

news & letter

WHITELINE RACING



TOURING CAR MASTERS

IN THIS ISSUE

A WORD FROM SHAZ

TCM MEDIA RELEASES

THE '95 BACK IN DARWIN

PHOTO'S FROM HIDDEN VALLEY

WHITELINE RACING OTHER NEWS

+ MORE...

SKYCITY TRIPLE CROWN

HIDDEN VALLEY RACEWAY, NT

JUNE 17 - 19



Adelaide Independent Bandag
PH 8345 5922



Cavpower CAT

KING SPRINGS

ALDOM

MIEDECKE

DIESEL Exhaust SYSTEMS

jmjprinting services

ADELAIDE INDUSTRIAL



LABOUR SERVICE

Staffing solutions that put your business on the podium

Qualified, experienced, reliable and reference checked staff for temporary or permanent placements



275 South Road Croydon Park SA 5008

(08) 8348 3333 www.ails.com.au

No.1

Equipment Finance Broker in SA & NT

Fast, efficient, hassle-free service remains the cornerstone of Access Capital's solid reputation. Since its inception in 1989, it has become the No.1 Equipment Finance Broker in South Australia and Northern Territory.

A totally independent finance broker, Access is accredited with all major financiers which ensures best finance solutions for you and your business. And size doesn't matter. Whether your turnover is \$50,000 or \$50million, we can help with...

- ◆ Transport
- ◆ Mining
- ◆ Earthmoving
- ◆ Agriculture
- ◆ Manufacturing
- ◆ Insurance
- ◆ Premium Funding
- ◆ Cash Flow Funding



Call one of our experienced Business Development Managers to discuss your finance requirements!

John Girke 0407 842 167 Dean Bailey 0487 100 026
Liz Girke 0408 832 938 Peter Logan 0439 809 628

The Truck Factory

In June 2004 The Truck Factory commenced business in Wing Street at Wingfield. Mark Menzie had been operating a business of the same nature on someone else's behalf, however felt it was time to branch out and begin his own heavy vehicle smash repair business.

The business grew rapidly in the 12 months to follow & it wasn't long before the move was made to a new workshop on Angle Vale Crescent at Burton. The workshop in Wing Street was no longer large enough to cater for the ever growing flow of work that was coming through the doors.

Along with the move came even more growth. As time went by the number of staff increased, and the purchase of our first tow truck was made. This expanded the business from one providing customers with a specialised smash repair service to one that could offer them a one stop shop. We can tow their vehicle from any where in Australia at any time & carry out repairs to any extent should the need arise.

Not only that we offer services to refurbish your tired old girl should she be getting on, or we can paint your new vehicle into your fleet colours to match the others you have already on the road.

Our most recent addition and the 'pride of the fleet' is our new Peterbilt tow truck. She shows our trademark orange & blue paint work with the Tassie Devil ready to go to work. It's a pleasure to see it on the road and is testament to Mark's dedication & hard work during the last 7 years.



TRUCK FACTORY

Lot 6, Angle Vale Crescent, Burton, SA, 5110

- 24 hour Heavy Vehicle recovery service
- Truck Smash Repair Specialists – All makes
- All Heavy Commercial Spray Painting
- Fibreglass Repairs
- Chassis Straightening
- Private Work & Insurance Quotes



Phone 8280 8231
Lot 6, Angle Vale Cres.
Burton SA 5110
www.thetruckfactory.com.au

Peter Vicary and his two sons Ben and Andrew founded Gulf Western Oil in 1988 for the sole purpose to design an oil specific to the Australian market.

Australia has embraced this concept and over the last 27 years Gulf Western has become a leader in their field. This has been achieved by embracing some of the leading programs in the lubricant market:

- API (American Petroleum Institute)
- ISO 9001 Quality Assurance Management System Certification

Gulf Western prides itself in only using the highest quality virgin base oils and the most technologically advanced API approved additive systems allowing the company to hold some of the highest OEM approvals in today's market.

From a small company blending lubricants for the local market, Gulf Western has grown into a multi million litre organisation with an extensive distributor network throughout all states and territories of Australia, New Zealand, Fiji, New Caledonia, Tahiti, Vietnam, PNG and the Pacific Rim.

The company remains fully Australian owned and operated by the Vicary family.



GULF WESTERN OIL
THE TOUGH AUSTRALIAN

COMMERCIAL & HEAVY DUTY ENGINE OILS
PASSENGER CAR ENGINE OILS
HYDRAULIC OILS
GEAR LUBRICANTS
TRANSMISSION FLUIDS
GREASES, COOLANTS & CLEANERS
SPECIALITY PRODUCTS
AEROSOLS

Project μ

Brake Pads
Disc Rotors
Caliper Kits

www.project-mu.com.au



ADELAIDE, GAWLER, BAROSSA,
ADELAIDE HILLS, MID NORTH
WE COME TO YOU
PHONE : 08 8524 6245
MOBILE : 0413 392 077

Free Hotline 1800 248 919

sales@gulfwestern.com.au

www.gulfwestern.com.au



Whiteline
TRANSPORT AUST. PT. LTD

EAST-WEST SPECIALISTS

"Proud to be a member of Transport Women Australia Ltd"

P: (08) 8281 2444 | E: whiteline@wline.com.au | www.wline.com.au

From one Enthusiast to Another




Multi Award winning Miedecke Motor Group has been in operation for over 30 years, founded and run by Andrew Miedecke. Since 1980, Andrew has built Miedecke Motor Group into a thriving business.

"Cars have been my life long passion, don't hesitate to call me for advice or to purchase" Andrew Miedecke www.mieg.com.au amiedecke@miedecke.com.au

MIEDECKE MOTOR GROUP
Your car is our passion



100 HASTINGS RIVER DRIVE, PORT MACQUARIE, NSW, AUSTRALIA 02 6583 8855



Aldom Motor Body Builders (Aust.) Pty Ltd is a South Australian truck body building company established in 1975.

We are the leaders in design and manufacture for the transport industry as well as repair and modification specialists.

Aldom Motorsport Bodies is a division of our company, manufacturing motorsport trailers for the car racing enthusiast.

Our trailers are custom built to your specifications and budget with lightweight fibre composite bodies.

Many features include full access door as required, drop down and hydraulic rear loading ramps, beaver tail floor to assist loading, multi point tie down system, and many more options to suit your needs.



For further information :

Mark Haig
08 8346 3711 or mobile 0419 037 860
mark@aldom.com.au
www.aldom.com.au



KING SPRINGS

KING SPRINGS ARE AUSTRALIA'S LEADING SPRING MANUFACTURER OF REPLACEMENT COIL SPRINGS FOR AUTOMOTIVE USE.

ORIGINAL EQUIPMENT SPRINGS IN SUSPENSION ARE ONLY MADE AS A COMPROMISE, INDIVIDUAL DEMANDS OFTEN NEED IMPROVEMENTS IN HEIGHT, HANDLING AND HEAVY LOADING.

WE AT KING SPRINGS HAVE DEVELOPED A RANGE OF SPRINGS TAILORED TO IMPROVE ALL OF THESE NEEDS, USING THE HIGHEST STRESS MATERIAL AVAILABLE WITH A FULL RANGE OF EX-STOCK FIT FOR PURPOSE

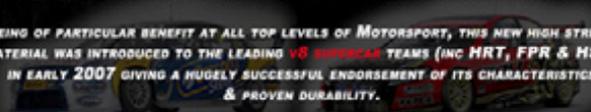
USING HOT ROLLED SECTION WITH BAR DIAMETERS FROM 9MM TO 30MM, KING SPRINGS SPECIALISE IN QUANTITIES OF 20 TO 500 UNITS PER PART NUMBER AND OFFER A COMPLETE DESIGN SERVICE. LEADERS ON THE WORLD STAGE IN PROGRESSIVE RACE, TAPERED WIRE DESIGN TECHNOLOGY, WE HAVE OVER 1400 PART NUMBERS NUMBERS AVAILABLE AS DETAILED IN OUR ONLINE CATALOGUE AT WWW.KINGSPRINGS.COM.AU

BAR PEELING	High Stress Steel	Normal Grade Steel	XSK MATERIAL
BAR TAPERING			VARIABLE BATCHES
ELECTRONIC FURNACE			BOUNCE TECH TEAM
PHOSPHATE COATING			ONLINE CATALOGUE
EPOXY POWDER COATING			AUSTRALIAN OWNED
SHORT LEAD TIMES			LIFE TIME WARRANTY
CYCLE TESTING			PRECISE RATE TESTING
LARGE STOCKS			AUSTRALIAN MADE

KING SPRINGS EXCLUSIVELY USE HIGH QUALITY, HIGH STRESS XSK SPRING STEEL.

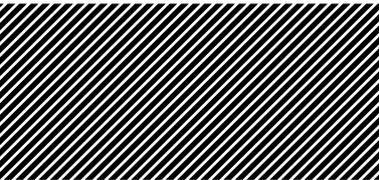
THIS NEW GENERATION STEEL ALLOWS KING SPRINGS TO FURTHER IMPROVE MANY OF THEIR EXISTING DESIGNS BY REDUCING THE AMOUNT OF STEEL REQUIRED IN A SPRING, MAKING IT SUBSTANTIALLY LIGHTER (BY APPROX. 30%) AND REDUCING THE SOLID HEIGHT THEREFORE INCREASING TRAVEL.

BEING OF PARTICULAR BENEFIT AT ALL TOP LEVELS OF MOTORSPORT, THIS NEW HIGH STRESS MATERIAL WAS INTRODUCED TO THE LEADING V8 SUPERCAR TEAMS (INC HRT, FPR & HSV) IN EARLY 2007 GIVING A HUGE SUCCESSFUL ENDORSEMENT OF ITS CHARACTERISTICS & PROVEN DURABILITY.





Sponsors



	Access Capital	www.accesscapital.com.au	(08) 8334 2100
	Adelaide Independent Bandag	www.adelaideindependentbandag.com	(08) 8345 5922
	Adelaide Industrial Labour Service	www.ails.com.au	(08) 8348 3333
	Adelaide Sign Design	www.adelaidesigndesign.com.au	(08) 8285 8566
	Adelaide Truck Wholesalers	www.adelaidetruckwholesalers.com.au	(08) 8285 8566
	Aldom Motor Body Builders	www.aldom.com.au	(08) 8346 3711
	CAT Trucks	www.cattrucks.com.au	1800 228 007
	Cavpower	www.cavpower.com	(08) 8343 1600
	Diesel Exhaust Systems	www.dieselex.com.au	(08) 8260 6122
	Earthtrack	www.etms.com.au	(08) 9456 1140
	Gawler Windscreens	www.gawlerwindscreens.com	(08) 8524 6245
	Gulf Western Oil	www.gulfwestern.com.au	1800 248 919
	JMJ Printing	jspykers@jmjprint.net.au	(08) 8285 9711
	K Craft Bullbars	www.kcraftbullbars.com.au	(08) 9350 6244
	King Springs	www.kingsprings.com	(07) 5539 6700
	Magswitch	www.magswitch.com.au	ceo@magswitch.com.au
	Mercedes-Benz Trucks	www.mercedes-benz.com.au	1800 448 911
	Miedecke Motor Group	www.miedecke.com.au	(02) 6583 8855
	Project Mu	www.project-mu.com.au	(07) 5591 8198
	Truck Factory	www.thetruckfactory.com.au	(08) 8280 8231
	Whiteline Transport	www.whitelinetransport.com.au	(08) 8281 2444

SKYCITY TRIPLE CROWN

HIDDEN VALLEY RACEWAY, NT

LENGTH 2.87 KM (1.78 MI)

TURNS 14



DK DIRK KLYNSMITH
PHOTOGRAPHY



DK DIRK KLYNSMITH
PHOTOGRAPHY

Contents

A WORD FROM SHAZ (HIDDEN VALLEY).....	6-7
TCM MEDIA RELEASES.....	8-9
HIDDEN VALLEY IN PHOTOS.....	10-11
OTHER NEWS.....	12-15
SERIES RESULTS.....	16

PHOTOGRAPHIC CONTRIBUTIONS



DIRK KLYNSMITH  DIRK KLYNSMITH
PHOTOGRAPHY
DIRK@DIRKKLYNSMITHPHOTOGRAPHY.COM
WWW.DIRKKLYNSMITHPHOTOGRAPHY.COM



A WORD FROM SHAZ

SANDOWN

ROUND 2 SANDOWN SHANNONS NATS

APRIL 1-3, 2016

The Bumble Bee is back !!!! Much excitement with the return of the 95 Camaro livery back to what had been known as the bumble bee – the yellow and black paint scheme with yes, Bob the Builder behind the wheel !!!! Since Clipsal major revamping of the 69 camaro has taken place out at the Truck Factory with Darwin the round the boys were striving to have it ready for. Gulf Western Oil backing us, so too Cavpower – both their logos look great with the yellow and black paint scheme.

So, needless to say much anticipation for this round at the top of Australia with Bobby and Kingy looking forward to hitting the track together.

Because Bobby has been driving the transporter to all the tracks and knowing he was driving at Darwin, the Builder headed off on the Sunday to give himself an extra day to be fully rested.

Prior to departure, Birdman had a list of tasks to complete which included :

Car 85 – King Springs Camaro – Mark King Diff and gearbox ratio changed to suit Darwin, front springs changed again to suit Hidden Valley, new starter motor fitted due to hot start issue at Winton at the previous round, repairs to the exhaust system as a result of Winton excursion and a new poly carb right hand window with vent system fitted.

Car 95 – Whiteline Racing – Bobby Middleton Diff and gearbox ratio changed to suit Darwin, livery changed back to original bumble bee colours, seat changed to suit new driver, new front brake rotors fitted and cool suit system fitted, essential for Darwin.

As I said Bobby headed off early on the Sunday and as it would be I headed off at the same time for a changeover, so we travelled to Port Augusta together, Bobby turning right heading north bound, me turning left heading west bound !!

Bobby had a great trip up, meeting up with Dan of Erebus racing from Pt Augusta on they were great travel buddies.

On arrival into Darwin, both Bob and Dan parked the transporters up at Peter Gilbert Transport then headed off for a good night's rest at the Novotel. Next morning which was the Wednesday, back to Peter Gilbert's where they were able to use their facilities to wash both the transporters – thanks heaps Peter and Lorraine.



Timmy flew in from Melbourne arriving around mid night then the rest of the crew followed from Brisbane, Sydney and Moyhou. Bobby and Timmy spent the Wednesday night at Freespirit Resort, moving into the City Apartments when the rest of the crew arrived.

I flew in lunch time Friday and was collected from the airport by Leo Tobin who would usually be driving in the series, but wasn't able to have his car repaired in time to be part of the event.

Wednesday Richard Craill of Media Torque organised for the 'bumble bee' to be part of the V8 transporter parade at Raintree Park – an event that is always such a good lead up for race fans.

Thursday the team did the usual set up at the track and pit area to prepare for the weekend, the heat was taking it's toll, so the boy's headed back to our accommodation for a dip in the pool and just order in pizza.

Practice 1 Friday morning the category were scheduled for 2 practice sessions. The first at 10.25 am and was a 20 minute session. For Kingy in the 85 King Springs Camaro, the first session was all about bedding in brakes. Kingy was running a new type of compound from Japan organised by Project Mu and initial signs were positive with Kingy commenting they were great. The additional laps were all about achieving the correct chassis balance. For the session Kingy was sitting 10 th fastest with the best time achieved on the 12 lap of 12 with a 1.165734.

Practice 1 for the Builder was massive – after several years away from the wheel, it took a while to get sorted, by that I mean himself, gearing for corners, approach etc and this would prove to have a bit of excitement attached to it with a couple of spins to mix things up but fortunately no contact with any other car or wall !! But, the builder had nothing to worry about, in his first session was 3 seconds quicker than the last time he raced there which proved to be a positive confidence builder. Not only that, there was so much genuine good feeling about the 'old boy' back in the seat. Bobby was sitting 14th quickest having completed 11 laps, the best on the 10th with a 1.192511.

The Torana's were on fire with Gomersall and Bowe showing everyone how it is done with a 1.129510 and 1.137020 respectively.

Practice 2 was held at 1.10 and again a 20 minute session. Kingy completed 12 laps with the best time on the 6th with a 1.1494 and clearly on the right track with the sway bar changes implemented getting closer to the balance of the car being where it needed to be. Kingy commented he was looking good for qualifying.

For Bobby in bumble bee, adjustments to the shocker settings up front, adjustments to sway bar at rear and the ride heights improved the car enormously. This combined with newer tyres saw another 3.5 seconds slashed off lap times, of the 11 laps, the best was on the 6th with a 1.1652. The set up for qualifying stayed the same, but was enhanced with new tyres. Again the front runners were the Toranas with Glen Seton and his big Ford now in the mix – Gomersall still the pace setter with a 1.12380.

With the boys on top of the worklist for the Camaros, the covers were put on and they were keen to jump in the pool and cool off. Following that we headed down to the Trailer Boat Club and what a spot – the food was great and we were able to watch the amazing sunset disappear into the ocean – fabulous setting – see the pics.

Saturday, just for something different it was hot !! We had a qualifying session and race to conquer, so headed out to the track early morning to get prepared.

Qualifying was held at 10.35 and was a 20 minute session.

Kingy had a real crack completing 11 laps leaving the best to the last one !! With a time of 1.1436 Kingy would put his 85 King Springs Camaro off 7 and was pretty happy with the session.

Bobby returned to pit lane after completing 7, with the best time achieved on the 3rd with a 1.16.2 and felt satisfied at this point placing the 95 Whiteline/Cavpower No. 95 camaro out of 14. Qualifying is one thing, race conditions are another. Still setting strong lap times were the usual suspects, Bowe, Gomersall all in the 1.12's closely followed by Seton in the 1.13's.



BOB IN THE MERCEDES BENZ ALONGSIDE DAN FROM EREBUS RACING – TRAVELLING TOGETHER THROUGH THE CENTRE OF AUS TO HIDDEN VALLEY



Race 1 Saturday 1.45 – 10 laps

Well sadly for the builder his return to racing saw him in trouble for excessive speed in pit lane, which resulted in a 2 spot penalty, so was now starting out of 16. For Kingy, off the 4th row in 7th. First lap action was on when front runner Gomersall did not get away for the start, Kingy got touched up by Karanfilovski whilst Bobby got a biff in the starters pack which nearly saw him turn around, but managed to save it. On completion of the 1st the Whiteline boys were Kingy 7 and Bobby 15. On the 3rd, Kingy got a huge hit in the driver's door, when it appeared Karanfilovski ran out of brakes, but again fortunately did not take Kingy out of racing contention. Kingy was now back in ninth and Bobby was progressing up into 13th for laps 2 – 10. Kingy was lucky on the 8th lap when Gomersall went off clearly experiencing handling issues, causing Abelnica to also take evasive action, with Kingy luckily avoiding becoming part of it. Kingy finished 8th and Bobby finished in 13th. The boys had a challenge with doing make shift repairs to Kingy's door – that will need to be replaced prior to the next round. I must say though, racing tape is a god send so too colourful sponsor stickers – great camouflage. The big fords were able to take out 1st and 3rd with Johnson winning and Seton coming 3rd. Sandwiched in 2nd was JB in the Torana. After the race Karanfilovski and Kingy had a discussion regarding their contact – Karanfilovski explained he 'triangulates' into corners, whereas Kingy's style is more of a rounded approach into corners ?? Clearly too technical for me, was never a lover of fractions at school. And we all know the history of the Bermuda Triangle.

Rather than work in the heat, the boys put the covers on the Camaros and we headed back for swims. The first of our 2 races on the Sunday wasn't until 11.50 so the plan was to get trackside early.

Saturday night we stopped on the way back to the hotel and grabbed some yummy prawns and nibbles – this made for a pretty relaxed dinner.

Kingy and Bobby were going to take time out with the boys to sit and review lap and sector times to discuss how they might handle their racing on the Sunday.



Race 2 Sunday 11.50 – 10 laps

The starting order for the Whiteline boys, was Kingy out of 8 and Bobby out of 13, unlucky for some ?? Not a great start for the boys, Kingy found himself boxed in and decided to sit back conservatively and wait for the storm to pass, which it did and on the 3rd laps made progress advancing up into 8th position. Bobby had dropped back to 17th by the end of the 1st, but also found the balance and was up into 13th by completion of the 3rd and would finish in this position. Last three laps were challenging for Kingy with no top gear, but still managed to hold onto 8th. Battling it out up front initially were Johnson and Bowe, but when Bowe had an uncharacteristic off on the 8th, the battle for top honors was on for young and old between Johnson and Seton, with Johnson the victor.

On return to the pits, the crew found that Kingy's gearbox side cover bolts were loose and three in fact were missing, which resulted in the gear stick having massive free travel. The boys were able to rectify this issue in time for race 3.

For the Builder however, news was not good, he had reported a vibration from the 95 camaro which would appear to be a tailshaft issue, or a problem with the gearbox, not wanting to risk further substantial damage, the decision was made to load her up and not take part in the final race.



Race 3 the Waeco Trophy Race was just sensational. The starting order was partial reverse grid, so the guns were towards the rear of the field with a mission of trying to make their way through for a win. But, 74 Mercer had other ideas and he certainly put on a show with his very wide Ford taking it to the wire in the 10 lap race. Really right from the start this was going to be a huge race, with Andrew Fisher's Ford bonnet airborne on the warm up lap providing an anxious moment for Kingy who was starting alongside him out of 11. Kingy and Karanfilovski also reignited their battle with sparks and heavy braking. Kingy managed to get as high as 6th spot mid race, finally finishing up 7th in what was a highly entertaining encounter. Karanfilovski worked through the field and was really challenging Mercer, but as I said, Mercer was not giving up he had decided he was going to take home a Waeco Cooler !!! The battle ended when Karanfilovski giving it everything, came unstuck and was off the track, this gave Mercer the breathing space he needed to take the chequered flag. Karanfilovski went up to Mercer straight after the race for a congratulatory hug – it really was entertaining. Kingy drove really well in what was quite a pressured race with a bit of relief when the yellow flag was out to recover Bowe's Torana which had lost power.

As soon as the race finished, we all got busy loading up the road show for the journey back to Adelaide.

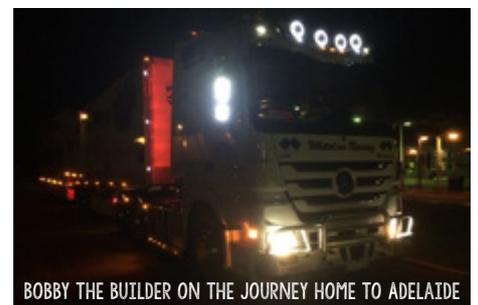
For Timmy, Birdman and myself we were flying out 1.30 a.m. with Kingy, Jason and Paulie taking in an extra day to do a spot of fishing in Kakadu.

Our next round is Queensland – another long haul – no doubt I'll have heaps more to share with you all then.

Kind regards,

SHAZ

For further information:
0418 826 272 - shaz@wline.com.au



BOBBY THE BUILDER ON THE JOURNEY HOME TO ADELAIDE

TCM MEDIA TOURING CAR MASTERS RELEASE

THE ENZED TOURING CAR MASTERS SERIES IS SUPPORTED BY ENZED, RARE SPARES, SHANNONS, PWR, MEGUIAR'S UNIQUE CARS, HOOSIER AND AUSTRALIAN SPORTS MARKETING.

FOR MORE INFORMATION VISIT

WWW.TOURINGCARMASTERS.COM.AU

GOMERSALL ON RECORD PACE IN DARWIN PRACTICE

JUN 17, 2016

JASON GOMERSALL has banked the fastest ever Touring Car Masters lap of Hidden Valley Raceway to top practice for the Shannons Thunder in the Valley today.

Gomersall's 1m12.3800s was 0.003s faster than John Bowe's 2015 pole time at the 2.87km Darwin circuit and carried on the sensational debut of his stunning, Peter Brock-inspired A9X Holden Torana.

The iSeek Racing driver was fastest in practice for the recent Winton round of the championship on the debut of his new, Matt Stone Racing-constructed Torana. The ProAm class leader then went on to finish second behind John Bowe in the first two races at the county Victorian circuit in a stunning debut for the first ever Hatchback Torana to race in TCM.

Today he carried that form into the Top End challenge this weekend by setting the fastest time in the second session and the quickest overall time of the day as the field prepares for qualifying tomorrow morning.

Glenn Seton was second overall across today's pair of 20-minute sessions: his 1m12.9958s lap edging John Bowe's Holden Torana out by 0.06s.

Bowe, last year's Darwin polesitter and round runner-up was third fastest in the Wilson Security Torana while Steven Johnson ended the day fourth in the WM Waste Management / Synergy Race Engines Falcon GTHO.

Johnson had a challenging start to the weekend when he completed just two laps of the first session thanks

to a broken power steering oil line. A repair between sessions saw the No. 17 Falcon jump immediately to fourth place – 1.1s from Gomersall's fastest time but only 0.5s slower than Seton and Bowe ahead of him.

Johnson won the Darwin round last year with two race victories, driving John Bowe's Ford Mustang.

Jim Richards ended practice fifth in the Shannons Insurance AMC Javelin, just 0.02s behind Johnson's Falcon.

Eddie Abelnicca (Falcon XB Coupe), Mark King (Camaro), Andrew Fisher (Falcon GTHO), the impressive Wayne Mercer (Falcon GTHO) and Tony Karanfilovski (Mustang) completed the top 10 in today's combined practice times.

Abelnicca was the fastest car in a straight line today, his Darwin's Cheapest Cars Falcon clocked at an impressive 256km/hr on the circuit's timing speed trap in practice one.

King battled understeer early in his Camaro before improving in practice two, while Fisher survived a late brush with the wall in practice two in his Jesus Life Choices Falcon GTHO.

Outside the top-10, Cameron Tilley was 11th in the Valliant Pacer and Rusty French 12th in his Skye Sands Mustang.

Adam Garwood edged out dad Greg by 0.2s for 13th an 14th while series returnee Bob Middleton traded radio headset for helmet today for the first time in years – returning to the wheel of the No. 95 Whiteline Racing Chevrolet Camaro.

Middleton estimated that he hadn't driven his car for 'six or seven years' but was immediately up to speed in the newly liveried Chevrolet.

Nigel Benson, Darren Beale, Michael Cannon – on debut in his GTHO Falcon – and Mick Wilson's Charger completed the field.

Saturday's TCM schedule for the Shannons Thunder in the Valley has TCM cars qualifying and tackling their first race of the weekend.

John Bowe is the reigning Darwin polesitter, and has scored pole on seven of the eight times TCM has visited Hidden Valley Raceway. Jim Richards – in 2009 – is the only other driver to have scored a TCM pole in Darwin.



ITS THE TORANA 1-2 SHOW AGAIN IN DARWIN

JUN 18, 2016

JOHN BOWE and Jason Gomersall have qualified first and second for the fourth round of the 2016 Touring Car Masters series, generating a Holden Torana front-row lock out for the second straight round.

Gomersall led the session early before Bowe was able to post another of his customary one-lap screamers to deny the A9X Torana pilot his first Pole position. The final margin between the pair was just 0.3 seconds.

Bowe's pole time of 1m12.5197s was actually 0.3s slower than the qualifying record established last year and Gomersall's fastest lap yesterday, with different track conditions denying the chance for record lap times.

Steven Johnson qualified his Falcon GTHO an impressive third, just 0.4s away from the time banked by Bowe, despite missing much of yesterday's opening practice session with technical issues.

Glenn Seton charged to fourth place while Eddie Abelnicca and Jim Richards will start fifth and sixth, respectively.

Mark King, Tony Karanfilovski, Andrew Fisher and Adam Garwood completed the top-10 ahead of today's first race, scheduled for 1:45pm local time.

The session ran without interruption however a technical issue relegated the Valliant Pacer driven by Cameron Tilley to pit lane after just three laps.

The cause of the technical issue is currently unknown however fire extinguisher was briefly required for use under the bonnet of the popular Chrysler product. Updates will be forthcoming via the TCM social channels on Facebook and Twitter.



JOHNSON WINS STUNNING DARWIN OPENER

JUN 18, 2016

A POWERFUL performance has seen Steven Johnson add his name to the ever-growing list of race winners in a stunning 2016 Touring Car Masters season.

The second-generation Ford hero powered his Synergy Race Engines Ford Falcon GTHO from third on the grid to the race lead by the first corner of today's 10-lap Shannons Thunder in the Valley opener, spending the rest of the race battling with old teammate John Bowe for the victory.

Bowe threw everything he could at Johnson in a classic Aussie Ford-versus-Holden fight but ultimately couldn't work his way past the big Falcon: a car particularly strong down the long Hidden Valley front straight.

Bowe would continually attack through the tight section of Hidden Valley' 2.87 kilometres, only for Johnson to pull away down the long straight. It was Johnson's third win at Hidden Valley and the 11th of his TCM career – but more importantly added his name to the list of six other drivers to have won in the championship this year.

It also equals the record for the most number of different winners in a single TCM season after just 10 races of this year's ultra-competitive title fight.

Bowe finished second in his Wilson Security / Payce Torana, spending his entire race either attacking Johnson or fending off long-time Touring Car / Supercar rival Glenn Seton.

Seton finished third today to continue his strong run of recent form, an aggressive drive from fourth on the grid putting him in good stead for tomorrow's two races.

The former two-time ATCC / Supercars champion is proving to be a model of consistency this year with today's result his fourth, third-place effort from the 10 races contested to date this year.

Jim Richards finished fourth and Tony Karanfilovski a superb fifth – first of the ProAm runners' home – after several leading contenders removed themselves from contention late in the race.

One of them was Holden Torana A9X driver Jason Gomersall, who started from the front row and looked a likely contender for victory before a gearbox issue saw him lose positions on the run to turn one.

With the car struggling to engage third gear, Gomersall dropped from narrowly leading Bowe to end up fifth at the end of lap one.

The iSeek Racing driver quickly worked his way back towards the front of the field, passing Eddie Abelnica on lap two and Seton on lap three to return to contention with leaders Johnson and Bowe. However the gearbox issue returned the following lap, allowing Seton to re-pass the Torana to grab third place.

Gomersall then shaded Seton for a further three laps before he attempted an outside pass at turn one on the eighth lap – unfortunately spinning off the road having been unable to stop the car once past Seton.

Eddie Abelnica – fifth at the time – was caught up in the incident and dropped several spots while taking evasive action: Abelnica ultimately finishing sixth and Gomersall ninth.

Behind the leaders, Andrew Fisher had a quiet race to

seventh place in the Jesus Racing Falcon, Mark King finished eighth in the King Springs Camaro and Wayne Mercer grabbed a solid 10th place (having been overtaken by a recovering Gomersall on the final lap) in his Falcon GTHO.

Only one driver failed to finish today's 10-lap affair that was held in hot and extremely humid conditions.

Cameron Tilley retired his Valliant Pacer on the opening lap having earlier done the same after just three laps in qualifying.

The popular Sydneysider reported similar issues to those experienced in the opening round at the Clipsal 500 Adelaide, relating to the engine of the six-cylinder Pacer.

The team will work this afternoon to rectify the issue and return to the circuit for tomorrow's two final races that complete the Shannons Thunder in the Valley.



FALCON GTHO DOMINATES IN THE TOP END

JUN 19, 2016

STEVEN JOHNSON has claimed back-to-back Touring Car Masters round victories at Hidden Valley Raceway, storming to victory in the Shannons Thunder in the Valley in his Falcon GTHO this weekend.

Johnson brilliantly won races one and two driving the Synergy Race Engines Falcon before finishing 10th in the Waeco Trophy Race late on Sunday to seal the round result and close to within nine points of John Bowe in the ProMaster class championship.

Meanwhile, Wayne Mercer stormed to victory in the 10-lap, reverse-grid Trophy encounter late on Sunday afternoon, recording his first ever TCM race victory.

The win etched the popular Victorian driver into the record books as the 8th different winner from 12 races this season – the first time there has been more than 7 winners in a single TCM season.

The Darwin round also marks the first time all three races of a single round have been won by Ford's famous XY GTHO Falcon.

Having won the opening race on Saturday, Johnson repeated his supreme defensive performance in race two, repelling attack after attack from John Bowe first and then Glenn Seton later in the race.

Bowe shadowed his former teammate for the early stages of the race before an attempted overtake around the outside of turn one went awry and he ran off the road – ultimately finishing fifth.

With two laps remaining Seton then took up the mantle of aggressor, working over the rear bumper of Johnson's Ford in a classic battle to the flag though Johnson was good enough in defence to hold on for a narrow victory.

With Seton second, Eddie Abelnica finished a strong third and Jason Gomersall fourth.

The Holden Torana A9X racer had started the race ninth and despite a slow start was quickly able to work his way back to the front of the field, setting the fastest lap in the process.

With Bowe fifth, Jim Richards finished sixth, Andrew Fisher seventh with Mark King, Adam Garwood and Greg Garwood completing the top 10.

Wayne Mercer led from pole position in the Waeco Trophy Race, but the race turned out to be another thriller that required a Falcon GT to defend from several leading combatants.

Tony Karanfilovski was the main attacker, working his way to second behind the blue Falcon by mid-race. The pair battled side by side for several laps before making his move with two laps remaining.

Unfortunately the yellow Mustang ran wide and off the road, the Sydney driver recovering to finish 10th after a strong performance.

Rusty French ultimately finished second, while Glenn Seton stormed from 14th to 3rd to continue his strong run of reverse-grid form.

Adam Garwood finished fourth, ensuring the young Tasmanian has finished inside the top six in every Trophy race this season. Greg Garwood completed the top five having led the race early in his Ford Capri Perana.

John Bowe had looked a likely winner of the Trophy race, however pulled to the side of the road on lap four with no power in his Holden Torana.

Johnson's superb performance at Hidden Valley closes him to just 9 points of the ProMaster class series lead at the halfway point of the 2016 TCM series, the Falcon driver's 608 points trailing Bowe's 617.

Eddie Abelnica remains the model of consistency and retains third in the standings while Glenn Seton now sits just 97 points from the series lead in fourth.

Just 158 points – less than a full round – split first to sixth in the ProMaster Class.

Jason Gomersall edged out his lead over Andrew Fisher in the ProAm class, Holden Torana leading Ford Falcon in ProAm as it does in ProMaster.

The margin between the pair stands at 74 points, with Tony Karanfilovski third.

Adam Garwood continues to top the ProSports standings in his Sunliner RV Holden Torana SL/R 5000.

The next round of the 2016 Touring Car Masters series – the Rare Spares Queensland Tourist Trophy - will be contested at Queensland Raceway on July 22-24 with the Supercars Championship.





DK DIRK KLYNSMITH
PHOTOGRAPHY





DK DIRK KLYNSMITH
PHOTOGRAPHY



other news

HARWOODS SPRING INTO ACTION

Our beautiful WA family and friends to so many of Whiteline Racing continue their tour of Australia.

Terry and Vicki Harwood called in to the Gold Coast to see Kingy for some expert spring advice for 'Billy' their home on wheels.

As you can see by the picture, smiles all round for Terry and Mark King – job done, Billy will be much happier riding up the highway from now on !!!

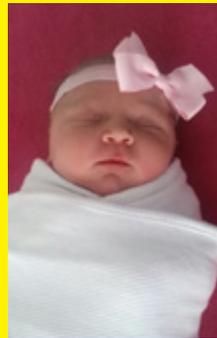


BILLY'S JUST HAD A SPRING JOB DONE

NEW WHITELINE TEAM MEMBER

Zoe Elyse Lucas

BORN 30TH MAY AT 8.13PM
TO CHELSEA AND BRENT LUCAS
8 POUND 1 OUNCE (3.65KG) - 51 CM



BATHURST ON ICE

Really glad we are not racing Bathurst this weekend as we would need those snow rally tyres!

Kingy



GILBERTS TO THE RESCUE

Peter Gilbert Transport a family business spanning over 5 decades run specialized services to Darwin with amazing cold store facilities in the top end, Adelaide and through the centre. Peter and Lorraine are also wonderful friends and when Bobby arrived with the transporter the night before bump in, Gilberts were as accommodating as always allowing him to park up the transporter - thanks guys !!!

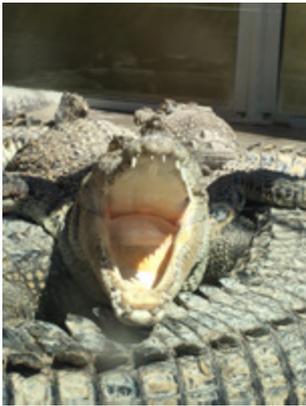


FREESPIRITED BOBBY

After the long haul through the centre, Bobby and the Mercedes Benz prime mover park up for a well deserved rest at the Free Spirit awaiting the arrival of the rest of the crew.



NEVER SMILE AT A CROCODILE



PAULLY



"BEEN WORKING ON PAULLY TODAY DO YOU THINK HE HAS IMPROVED" KINGY

PICS FROM RAINTREE PARK, DARWIN - SUPERCARS PROMO



other news

TRAILER BOAT CLUB



THE TEAM AT DARWIN AFTER THE RACING CHILLING OUT - A NIGHT OF PRAWNS AND MARINARA



BRESSINGTON, READY, SET, GO FOR QUEENSLAND

It is with great excitement Adam Bressington will join Whiteline Racing to campaign the 1969, 95 Camaro in Queensland, July 22 - 24, 2016.

Adam loves his motorsport and we look forward to seeing him on the track with team mate Mark King in the 85 camaro.



Profile info

Adam Bressington

Born

7th May 1967

Height

179cm

Lives

northern beaches Sydney

Work

c/o Director Fabre Australia

Likes

water skiing, swimming, surf skiing, running

Race History

Spencer Martin trophy 2001

Old Tourist trophy 2002

The Healey challenge 1999 Bathurst

Kumho MGF series 2002 runner up

Kumho MGF series 2003 3rd series

Bathurst V8 Ute race 3rd(Dave Griffin)

V8 Ute series 12th series 2004

V8 Ute series 10th series 2005

TCM 2012 Steve Mason Camaro

TCM 2013 Monaro Bandit Racing

TCM 2014 XA Falcon (Berta)

2015 Dutch touring car round Spa West

Suffolk racing BMW M3



SERIES RESULTS

- Round 1 Clipsal 500 Adelaide (SA) March 3-6
- Round 2 Sandown Shannons Nats (VIC) April 1-3
- Round 3 Winton Super Sprint (VIC) May 20-22
- Round 4 Skycity Triple Crown (NT) June 17 - 19
- Round 5 Phillip Island Shannons Nats (VIC) July 22-24
- Round 6 Phillip Island Super Sprint (QLD) Sept 9-11
- Round 7 Supercheap Auto Bathurst 1000 October 6-9
- Round 8 Muscle Car Masters (NSW) Oct 29-30



Class	Driver	R1	R2	R3	R4	R5	R6	R7	R8	TOTAL
PRO MASTER CATEGORY - 2016 ENZED TOURING CAR MASTERS										
ProMaster	John Bowe	158	166	170	123					617
ProMaster	Steve Johnson	134	158	146	170					608
ProMaster	Eddie Abelnica	151	137	137	144					569
ProMaster	Glenn Seton	147	86	154	158					545
ProMaster	Mark King	122	125	125	119					491
ProMaster	Jim Richards	48	162	137	137					484
ProMaster	Greg Ritter	170	64	0	0					234
ProMaster	Andrew Miedecke	131	0	0	0					131

Class	Driver	R1	R2	R3	R4	R5	R6	R7	R8	TOTAL
PRO AM CATEGORY - 2016 ENZED TOURING CAR MASTERS										
ProAM	Jason Gomersall	110	125	162	131					528
ProAM	Andrew Fisher	97	119	113	125					454
ProAM	Wayne Mercer	67	101	91	104					363
ProAM	Tony Karanfilovski	0	146	80	110					336
ProAM	Rusty French	84	95	68	104					326
ProAM	Paul Freestone	128	102	0	0					230
ProAM	Cameron Tilley	0	89	96	0					185
ProAM	Leo Tobin	67	60	46	0					173
ProAM	Bruce Williams	0	0	77	0					77
ProAM	Bob Middleton	0	0	0	45					45
ProAM	Blu Cannon	0	0	0	0					0

The ENZED Touring Car Masters series is supported by ENZED, Rare Spares, Shannons, PWR, Meguiar's Unique Cars, Hoosier and Australian Sports Marketing. For more information visit www.touringcarmasters.com.au

Whiteline Racing is supported by

