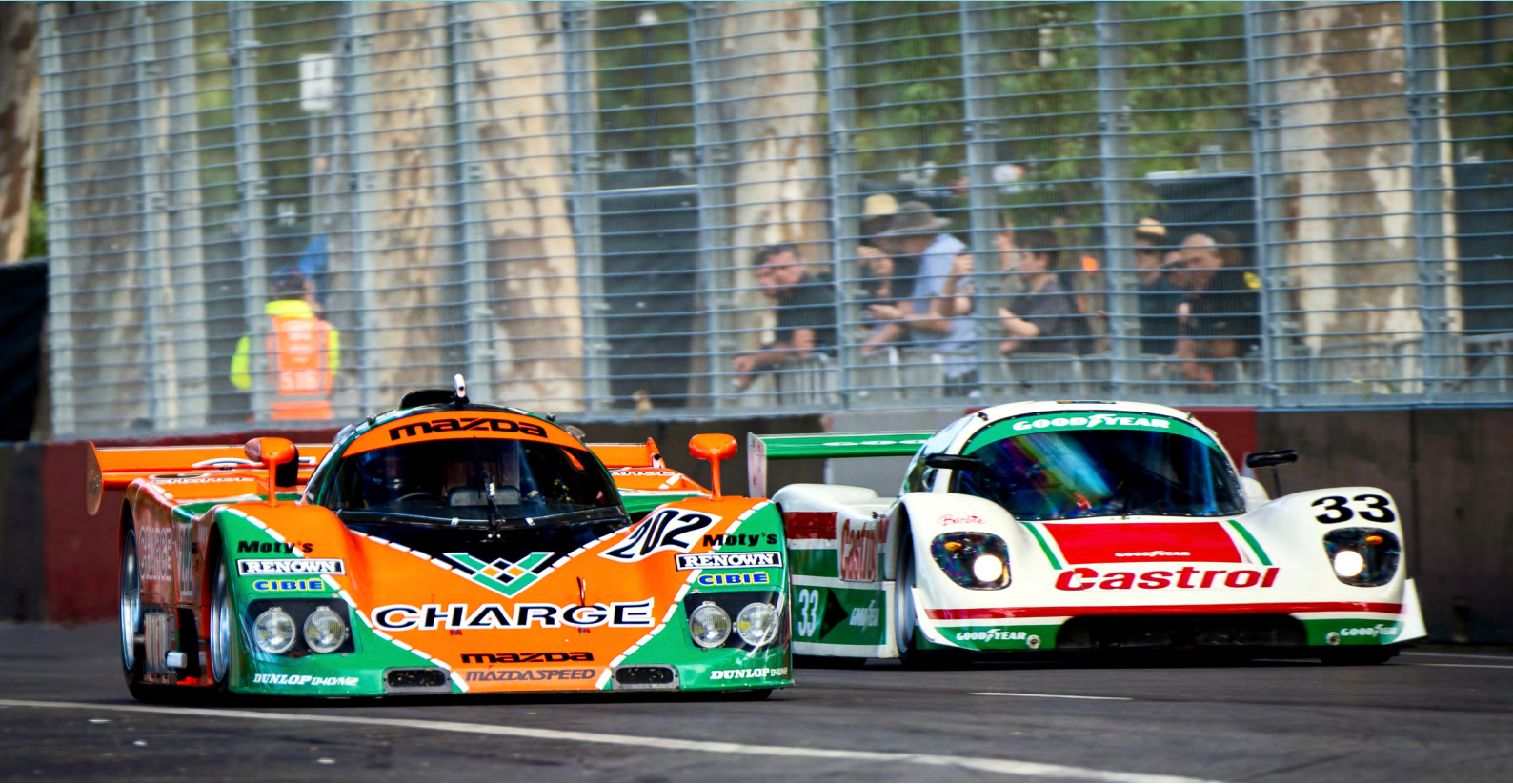
Joining the Shadows in the Can-Am category is a McLaren M6B. The M6B was built by Bruce McLaren Motor

Racing (now known as McLaren) in the late 1960s. Racing in various Can-Am championships across the globe, the M6B made waves in Australia with John Harvey winning back-to-back Australian Sports Car Championships in a M6B in 1971 and 1972.

The MB6 heading to to the 2025 Repco Adelaide Motorsport Festival was used to build the prototype M6 GT by Bruce McLaren before being converted back to a Can-Am car.



LE MANS



A category for sportscar prototypes, to be known as the Le Mans category, will be a new addition to the Adelaide Motorsport Festival in 2025. Featuring the Mazda 767B, Nissan R88C, Porsche 962C and more, it's set to be one of the most popular categories at the event.

Le Mans sportscars return to Adelaide with a category dedicated to the sportscars prototypes a new addition to the Adelaide Motorsport Festival in 2025.

The category for sportscar prototypes enables cars such as the Mazda 767B, one of the star attractions of the Adelaide Motorsport Festival, to be on track alongside other cars with Le Mans/sportscar competition history.

The Mazda 767B will have a new straight out exhaust system for its appearance at the 2025 Repco Adelaide Motorsport Festival, following on from its debut in 2024, and is joined by other iconic sportscars in the category.

The Nissan R88C Group C sportscar

makes its debut at the Adelaide Motorsport Festival in 2025. In the iconic Calsonic livery, the R88C raced in the All-Japan Sports Prototype Championship, World Sportscar Championship and 24 Hours of Le Mans across 1988 and 1989.

Joining the Mazda and Nissan are a pair of Porsche 962Cs, including a new addition to the event.

A rare Vern Schuppan-built Porsche 962C (pictured next page top) will join the Leyton House Porsche 962C in the category. The Schuppan Porsche 962C raced at the 24 Hours of Le Mans in 1991 and 24 Hours of Daytona in 1992, one of five Porsche 962Cs that were built by Schuppan's team and known as TS962s.

The Schuppan Porsche 962C is powered by a three-litre twin-turbo six-cylinder engine producing 750 horsepower, with a carbon fibre monocoque.

The Kremer Racing Porsche 962C (pictured next page bottom) raced at Le Mans and various other sportscar events in the Leyton House livery in the latter half of the 1980s.

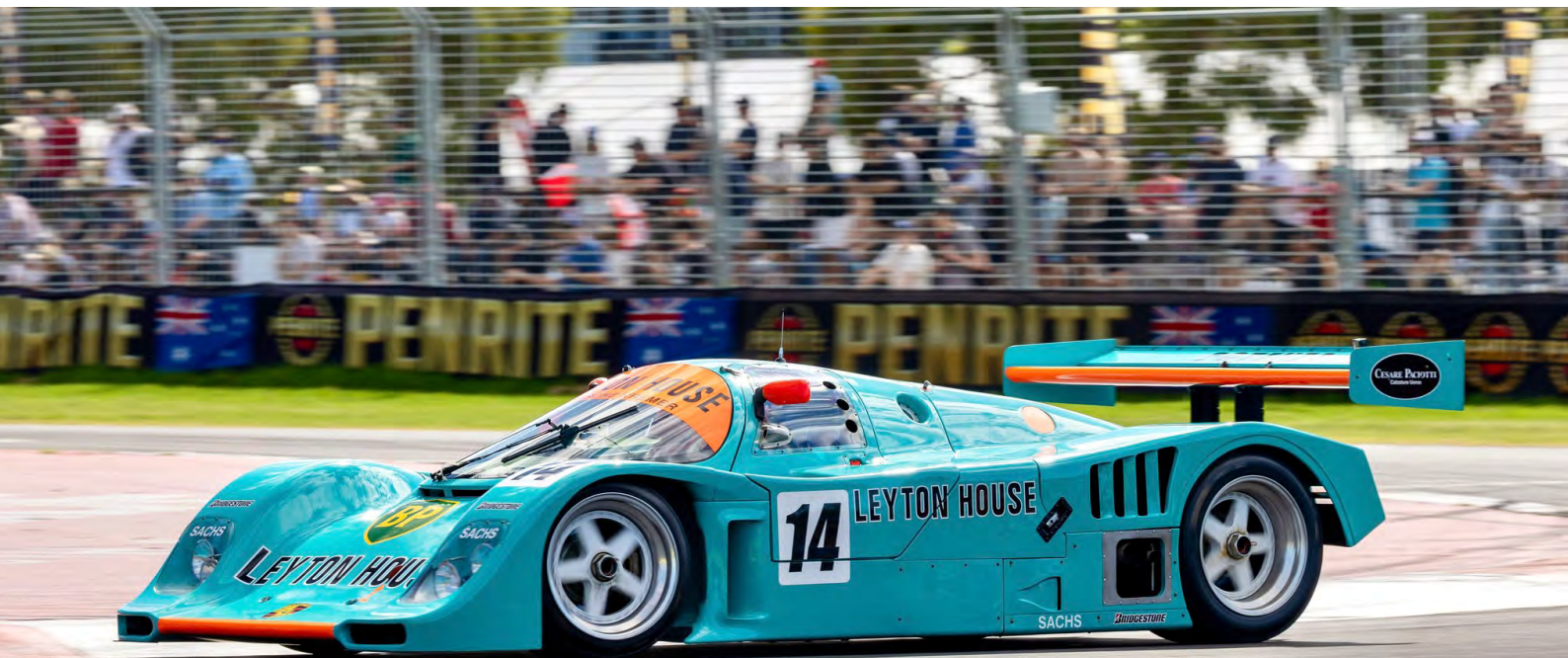
Also in the category is a Kaditcha Cosworth. Built and run by Bap Romano, the sportscar is powered by a Cosworth V8 and raced in the Australian Sports Car Championship and the Australian round of the World Endurance Championship in 1984.

ENTRY LIST	
Car	Driver
Mazda 767B	Senji Hoshino / Stefan Johansson
Nissan R88C	Tony Alford
Porsche 962C	Tim Slade
Porsche 962C	Garnet Patterson
Argo JM19C	Trevor Lambert
Prosport LM3000	Graeme Hughes
Lola T610	Rohan Little
Kaditcha Cosworth	Bap Romano

ON TRACK SCHEDULE

Saturday March 8
1pm & 3:30pm

Sunday March 9
12:15pm & 3:30pm



THE JAPANESE WEAPONS

After being one of the crowd favourites at the 2024 Repco Adelaide Motorsport Festival, the Mazda 767B sports car returns. Not only will it be in the new Le Mans category alongside other sports cars, it will be fitted with a new straight out exhaust system so the noise from the rotary-powered engine will be even louder. And it will be on track alongside another Japanese sports car icon.

Famed for its rotary-powered engines, the Mazda sports cars of the late 1980s and early 1990s are part of motorsport folklore.

Adelaide Motorsport Festival attendees got to see and hear the Mazda 767B in 2024. And now the car returns from Japan, complete with a new straight exhaust system.

The 767B is powered by a quad-rotor 2.6-litre rotary engine, producing 630 horsepower at 9000RPM, with the car in the iconic green/orange livery.

Racing at the 24 Hours of Le Mans, IMSA 24 Hours of Daytona and All Japan Sports Prototype Championship, the Mazda 767B set

the foundations for the Mazda 787B that won Le Mans in 1991.

Rotaries are renowned for their high-pitch, untamed squeal. The 767B takes this up multiple levels. With a quad-rotor engine producing 630 horsepower, the 767B ensures maximum interest whenever the throttle is opened. The concept of noise and the effect on motoring enthusiasts proves how, in many cases, other attributes of the car are disregarded.

The 767B was by no means an extremely successful car, with its most notable results of seventh and ninth in the 24 Hours of Le Mans in 1989. However, this is ignored when

the four rotors come to life.

The 767B was introduced in 1989, encompassing elements from previous Mazdaspeed cars including the 757 and 767 predecessors. There were just three Mazda 767Bs built by Mazdaspeed.

The 767B coming to the 2025 Repco Adelaide Motorsport Festival is arriving from Japan courtesy of owner and driver Senji Hoshino.

While the 767B is often recognised by rotary aficionados, it is generally overlooked by the more successful 787B which replaced its antecedent.

The 787B won the 1991, the first





Japanese car to ever win Le Mans, and much like the 767B grew a cult-like following due to its instantly recognisable and unique engine note.

Hoshino will share driving duties of the 767B at the 2025 Repco Adelaide Motorsport Festival with Stefan Johansson, 24 Hours of Le Mans winner and Formula 1 driver.

Johansson raced for Mazdaspeed at the 24 Hours of Le Mans, driving the 787 and 787B in 1990 and 1991 respectively. Getting behind the wheel of the 767B will see Johansson refamiliarise with Mazda's rotary engine and give the Adelaide

Motorsport Festival the chance to see the sportscar prototype being driven to the limit.

Alongside the 767B will be a Nissan R88C Group C sportscar in the iconic Calsonic livery (pictured below and right).

Raced in the All-Japan Sports Prototype Championship, World Sportscar Championship and 24 Hours of Le Mans across 1988 and 1989.

The Nissan R88C is powered by a three-litre twin-turbocharged V8 engine, producing 950 horsepower.



HYPERCARS



A new Hypercar category will bring some of the most rare, exclusive and sought after cars to Adelaide for the 2025 Repco Adelaide Motorsport Festival, including from the likes of Pagani, Bugatti and Aston Martin.

Rare and exclusive hypercars such as the Pagani Huayra R, Pagani Zonda R (pictured above) will make their on-track Australian debuts at the 2025 Repco Adelaide Motorsport Festival.

There are just 15 versions of the Zonda R and 35 of the Huayra R, made by Italian sportscar manufacturer Pagani. Both feature six-litre naturally-aspirated Mercedes-Benz V12 engines, producing close to 9000 RPM. With Formula 1-level technology and unique styling, the Paganis will be amongst the star attractions in the Hypercar category and in their own demonstration sessions at the 2025 Repco Adelaide Motorsport Festival.

Also making its Australian on-track debut is the Bugatti Bolide (pictured next page bottom). The Bolide features a quad-turbocharged eight-litre engine, producing 1850 horsepower. The Bolide was designed as a track-focused, extreme performance hypercar, but it was never intended for mass production with just 40 Bolides to be produced.

Joining the Paganis and Bugatti in the Hypercar category is an Aston Martin Vulcan (pictured next page top). Only 24 Vulcans were produced, one for each hour at the 24 Hours of Le Mans. The all-carbon fibre supercar is

powered by a naturally-aspirated seven-litre V12 engine, capable of a top speed of more than 320km/h and a 0-100km/h time of three seconds. The Vulcan is owned and will be driven by motorsport entrepreneur Tony Quinn at the 2025 Repco Adelaide Motorsport Festival. Quinn owns a number of race tracks in Australia and New Zealand, including the likes of Queensland Raceway and Highlands Motorsport Park, as well as a 40 percent stake in Supercars champions Triple Eight Race Engineering. His book 'Zero to 60 & Beyond', an updated version of his 2016 bestseller.

New Zealand manufacturer Rodin Cars is bringing its own track car, the Rodin Sintura (pictured next page middle), for its first appearance at the Adelaide Motorsport Festival. The Rodin Sintura is a re-imagined GT1-era racer, reworked from the Sintura S99 sportscar of the late 1990s. With a naturally-aspirated four-litre V10 engine, the Sintura revs to 10,500RPM and produces 650 horsepower.

Rounding out the Hypercar category is the Adelaide-built Brabham BT62. The BT62 high-performance sportscar is powered by a mid-mounted 5.4-litre V8 engine, producing over 700 horsepower at 7200RPM.

ENTRY LIST	
<i>Car</i>	<i>Driver</i>
Aston Martin Vulcan	Tony Quinn
Pagani Huayra R	Craig Lowndes
Pagani Zonda R	Fraser Ross
Bugatti Bolide	George Nakas
Rodin Sintura	Josh Buchan
Brabham BT62	Tim Slade

ON TRACK SCHEDULE

Saturday March 8
10:45am & 3:45pm

Sunday March 9
10:45am & 3:45pm



TEN OF THE BEST

Ten sportscars, touring cars and hypercars will do battle for the fastest time in the 'Ten of the Best' shootout, the exciting finale to the 2025 Repco Adelaide Motorsport Festival.

The Adelaide Motorsport Festival will introduce a 'Ten of the Best' shootout to the event in 2025, pitting a selection of star cars in a race against the clock to determine the fastest and compare times of a variety of machinery.

The session will take place at 5:30pm on Sunday March 9; an exciting finale to the 2025 Repco Adelaide Motorsport Festival. It will feature sportscars, touring cars and hypercars (exclusively for tin-tops), completing timed laps with the car with the fastest time crowned the winner.

The Adelaide-built Brabham BT62 (pictured below right) and Rodin Sintura will be two of the cars to watch in the Shootout. The BT62 is powered by a mid-mounted 5.4-litre V8 engine, producing over 700 horsepower at 7200RPM, while the Sintura is powered by a naturally-aspirated four-litre V10 engine, revving to 10,500RPM and producing 650 horsepower.

Representing touring cars are the Group C Holden VK Commodore and Group A Nissan R32 GTR Skyline. The Commodore and Skyline were considered the ultimate Group C and A touring cars in period, going up against the hypercars and sportscars from the likes of Ferrari, Porsche, Audi and Lamborghini.

ON TRACK SCHEDULE

Sunday March 9
5:30pm

ENTRY LIST	
<i>Car</i>	<i>Driver</i>
Brabham BT62	Tim Slade
Rodin Sintura	Josh Buchan
Ferrari SF90XX	John Karantinos
Porsche GT3RS	Julian Newton
Nissan R32 GTR Skyline	Tony Alford
Ferrari 296 Challenge	Rod Wilson
Porsche 962C	Garnet Patterson
Lamborghini Gallardo R-EX GT3	Peter Rullo
Holden VK Commodore	Chris Bowden
Audi R8 LMS	Mark Rosser



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TOURING CAR LEGENDS



The Touring Car Legends category at the 2025 Repco Adelaide Motorsport Festival will bring together V8 Supercars and Group A and C cars, driven by the likes of multiple Bathurst winners.

Combining Group A, V8 Supercar and more, the Touring Car Legends category will be one of the most eclectic at the 2025 Repco Adelaide Motorsport Festival.

The category includes five-time Bathurst 1000 winner Steven Richards, driving the Nissan Skyline HR31 GTS-R that his father Jim Richards scored Nissan's first Australian Touring Car Championship title win with in 1990.

The Gibson Motorsport-run Nissan Skylines became the dominant force in the final years of the Group A era, with the Skyline HR31 GTS-R on track alongside the the all-conquering Bathurst 1000-winning Skyline R32 GT-R.

Four-time winner of the Bathurst 1000 Greg Murphy will get back behind the wheel of one of his former Kmart Holden Commodore V8

Supercars in his first appearance at the Adelaide Motorsport Festival. The New Zealand Supercar great will drive the Kmart Holden VT Commodore that he and Steven Richards raced at the Queensland 500 and Bathurst 1000 in 2000, finishing in third place at both events.

A former DTM race-winning Mercedes 190E that took part in the Bathurst 1000 and the Group A support race at the Australian Grand Prix in Adelaide will return to the circuit at the 2025 Repco Adelaide Motorsport Festival.

The car has been restored and is run by former driver Andrew Miedecke, who will drive it at the 2025 Repco Adelaide Motorsport Festival in the same livery and with the same engine specification in which it appeared at the 1986 Bathurst 1000 meeting. Miedecke will also bring a Mobil 1 Ford Sierra RS500 raced by Peter

Brock. Best known for his successes with Holden, Brock raced the Ford Sierra in 1989 and 1990.

The 1989 Bathurst 1000-winning Dick Johnson Racing Sierra RS500 returns to the track for the first time in more than a decade. Introduced for the 1989 endurance events, it took a commanding win at Bathurst with Dick Johnson and John Bowe.

The Holden Dealer Team Holden VK Commodore 'Big Banger' also returns to the track for the first time in several years. It finished second in the Holden Dealer Team's one-two formation finish at the 1984 Bathurst 1000, driven by John Harvey and David Parsons.

Also featuring is a Wayne Gardner Racing Holden VR Commodore that finished on the podium at Bathurst in 1995 with Wayne Gardner and Neil Crompton.

ENTRY LIST	
Car	Driver
Nissan R32 GTR Skyline	Jason Delaney
Nissan R32 GTR Skyline	Kyle Alford
Nissan HR31 GTS-R Skyline	Steven Richards
Mercedes 190E	Andrew Miedecke
Ford Sierra RS500	Andrew Cavalli
Ford Sierra RS500	George Miedecke
Ford Sierra RS500	Dan Bowden
BMW E30 M3	Edward Sansil
Jaguar XJ12	Roland Dane
Ford AU Falcon	Kane Fitzgerald
Ford AU Falcon	Chris Smerdon
Holden VS Commodore	Troy Kelly
Ford Mustang	Duncan MacKellar
Holden VL Commodore	Norman Mogg
Holden VT Commodore	Ben Stack / Greg Murphy
Holden VK Commodore	Dan Bowden
Holden VR Commodore	Anthony Polloni
Holden VK Commodore	Bill Cutler
Holden VT Commodore	Stephen Perrott

ON TRACK SCHEDULE

Saturday March 8
10:15am & 4:45pm

Sunday March 9
10:15am & 4:45pm



THE RISE OF GODZILLA

Nissan dominated the final years of the Group A with back-to-back Australian Touring Car Championship wins and Bathurst 1000 triumphs. The two generations of Skylines that gave Nissan that success feature at the 2025 Repco Adelaide Motorsport Festival, showcasing the development of the car so dominant that it was nicknamed 'Godzilla'.

Nissan went from being a rank outsider to championship and Bathurst dominator in Australian touring cars, with the Nissan Skyline key to that journey. Renowned for its performance, technology and engineering, the Skyline became a symbol of success in the Group A era of the Australian Touring Car Championship and Bathurst 1000. Its evolution over the years has been pivotal in shaping the landscape of Group A touring car racing in Australia.

After some success with the Bluebird in the final years of the Group C era and the Skyline DR30 RS in the formative years of the Group A era, the tide turned for Nissan with the introduction of the Skyline

HR31 GTS-R in 1988. The Gibson Motorsport team received the new Skyline late, meaning it didn't debut until the fifth round of the season at Adelaide International Raceway.

The car was powered by a turbocharged straight-six engine, making it a potent rival to the Ford Sierra RS500, which had become the car to have under the Group A rules. Although the HR31 didn't achieve immediate success, it set the stage for Nissan's eventual dominance in the series.

Emerging as a genuine threat to the Sierras in 1989, it was in the hands of Jim Richards that Gibson Motorsport delivered Nissan its first championship win in 1990.

Richards drove the Skyline HR31 in the first six rounds of the 1990 season, setting up his championship run before switching to the Skyline R32 GT-R for the final two rounds, claiming Nissan's first-ever title in the season finale at Oran Park.

Five-time Bathurst 1000 winner Steven Richards will drive the Skyline HR31 that his father Jim Richards scored that championship win with in 1990. Together the Richards' have 12 Bathurst 1000 wins.

The introduction of the Skyline R32 in 1990 was a pivotal moment in the history of the Skyline's involvement in Australian motorsport. Often referred to as the "Godzilla" of Australian touring cars, the R32 was a





technological marvel. Featuring the famed twin-turbocharged engine, advanced all-wheel-drive systems (in some variants) and a lightweight design, the R32 Skyline delivered extraordinary speed and handling.

Richards added another championship win in 1991, in addition to a first Bathurst 1000 win for Nissan at the Mount Panorama Circuit. The victory, led by Richards and co-driver Mark Skaife, showcased the car's unmatched pace and reliability. The R32 Skyline's success at Bathurst shattered the dominance of the Sierra, making it the undisputed Group A king.

The Skyline R32 received weight penalties, engine changes and other technical restrictions to slow it down following its successes in 1991. But despite these parity measures, the Nissans continued to win with Skaife defeating Richards to the championship win before they teamed up for a second consecutive Bathurst 1000 victory.

The 1992 Bathurst 1000 remains one of the most controversial in the history of the event, with Richards crashing the Skyline R32 in the wet before the race was red flagged. The race was stopped and the results declared, handing the win to Richards

and Skaife. The angst from the crowd led to Richards delivering an infamous podium speech.

The Skyline R32 was forced out of Australian touring cars with the introduction of the V8-only Ford Falcon and Holden Commodore formula that became the foundation for what we now know as Supercars in 1993.

The Bathurst-winning Skylines from 1991 and 1992 were part of the Bathurst winners' category at the 2024 Repco Adelaide Motorsport Festival, the greatest collection of original Bathurst 500/1000 winners on track together.



HERITAGE TOURING CARS



Classic touring cars from the Improved Production and Group C eras of Australian touring cars feature in the Heritage Touring Cars category at the 2025 Repco Adelaide Motorsport Festival, including imported greats such as the Mustang and Mini to Australian-made favourites such as the Torana and Falcon, in addition to a cameo by Valtteri Bottas in the Mercedes 190E.

Touring cars from the likes of Ford, Holden, BMW and more will be on track in the Heritage Touring Cars category at the 2025 Repco Adelaide Motorsport Festival, in a celebration of the Improved Production and Group C eras of Australian and international touring cars.

Joining the 1:45pm Sunday March 9 session will be Valtteri Bottas, driving the Mercedes 190E from the Touring Car Legends category.

Holden is represented by the Torana, with various iterations showcasing the range of Toranas which were built locally and enjoyed such success in the formative years of Australian

touring cars. The Torana was Holden's hero cars in the 1960s and 1970s, replaced with the Commodore into the 1980s.

Ford's homegrown car was the Falcon, which had a presence on the roads and race tracks from the 1960s until the 2010s. The X-range of Falcons from the 1970s is the most celebrated of the Falcon lineage, with an XD Falcon joined in the category by a pair of Escorts.

Other cars to look out for include a BMW CSL Group 4, Alfa Romeo GTV2000, Toyota Supra, Morris Mini and more, representing international touring cars that raced in Australia.



ENTRY LIST	
Car	Driver
Mercedes 190E	Valtteri Bottas
Holden A9X Torana	Craig Bowring
Holden Torana GTR XU1	Graeme Whincup
Holden A9X Torana	Tony Sawford
Ford XD Falcon	Ian Ross
Ford Escort	Derek Wickett
Ford Escort	Cole Spender
Toyota Supra	Paul Watson
Ford Mustang	Chris Stern
Ford Mustang	Michael Micheli
BMW CSL Group 4	Keith Olsen
Porsche 914-6 GT	Clive Massel
Corvette Stingray	Perry Spiridis
Alfa Romeo GTV2000	Nathan Gordon
Morris Mini	Alexander Cossich

ON TRACK SCHEDULE

Saturday March 8
1:45pm & 5:15pm

Sunday March 9
1:45pm & 5:15pm



DEMONSTRATIONS



From Formula 1 stars trying different cars to planes, motorbikes and rally cars showcasing what they can do on track, the Adelaide Motorsport Festival has seen weird and wonderful demonstrations over the years. These are some of the highlights.

In addition to the regular categories that feature at the Adelaide Motorsport Festival, there have been several headline-grabbing demonstrations. They included the following:

BOTTAS IN BATHURST WINNER

Formula 1 race winner Valtteri Bottas got his first taste of a V8 Supercar at the 2023 Adelaide Motorsport Festival. The Finn got behind the wheel of the 2016 Bathurst 1000-winning Holden VF

Commodore V8, sharing the track with Bathurst legend Craig Lowndes. Bottas' tyre-smoking sideway antics were a hit with the crowd, with the onboard footage seen worldwide.

REPCO CIRCUIT SAFARI

The Repco Circuit Safari allows lucky guests and fans to be in a bus on track alongside a selection of race cars, enabling the passengers the once in a life-time experience of seeing and hearing iconic sportscars, touring cars and more up close. At the 2024 Repco Adelaide Motorsport Festival, this included the Mazda

767B, Brabham BT62 and more. The Circuit Safari concept was born in Japan, starting in Super GT with visiting series such as the World Endurance Championship including it as part of the fan experience, while Nissan introduced the concept in Supercars in 2017.

PLANE VERSUS CAR

Which is faster, a plane or car? To find out, Australian Red Bull Air Race pilot Matt Hall took on three drivers in a drag race at the 2018 Adelaide Motorsport Festival. Hall defeated David Brabham in the Brabham BT62.





and Jim Richards in a Porsche 911 GT2 RS but lost out to Ivan Capelli in a Leyton House CG891 Judd Formula 1 car.

BAYLISS' PILLION RIDES

Three-time Superbike World Championship winner and MotoGP race winner Troy Bayliss gave some lucky fans the ride of their lives with two-up pillion rides on a Ducati 1199S superbike at the 2017 Adelaide Motorsport Festival. It was also a chance for the crowd in attendance to the chance to hear what was then the world's most powerful production twin-cylinder engine.



BRABHAM CELEBRATION

Two generations of Brabhams celebrated Sir Jack Brabham's legacy in a special Repco demonstration at the 2023 Adelaide Motorsport Festival. Sir Jack Brabham's 1966 Formula 1 championship-winning Brabham BT 19 took to the track, driven by son David Brabham and grandson Sam Brabham. It was the first time that two generations of Brabhams drove the BT19 at the same event. Sir Jack Brabham drove the BT19 to the Formula 1 drivers' and constructors' championships in 1966, the last and likely only time a driver has won the Formula 1 world title in a car he built.

THE HOLY TRINITY

At the 2018 Adelaide Motorsport Festival, a McLaren P1 driven by John Bowe, a Porsche 918 driven by Jim Richards and a La Ferrari driven by Craig Lowndes provided a showcase of three hybrid hyper cars from three legendary makes.

F1 CAR VERSUS STREET CAR

To showcase the sheer power of a Formula 1 car, a 1994 Footwork FA15 Ford went up against a 1000-horsepower Nissan R34 GTR Skyline Time Attack car in a drag race at the 2017 Adelaide Motorsport Festival. The Skyline was ultimately no match for the Formula 1 car.





BATHURST WINNERS

The 2024 Repco Adelaide Motorsport Festival saw the greatest collection of original Bathurst 500/1000 winners on track together, celebrating the 60th anniversary of Australia's legendary endurance classic at the Mount Panorama Circuit. The demonstrations featured a Ford Cortina, Holden Torana, Holden Commodore, Nissan Skyline and Ford Falcon, with winning cars from each era and decade of the Great Race's history. This included the pair of Nissan Skyline GT-R R32s that won the last Group A Bathurst 1000s; the Holden VP Commodore which won the first Bathurst of the V8 era; and the two-time winning Holden VH SS Commodore and Holden ZB Commodore, the latter the last ever Holden to win the Bathurst 1000.

STEINER'S SUPERCAR RIDE

Guenther Steiner enjoyed a wild ride in a Ford Mustang Supercar alongside James Courtney at the 2024 Repco Adelaide Motorsport Festival. Courtney and Steiner were reunited after their paths crossed in Formula 1 when the former was a test driver and the latter team principal at Jaguar Racing. Courtney took Steiner on four hot laps, ending with some tyre-smoking antics.

MCRAE TAKES LOWNDES FOR A SPIN IN SUBARU

Australian motorsport legend Craig Lowndes and Scottish rally driver Alister McRae got to showcase what they do best by taking turns in the passenger seat as the other got behind the wheel at the 2018

Adelaide Motorsport Festival.

Lowndes took McRae for some hot laps in a LaFerrari, before they swapped roles with McRae taking Lowndes for a spin in a Subaru Impreza WRC rally car.

FORD SPEED COMPARISON

Ford demonstrated the power of its electric SuperVan 4.2 when it shared the track with a road-car Mustang and Supercar Mustang at the 2024 Repco Adelaide Motorsport Festival. The SuperVan 4.2 can accelerate from zero to 100 km/h in less than two seconds, with a four-motor all-wheel-drive powertrain producing 1400 horsepower. Formula 1 driver Liam Lawson was behind the wheel of the SuperVan, entertaining the crowd with some burnouts and doughnuts.





PADDON'S ELECTRIC RALLY CAR

New Zealand World Rally Championship winner Hayden Paddon demonstrated his Hyundai Kona electric rally car in Australia for the first time at the 2023 Adelaide Motorsport Festival. The Kona was one of the first electric rally cars in the world, producing up to 1,100Nm torque and able to reach 100km/h in just two and a half seconds with a top speed of 250km/h.

BOTTAS IN LEYTON HOUSE F1 CAR

Valtteri Bottas got behind the wheel of a Leyton House CG891 Judd at the 2024 Repco Adelaide Motorsport Festival, marking the first time the popular Finnish grand prix winner has driven a Formula 1 car at the former

home of the Australian Grand Prix in Adelaide. It was an opportunity for Bottas to drive the Adrian Newey-designed Leyton House that was raced in the 1989 Formula 1 season. Bottas went out on the track in the Leyton House alongside Craig Lowndes, who drove a 1988 Arrows A10B Megatron.

FERRARI SPETTACOLO

The 2024 Repco Adelaide Motorsport Festival featured a demonstration of some of the most rare and unique Ferrari special editions, in what was called the 'Ferrari Spettacolo'. It was the greatest gathering of special edition Ferraris in the southern hemisphere, featuring a 250 LM, FXX, LaFerrari, 599XX, F40, Enzo and more. With just 32 Ferrari 250 LMs built between 1963 to 1965, the 250 LM is highly sought after

by collectors, and it has repeatedly broken car auction records over the decades. Developed as a coupé version of the Le Mans-winning 250 P, the Ferrari 250 LM is powered by a 3.3-litre V12 engine producing 320 horsepower. With the Ferrari 250 LM rejected by the FIA for entry in the GT class because fewer than the required 100 cars were produced, Ferrari entered it in the outright prototype class at the 24 Hours of Le Mans with a 250 LM driven by Jochen Rindt and Masten Gregory winning in 1965 – Ferrari's last overall victory in the endurance classic until its win in 2023. The 250 LM that appeared at the 2024 Repco Adelaide Motorsport Festival was raced by the likes of Rindt, John Surtees and Lorenzo Bandini at the Le Mans 24 Hours, Nürburgring 1000km, Reims 12 Hours and more.



TIPO F1



Open wheelers ranging from historic Formula 5000 cars to modern track cars feature on track together in the Tipo F1 category, showcasing various categories, styles and eras.

Tipo, or types, brings more varieties of open-wheelers into the Adelaide Motorsport Festival, alongside the Formula 1 category.

Tipo F1 will feature the likes of Formula 5000, Formula 3000, Formula Renault, Formula Holden, single-seat track cars and more, with a diverse entry list of all types of those cars.

The Rodin FZED (pictured above) returns to Tipo F1. The FZED is derived from the T125, a near-Formula 1-spec single-seater developed by the Lotus team in 2011. New Zealand manufacturer Rodin Cars took over the project and developed the FZED, forming a partnership with Zagame Automotive to bring the car to Australia.

The FZED uses a 3.8-litre Cosworth V8 making 675bhp and 9600RPM,

allowing the owner to experience a level of performance that rivals modern era grand prix cars.

Zero Petroleum, the leading producer of carbon-neutral synthetic fuel made from just air and water, will showcase its revolutionary synthetic fuel at the 2025 Repco Adelaide Motorsport Festival on Sunday March 9, powering the ultimate track car, the Rodin FZED.

Joining the FZED is a number of Formula 5000 cars, including a 1975 Shadow DN6B Formula 5000 car (opposite bottom right). Part of the contingent of Shadow racing cars at the 2025 Repco Adelaide Motorsport Festival, the DN6B will be driven by reigning British Touring Car Championship winner Jake Hill. Also look out for the McRae GM1 Formula 5000 car (opposite top right), which ran in a historic demonstration at the

first Australian Grand Prix in Adelaide in 1985.

Multiple Bathurst 1000 winner Steven Richards will drive in the category in a Repco Tiga, an openwheeler that won various Australian hillclimb events and is fitted with a five-litre V8 engine.



ENTRY LIST	
<i>Car</i>	<i>Driver</i>
Shadow DN6B Formula 5000	Jake Hill / Kyle Tilley
Rodin FZED	Josh Buchan
Repcos Tiga	Steven Richards
Lola T140	Garnet Patterson
Renault Tatuus FRV6	Keith Marriner
Renault Tatuus FT50	Matt Roesler
Dallara F306	Andrew Roberts
Ralt RT4	Michael Cumming
Ralt RT4	Darryl Hurd
Reynard F903	Alastair Lewis
Lola T332C	Cameron Ackhurst
Reynard 95D	Troy Beros
Dallara F3	Jordan Ormsby
McRae GM1	Peter Brennan
Lola T142	Mark Goldsmith

ON TRACK SCHEDULE

**Saturday March 8
9:30am & 1:30pm**

**Sunday March 9
9:30am & 1:30pm**



VERN'S MCLAREN INDYCAR



South Australian motorsport legend Vern Schuppan will bring his recently restored McLaren M24B IndyCar to the 2025 Repco Adelaide Motorsport Festival, with a special demonstration.

South Australian motorsport legend Vern Schuppan will complete a special demonstration in the McLaren M24B IndyCar at the 2025 Repco Adelaide Motorsport Festival at 3:15pm on Sunday March 9, followed on by a discussion in the Adelaide Marriott Grand Marquee.

The most famous of the seven works McLaren M24 IndyCars, nicknamed "Ol'Hound", is the only IndyCar to start from last in the 33-car field and finish second.

Following a year-long fastidious restoration by Mark Rundle's Adelaide-based Team BRM, the car is on show for the first time.

Not counting winning three South Australian and Victorian Karting Championships, Schuppan's career of more than 330 races includes 17

championship and non-championship Formula 1 races, rookie of the year in the 1976 Indianapolis 500, winning the 1976 F5000 Rothmans Series, co-driving with Allan Moffat at Bathurst, finishing third behind IndyCar legends Bobby Unser and Mario Andretti in the 1981 Indianapolis 500 in his own four-year-old McLaren M24 and winning the 24 Hours of Le Mans in 1983 following two second placings.

After driving the McLaren M24B IndyCar on track, Schuppan will be appearing with "Ol'Hound" in the Adelaide Marriott Grand Marquee, discussing his and the "Ol'Hound" story.

The McLaren M24 was an IndyCar designed and built by McLaren between 1977 and 1979, powered by a Ford Cosworth DFX V8 turbocharged engine.





NASCAR



American muscle takes to Adelaide with a category of NASCARs on track at the 2025 Repco Adelaide Motorsport Festival, including a number of modern Chevrolets across various models.

NASCARs are heading to Adelaide with a category of the American stock cars at the 2025 Repco Adelaide Motorsport Festival.

The growth in the number of NASCARs appearing at the Adelaide Motorsport Festival will see the introduction of a NASCAR-specific category at the event in 2025, enabling the roar of the V8-powered stock cars to be heard together.

NASCARs that will feature in the category include a NAPA-backed Chevrolet SS (pictured above).

The Chevrolet SS NASCAR design was heavily based on the Holden VF Commodore, meaning it has a familiar

look for local V8 Supercars fans.

Another Chevrolet SS NASCAR in the category is a Dale Earnhardt Junior Hendrick Motorsports #88 Chevrolet SS, in the famed National Guard colours (pictured next page bottom).

There will be various generations of Chevrolet models on track together, including the Lumina, Monte Carlo and Silverado.

Veteran racer Barry Graham will be flying the Blue Oval flag in the NASCAR category, driving a Ford Fusion, while Kane Fitzgerald will be driving an Australian-built Pontiac Monaro.



ENTRY LIST	
Car	Driver
Chevrolet SS	Stephen Dale
Chevrolet Monte Carlo	Paul Zemunik
Chevrolet SS	Ryan Moran
Chevrolet Monte Carlo	Richard White
Chevrolet Lumina	Zac O'Hara / Elliot Barbour
Pontiac Monaro	Kane Fitzgerald
Ford Fusion	Barry Graham
Chevrolet Lumina	Tim Slade
Chevrolet Silverado	Josh Dale

ON TRACK SCHEDULE

Saturday March 8
12:30pm & 2:15pm

Sunday March 9
12:30pm & 2:15pm



MOTORBIKES



MotoGP, 500cc grand prix and Superbike machinery will feature alongside track-special bikes in the Motorbikes category at the 2025 Repco Adelaide Motorsport Festival. The variety of motorbikes will be ridden by a MotoGP race winner, World Superbike champion and Isle of Man TT winner.

Motorcycle grand prix bikes will feature in the Motorbike category at the 2025 Repco Adelaide Motorsport Festival, alongside a number of Superbikes, track bikes and more.

MotoGP race winner Chris Vermeulen will get back on a MotoGP bike at the 2025 Repco Adelaide Motorsport Festival on March 8 and 9, riding an Aprilia ART GP13.

The Team Aspar Aprilia ART GP13 grand prix bike was ridden by future MotoGP winner Aleix Espargarò in the 2013 grand prix season, scoring eight top-10 finishes and 11th in the MotoGP championship standings.

The 1000cc four-stroke Aprilia produces 230 horsepower with a top speed of over 330km/h. Vermeulen rode in MotoGP between 2005 and 2012, winning the 2007 French Grand Prix at Le Mans and finishing on the podium seven times.

Two-time World Superbike Championship winner Troy Corser will make his debut at the Adelaide Motorsport Festival in 2025, riding a Yamaha YZR 500cc two-stroke grand prix motorbike.

Corser won the World Superbike Championship for Ducati and Suzuki in 1996 and 2005 respectively, following on from Australian and American Superbike championship wins. He also raced a Yamaha YZR-500 in the grand prix motorcycle world championship in 1997.

Getting back on a Yamaha, Corser will ride a 1992 Team Roberts Yamaha YZR 500cc 0WE0. The 0WE0 was introduced in the latter half of 1992, with the model helping Roberts Yamaha's Wayne Rainey to the 1992 grand prix motorcycle world championship title.

Isle of Man TT winner Cameron

Donald will ride an Irving Vincent at the 2025 Repco Adelaide Motorsport Festival, marking the debut for Donald and the Vincent at the event.

Donald has raced at the Isle of Man TT, Macau Grand Prix, North West 200 and other road races, winning the Superbike and Superstock races at the Isle of Man TT in 2008. Donald will ride a 1600cc four-valve Irving Vincent. The Vincent produces 186BHP at 7000RPM, racing in the likes of the Australian Formula Xtreme category.

One of only 25 Crighton CR700W rotary-powered track motorbikes will be on track also. The ultra-exclusive CR700W delivers 220 horsepower at 10,500RPM from its fuel-injected twin-rotor 690cc engine. The CR700W boasts a power-to-weight ratio of 1.68 horsepower per kilogram, greater than any Superbike available.

ENTRY LIST	
<i>Bike</i>	<i>Rider</i>
Aprilia ART GP13	Chris Vermeulen
Yamaha YZR500	Troy Corser
Irving Vincent 1600	Cameron Donald
Irving Vincent 1600	Beau Beaton
Crichton CR700W	Brett Metcalf
Kawasaki ZX7RR	Tara Morrison
Yamaha TZ750A	Bob Rosenthal
Honda RC45	Scott Webster
Honda VFR750R	James Doddrell
Ducati 888	Michael Myles
Norton RCW588	Steve Phillips
Suzuki GSXR1000	Roger Jenner
Honda RC45	Thomas Dermody
BMW S 1000 RR	Mark Haywood
Yamaha YZR500	Mark Stanley
Honda SP1	Alister McRae
Ducati Desmosedici RR	Andre Bosman
Suzuki RG 500	Ed Poucher
Kawasaki ZXR750	Scott Webster
Suzuki Katana	Roger Arnold
Suzuki XR 69	Paul Byrne
Yamaha TZ250	Dave Johnson
Ducati TT2	Paul Hoey
Suzuki GSX 1100	Robert Phillis

ON TRACK SCHEDULE

Saturday March 8
11:15am & 5pm

Sunday March 9
11:15am & 5pm



SPORTS PROTOTYPES



Sports Prototypes of various shapes and from different manufacturers feature at the 2025 Repco Adelaide Motorsport Festival, driven by the leading contenders of the Australian Prototype Series.

The Australian Prototype Series is Australia's premier sportscar racing category in Australia, with its reigning champion and leading contenders amongst the entrants in the Sports Prototypes category at the 2025 Repco Adelaide Motorsport Festival.

The category features a diverse array of open-top sports and open-wheel cars, powered by engines from turbochargers to small capacity motorcycle motors. The cars themselves vary in design, with the likes of Radical, Wolf, Tatuus Crawford and more represented in the category.

The 2024 Australian Prototype Series championship winner Jason Makris is amongst the entrants in the category, driving a Wolf F1 Extreme.

The Wolf F1 Extreme is one of the fastest single-seater sportscar in the world, weighing 650 kilograms for 650 horsepower

With their unique car design and different types of engines, the Sports Prototypes are amongst the quickest and most spectacular categories at the 2025 Repco Adelaide Motorsport Festival.



ENTRY LIST	
<i>Car</i>	<i>Driver</i>
West WX10	Ben Cheney
Wolf GB08CN	Tim Cook
West WR1000	Mark Haig
Radical SR10	Julian Newton
Radical SR8	Phil Hughes
Wolf Thunder	Phil Jaquillard
Radical SR3	Rick Conti
Tatuus FT40	Sam Rasheed
Wolf F1 Extreme	Scott Bormann
Wolf F1 Extreme	Jason Makris
Wolf Thunder	Philip Andrawos

ON TRACK SCHEDULE

Saturday March 8
12pm & 4:15pm

Sunday March 9
12pm & 4:15pm



GT STYLE



The GT Style category features the most extreme versions of the world's most exotic supercars, including some new rotary-powered machinery.

The GT Style category at the 2025 Repco Adelaide Motorsport Festival features some of the leading GT machinery.

A pair of Mazda RX-8 Grand-Am GTs will be on track together in the GT Style category, marking their debuts at the event.

The RX-8s were developed by SpeedSource, competing in events such as the Daytona 24 Hour, Bathurst 12 Hour and more. One of the RX-8s (pictured right) won the GT class at the 2010 Daytona 24 Hour before being raced in the Bathurst 12 Hour.

The RX-8s are powered by flame-spitting rotary engines producing 425 horsepower to 8800RPM, with a distinctive exhaust note.

Throughout various generations of models Lamborghini has made a series of GT racers, including the Gallardo Superleggera and Reiter GT3.

Other cars to watch include Porsches such as various GT3 models, an Audi R8 GT3 LMS, a Ferrari 296 and 458 Challenge, a Maserati GT4 and an IRC GT



ENTRY LIST	
<i>Car</i>	<i>Driver</i>
Mazda RX8 Grand-Am GT	John Perkins
Mazda RX8 Grand-Am GT	Robert Baird
IRC GT	John Goodacre
Porsche GT3 RSR	Sean Day
Audi R8 GT3 Evo2	Mark Rosser
Ferrari 488 Challenge	Keith Wong
Ferrari 296 Challenge	Aemel Nordin
Lamborghini Reiter GT3	James Maruzza
Lamborghini Reiter GT3	Michael Petrucco
Lamborghini Gallardo Superleggera	Kevin Weeks
Maserati GT4	Joe Sommariva
Ferrari 488 Challenge	Brayden Cogan
Porsche 997 GT3 R	Jamie Lovett
Porsche 993 GT2	Greg Lovett
Porsche 991 GT3 Cup	Adam Cannell
Porsche GT3 Cup S	Antoni Ormsby
Lamborghini Gallardo R-EX GT3	Peter Rullo

ON TRACK SCHEDULE

Saturday March 8
11am & 4:30pm

Sunday March 9
11am & 4:30pm



EXOTICS



Exotic road cars from iconic manufacturers such as Mercedes-AMG, McLaren, Lamborghini, Ferrari and more come together to showcase some of the most sought-after road-legal cars in the Exotics category at the Adelaide Motorsport Festival.

Exotic road cars from iconic manufacturers such as McLaren, Porsche, Lamborghini and more come together to showcase some of the most sought-after road-legal cars in the Exotics category at the 2025 Repco Adelaide Motorsport Festival.

Featuring in the category is a V10-powered Lexus LFA (pictured right) that will be driven by Australian Prototype Series champion John-Paul Drake.

The McLaren Senna is a limited-production mid-engined sports car manufactured by McLaren Automotive. Powered by a four-litre twin-turbocharged V8, the Senna

joins other McLarens in the category such as the 650S and 750S.

Ferrari is well represented in the category with various models and era. This includes a pair of 488 Pistas, the SF90XX, a 296 GTS and a classic Enzo and F40.

Italian legend Lamborghini is represented with Huracán and Revuelto, the latter the first high-performance electrified hybrid sports car by the brand.

Other manufacturers and cars to watch include an Audi R8, Porsche GT3 RS and 992 Carrera, Lotus Exige 410 Sport and BMW M2.



ENTRY LIST	
<i>Car</i>	<i>Driver</i>
Lexus LFA	John-Paul Drake
Ferrari 296 GTS	Aemel Nordin
Porsche GT3 RS	Julian Newton
McLaren 650S	Tim Lynas
Lotus Exige 380 Sport	Peter Hughes
Audi R8	Nick Pourgiezis
Ferrari 488 Pista	Kevin Weeks
Ferrari 488 Pista	Darren Mitolo
Porsche 992 Carrera	Pete Spiridis
Lamborghini Huracán	Peter Lavac
BMW M2	Peter Altman
Lotus Exige 410 Sport	Sotiri Giamarelos
Ferrari 599 GTO	Marcello Caiazza
Ferrari Enzo	Craig Sutton
Ferrari F40	Ryan Sutton
Ferrari SF90XX	John Karyntinos
McLaren Senna	Frank Mitolo
McLaren 750S	Chris Muelengraaf
Lamborghini Revuelto	Peter Crombie-Brown

ON TRACK SCHEDULE

Saturday March 8
8:30am & 12:15pm

Sunday March 9
8:30am & 1pm



PORSCHE RENNSPORT



Porsche Rennsport is synonymous with innovation and high-performance, with Porsches featuring the RS badge appearing at the Adelaide Motorsport Festival in the Porsche Rennsport category. They include Porsches with competition history, most notably in the GT categories at the 24 Hours of Le Mans.

Modified Porsche vehicles of all types, including racing machines and standard production GT Porsche models, represent the legendary Germany manufacturer in the Porsche Rennsport category at the Adelaide Motorsport Festival.

Porsche has been a regular in Australian motorsport across the Porsche Carrera Cup and GT sportscar categories, off the back of the German manufacturer's successes in international sportscar racing, which includes the most wins in the history of the 24 Hours of Le Mans.

The distinctive and iconic styling of various Porsches feature on the 911, with models ranging from GT3 to IROC to Cup cars included in the category.

The Porsche 934 Turbo RSR with which Allan Moffat won the 1980 Australian Sports Car Championship (pictured bottom right) will be one of the star cars to feature in the category.

Several Porsche 996 GT3 RS cars with Le Mans history will be amongst the Porsches on track at the 2025 Repco Adelaide Motorsport Festival. This includes a Porsche 996 GT3 RS that finished third outright at the 2004 Spa 24 Hour with Porsche factory-backed team Freisinger Motorsport – one of only three factory lightweight builds of the 996 models.

The 996 GT3 RS was Porsche's race car for the FIA GT2 class, powered by a 3.6-litre flat-six engine able to produce 435 horsepower at 8200RPM. Following its appearance at the 2025 Repco Adelaide Motorsport Festival, the car will be going back to Germany to go on display in the Porsche Museum in Stuttgart.

Other 996 GT3 RS cars will also be on track at the 2025 Repco Adelaide Motorsport Festival, which also have European sportscar history with Le Mans 24 Hour starts.



ENTRY LIST	
<i>Car</i>	<i>Driver</i>
Porsche 997.2 Cup Car	Mark Quinn
Porsche Cayman GT4	Martin Guppy
Porsche 997 Cup Car	Zane Brunnthaler
Porsche 997 Cup Car	Angus Sobels
Porsche GT3 RS	Jordan Ormsby
Porsche 944 Turbo	Nick Streckeisen
Porsche Cayman GT4 RS	Greg Keene
Porsche 911 IROC	Bernie Stack
Porsche 911 SC	Steven Hevera
Porsche 934 Turbo RSR	Duncan MacKellar
Porsche 996 GT3 CS	Stewart Kay
Porsche 911 RSR	Brendan Anesbury
Porsche IROC	Ben Trusz
Porsche 997.1 Cup	Keith Diano
Porsche GT3 Cup	Ben Auld
Porsche 911 RSR	Brett Sunstrom
Porsche 944 S2	Lachlan Bloxsom
Porsche 911T	Jonathon Bloxsom

ON TRACK SCHEDULE

**Saturday March 8
9:15am & 2:30pm**

**Sunday March 9
9:15am & 2:30pm**



DRIFT



The tyre-smoking sideways action of drift cars return have been a crowd favourite at the Adelaide Motorsport Festival over the years, with drift demonstrations featuring across both days of the event, including an end of day spectacular on the Saturday evening of the 2025 Repco Adelaide Motorsport Festival.

The drift category has been a crowd favourite at the Adelaide Motorsport Festival over the years, giving local and interstate drifters the chance to showcase their tyre-smoking sideways action to the crowd in demonstrations and competitions at the event.

Originating in Japan in the 1970s, drifting grew in popularity into the 1980s and expanded across the globe with a proliferation of events in North America in the 1990s. That rise continues with a rapid growth of events in Australia, with Drifting SA hosting a number of events within South Australia and even offering a drift school.

Drift cars are light to moderate weight rear-wheel-drive coupes and sedans, enabling the power to create the sideways slides that make the drifting possible.

The most popular drift cars to appear at the event are the Nissan Skylines, Supras and Silvias, which in competition run in the Middleweight class.

A car to watch is the Nissan R35 Skyline (pictured right), powered by an eight-litre V10 Dodge Viper race engine. The R35 is coming to the Adelaide Motorsport Festival courtesy of HardTuned.

Look out for more drifting action at the 2025 Repco Adelaide Motorsport Festival, with five demonstrations across the two days of the event, including an end-of-day spectacular at 5:30pm on Saturday 8 March.



ENTRY LIST	
Car	Driver
Toyota Corolla KE70	Jarrad Klingberg
Nissan Silvia S13	Matthew Bennetts
Nissan Silvia S14	Tom Hemmings
Nissan 370Z	Daniel Prior
Toyota GT86	Simon Michelmore
Holden VK Commodore	Cat Hewitson
Lamborghini Kit Car	Mike Lake
Nissan 180SX	Brendan O'Grady
Ford Mustang	Jordan Sanderson
Nissan Silvia S13	Matt Harvey
Nissan R35 Skyline	Paul Austin
Nissan Silvia S15	Roger Ianson
Toyota Cressida	Beau Gagliardi
Honda Odyssey	Dale Campaign
Nissan Silvia S13	Brodie Maher
Holden VK Commodore	Matthew Grice
Nissan Silvia S13	Mitch Pullen
Nissan R34 Skyline	Sam Tabbouch
Nissan Silvia S13	Scott Roberts

ON TRACK SCHEDULE

Saturday March 8
9am, 10:30am, 2:45pm & 5:45pm

Sunday March 9
9am, 10:30am & 2:45pm



REPCO CIRCUIT SAFARI



Repco has been the naming-rights sponsor of the Adelaide Motorsport Festival for the past two years. And as part of their involvement in the event, they bring the unique Repco Circuit Safari to the Adelaide Motorsport Festival to give lucky fans the chance to be on track alongside some of star cars of the event.

Repco is synonymous with Australian motorsport, with a history that includes Australia's greatest international motorsport success and a presence across the domestic landscape.

Repco's portfolio of Australian motorsport sponsorship includes the Repco Supercars Championship, Repco Bathurst 1000 and the Shell V Power Racing Team, alongside the Repco Adelaide Motorsport Festival.

Repco has played an important part in Australian motorsport history, contributing to Sir Jack Brabham's Formula 1 world championship win in 1966 by building the V8 Repco engine that powered his Brabham BT19.

The BT19 has been a regular at the Adelaide Motorsport Festival over the years, giving fans the chance to see the historic grand prix up close and on track, with a special demonstration involving David Brabham and Sam Brabham at the event in 2023.

In 2024, in the first year of its multi-

year naming-rights sponsorship of the Adelaide Motorsport Festival, Repco introduced the Repco Circuit Safari to the Adelaide Motorsport Festival.

The Repco Circuit Safari gives guests and fans the chance to be on track alongside a selection of race cars, enabling the passengers the once in a life-time experience of seeing and hearing iconic sportscars, touring cars and more up close.

The Circuit Safari concept was born in Japan, starting in Super GT with visiting series such as the World Endurance Championship including it as part of the fan experience.

The Repco Circuit Safari returns in 2025, giving even more fans a once in a lifetime motorsport experience.

At the 2025 Repco Adelaide Motorsport Festival, the star cars that will be part of the Repco Circuit Safari include the Rodin Sintura, Holden Commodore VT V8 Supercar, NAPA Chevrolet NASCAR and more.

ON TRACK SCHEDULE

Saturday March 8
9:45am

Sunday March 9
9:45am





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The 2025 Repco Adelaide Motorsport Festival takes place in Victoria Park / Pakapakanthi, also known as Park 16, on March 8 and 9. Tickets are available from AdelaideMotorsportFestival.com.au/Tickets and at the entry gate off Fullarton Road, pending availability on the day. Parking is also available off Fullarton Road, at \$25 upon entry.

A ticket into the 2025 Repco Adelaide Motorsport Festival gives you access into all areas of the event precinct except for the trackside villas.

DISCLAIMER

While the best endeavours are made by organisers to deliver entrants and vehicles promoted here and elsewhere, the organisers cannot guarantee the running or appearance of all vehicles and entrants at the 2025 Repco Adelaide Motorsport Festival.

ACKNOWLEDGEMENT OF COUNTRY

The Adelaide Motorsport Festival acknowledges that we are meeting on the traditional Country of the Kurna people of the Adelaide Plains and pays respect to Elders past and present.

We recognise and respect their cultural heritage, beliefs and relationships with the land. We acknowledge that they are of continuing importance to the Kurna people living today. And we also extend that respect to other Aboriginal Language Groups and other First Nations.

Adelaide Motorsport Festival tampendi, ngadlu Kurna yertangga banbabanbalyarnendi (inbarendi). Kurna meyunna yaitya mattanya Womma Tarndanyako. Parnako yailtya, parnuko tappa purruna, parnuko yerta ngadlu tampendi. Yellaka Kurna meyunna itto yailtya, tappa purruna, yerta kuma burro martendi, burro warriappendi, burro tangka martulyaiendi. Kumarta yaitya miyurna iyangka yalaka ngadlu tampinhi.