



Bundaberg
RED RACING



walkinshaw
RACING

RED LINE

Reynolds ends year on a high

Bundaberg Red Racing's David Reynolds experienced his most competitive outing of the season at the inaugural Sydney Telstra 500 last weekend. The rookie showed consistent top ten pace and it all erupted at the final event of his first full V8 Supercar season.

Reynolds has been working solidly with his engineering team and crew all year to extract the speed out of the #24 Bundy Red Racing Commodore and he started to come of age at the recent event in Perth.

A disappointing end to that event left Reynolds with the

burning desire to improve and show his form and he succeeded in Sydney. He blasted out of the box on Friday, setting the fastest time of the middle session and he showed it was no fluke on Saturday by earning a place in his first top ten shootout.

However, he just couldn't break through in the races – damage to the car on Saturday and a locked wheel on Sunday put him out of contention.

But the experience has re-assured Reynolds that the hard work that he and the team have put in all year has



finally paid off.

"I have had a fantastic year this year and have learnt lots from my engineers and my crew," Reynolds said.

"I am a much better

driver now than when I came into the category at the start of this year and this weekend has been proof of the hard work we have all put in," he said.



DRIVEN BY FINE FORM. STAY IN CONTROL

www.BUNDABERGREDRACING.com.au

Friday – Practice:

The Friday three-part practice session was back in force again at the weekend, which meant Reynolds had the opportunity to get a bit of extra track time as he was eligible to contest the first 35 minute session, reserved for the cars on the lower half of the Championship points table.

Learning a new track can often be daunting, but Reynolds seemed to get on top of it pretty quickly. He eased into the first session and was more focused on feeling his way around the temporary street circuit than on car setup.

But the work the team had done leading up to the event paid off, because Reynolds was second quickest at the end of the 35 minutes. His feedback to the other Walkinshaw Racing drivers watching on was invaluable before the first full field session commenced.

With 29 cars out on track for the middle leg, Reynolds managed to maintain his momentum. He

was consistently posting solid times and upstaging some of his more fancied rivals. Towards the end of Practice B he was proving to be a strong force. He jumped to the top of the time sheets with a 1 minute 31.3766 second time and went into the break as the favourite.

Improving again over the final part,

it was then time for Reynolds to make the car comfortable and balanced around the narrow circuit. He ended the day fifth overall.

A modest Reynolds put his Day 1 efforts down to the circuit suiting his driving style.

“We were quickest in session one and fifth in the last, so obviously the track suited my driving style,” Reynolds said.

“The car was working really well around the Sydney track and I was pretty happy with how we progressed through the first day. If I had put it all together a bit better, then I think we could have been quickest. We were working really well together and it is just unfortunate that it is the end of the season,” he said.



2.





Saturday – Qualifying and Race 25:

The year was quickly drawing to a close and Saturday was the final chance for the field to compete for a place in

the top ten shootout. Reynolds had been saying throughout the year that he would like to improve his Qualifying results and he managed to achieve that last Saturday.

Continuing on with his

form from the previous day, Reynolds went into qualifying with a can-do attitude. His speed from practice on Friday flowed through to the first and second knock-out sessions in qualifying. He was second fastest after the first two sessions and only a mere 0.06 seconds behind 2007 Champion and Walkinshaw Racing team-mate Garth Tander.

Reynolds had made his first top ten shootout and had to contain his nerves over the flying lap if he was to place a fast time. He made it through cleanly, steering clear of any concrete walls and was ninth fastest – an impressive effort for the first timer.

“My very first shootout was an intense moment and I probably didn’t get the most out of it but I will learn for next time and push on harder,” Reynolds said.

But the race was a little bit more challenging than what he had hoped. Reynolds was cleaned up heading into the first corner where three cars just couldn’t make it around. Sandwiched between two other eager competitors, the bodywork was stripped from the Bundy Red Racer.

He tried to hang in there until the first of his pit stops when the re-fuelling window opened, but he was issued a mechanical black flag from the stewards and forced to pit to have the loose body-work removed or taped up.

He dropped back to 28th place and the rest of the race was a battle, which included another stop on lap 31 after he reported issues with the #24 car. Pushing on he managed to finish the first race of the weekend in 18th place.

“I was sandwiched between two cars at the first turn then had to pit which put me at the back of the pack.

“We then had another problem and thought something was broken so we had to pit again to have it checked and lost two laps there which was our race over. But it had been a good weekend so far, I had been in the top five and the #24 Bundy Red Racing car has been exceptionally good, I just need to get a bit more aggressive over the first couple of laps,” Reynolds said.

3.



Sunday – Qualifying and Race 26:

Reynolds was on the pace again on Sunday morning in qualifying, putting Race 1 the day before behind him and heading into Sunday with a clean slate.

His qualifying run was impressive again – he used the 20 minute qualifying scramble to set the tenth fastest time of the session. He was back in the pack a little further that he had hoped for after such a brilliant run in Friday Practice and Saturday Qualifying, but was still happy with his grid position for the final race of the year.

The second 250km race was just as tough as the first and it was a hard slog for the 24 year old. He ran out of luck again in the final race when he locked a wheel on lap 17 and ran up the escape road. It took him a while to get going again and unfortunately he fell back to 25th place and a lap down.

He was up against it for the rest of the race but was determined to fight on. As drivers dropped out of contention, Reynolds was able to pick

up additional positions and he crossed the finish line just outside of the top ten in 11th place.

“I ran out of water with about 35 laps to go and for the last ten laps I really struggled. I was dehydrated and starting to overheat and I slapped the fence a couple of times towards the end.

“We were running quite strong at the start of the race and then I locked a front brake and went down the escape road which I was a bit disappointed with to be honest,” he said.

2009 wrap up:

Reynolds finished first full V8 Supercar season 22nd on the Championship points table – an inspiring start for a rookie. He summed his year up well after the final race around the streets of Sydney on Sunday.

“I have had a fantastic year and I have learnt lots from my engineers and my crew and I am a much better driver now than when I came into the start of this year,” Reynolds said.

The first event of the 2010 V8 Supercar Championship series is at Abu Dhabi in February.

