

## **HKFYG Speech: Andrew Lam (3E)**

### **The History of the R32**

Imagine the thrill of the Bathurst 1000, with loud engines and excited fans cheering. In 1990, a new car came along that changed everything: the Nissan R32 GT-R Skyline. This amazing car had a powerful turbo engine and special all-wheel drive, making it very fast. Driven by Jim Richards, the R32 left all its competitors far behind. Today, I will tell you how this incredible car won many races but was banned from future supercar competitions because it was just too good.

When the green flag dropped for the race, the R32 dominated the Bathurst. Leaving his opponents behind with a trail of dust, its corner and dog fighting abilities were more superior than all the competitor from Renault to Porsche and Ford which used to dominate group A racing in Bathurst. But suddenly there was a new contender on the block and they were left behind

Its pace was superior to those European and American cars. Having an all-wheel drive system, just keeping up with the pace and stability of the R32 was hard. Especially on corners where it often left its opponents in the dust. This made the R32 a feared opponent on the track. The sight of it going down a slope at full speed gave people goosebumps. The car was even nicknamed "Godzilla."

But soon people viewed this car as unfair due to the amount of wins it got. It had 17 wins out of 25 for the whole season. By 1993, Australian motorsport authorities took notice of the wins and how fast it was compared to other cars. Group A regulations were scrapped for a new formula - the V8 supercars series. It mandated naturally aspirated V8 engines and rear-wheel-drive. This meant that the R32 was banned from entering the Bathurst 100 competition ever again. Although its victories were short lived, it was never forgotten. And this is the story of how Group A cars can be tuned into monsters. Thank you.