

RACE HISTORY

V8 SUPERCAR FORD FALCON CHASSIS NUMBER JBMS 005



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According to Australian motorsport history and heritage experts V8 Sleuth, it was built brand new for the 2003 season and one of two BA Falcon race cars prepared and run by the team. This chassis – JBMS 005 – ran as the #65 Beta Electrical Falcon throughout that year and was driven by New Zealander Paul Radisich.

Radisich was the 1993 and 1994 FIA Touring Car World Cup winner and became a fan favourite in V8 Supercars during his stint with Dick Johnson Racing from 1999 to 2002 before joining the Briggs team for the 2003 season.

The Briggs team was sold partway through the 2003 championship to Triple Eight Race Engineering, the British Touring Car Championship-winning team that had elected to also setup an Australian arm in V8 Supercars racing.

Triple Eight made its debut in the V8 Supercar Championship Series at the Sandown 500 in Melbourne in September of that year, making this car one of two that were the first V8 Supercars raced by the team at that event.

Triple Eight – which competes today under the Red Bull Ampol Racing banner – has since gone on to become the most successful team in the history of the championship, scoring over 200 race wins and multiple victories in the Bathurst 1000.

The JBMS 005 chassis made its racing debut at the 2003 Australian Formula 1 Grand Prix in Melbourne competing in the non-championship V8 Supercar support races and was driven by Radisich all season, including the Sandown 500 and Bathurst 1000

endurance races where Swedish driver Rickard Rydell (the 1998 British Touring Car Champion and Bathurst 1000 winner) shared the car as Radisich's co-driver.

JBMS 005 competed in all 13 rounds and 22 races of the 2003 V8 Supercar Championship Series. Its best race results were a pair of fourth-placed finishes, scored at the Clipsal 500 in Adelaide and at the Pukekohe circuit in New Zealand.

The car finished seventh in both the Sandown 500 and Bathurst 1000 in 2003 with Radisich and Rydell driving. Radisich finished 10th in the 2003 V8 Supercar Championship Series in this car and was the fourth-best finishing Ford driver in the final points standings.

Triple Eight built a pair of new cars for the 2004 season so this car and its sister car from 2003 were confined to show car duties for the team.

JBMS 005 was then sold to Gold Coast-based Mark Howard in late 2004. His Howard Racing team ran the car in 2005 and 2006 in the V8 Supercar Development Series (the second tier of V8 Supercar racing) with Howard driving and Beta Electrical signage on the car.

Howard Racing again operated the car in the 2007 V8 Supercar Development Series and it was driven by Englishman Adam Sharpe.

The car was then sold to privateer Aaron McGill, who raced the car from 2008 to 2012 in the development category. Its final event in its period racing career was at the 2012 Sydney 500 on the streets of Sydney Olympic Park.

All up the car competed in 44 rounds and 101 individual races in the V8 Supercar Development Series from 2005 to 2012 (seven in 2005, seven in 2006, seven in 2007, two in 2008, two in 2009, six in 2010, seven in 2011, six in 2012).

JBMS 005 V8 SUPERCAR CHAMPIONSHIP RACE RESULTS

2003 (driven by Paul Radisich)

Adelaide 500	12th & 4th
Phillip Island	12th
Eastern Creek	15th
Winton	7th
Barbagallo	16th, 13th & 6th
Hidden Valley	5th, 8th & 23rd
Queensland Raceway	DNF
Oran Park	DNF
Sandown	7th (co-driver Rickard Rydell)
Bathurst	7th (co-driver Rickard Rydell)
Gold Coast	11th & 6th
Pukekohe	5th, 7th & 8th
Eastern Creek Grand Final	12th & 7th

This car's original interior colour was yellow; however, it was repainted grey when the car was rebuilt by McGill partway through the 2011 season. This car raced as a BA model Falcon in 2003, 2005, 2006, 2007, 2008 and 2009 before it was updated to BF specification and raced in that configuration in 2010, 2011 and 2012.

While the car was rebuilt and placed in its current Beta Electrical livery by its former owner after its period racing life was complete, the car never raced in period with the racing number #888, made famous in particular by Craig Lowndes and the Triple Eight team.



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