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QUEENSLAND RACEWAY, QLD

JULY 22-24



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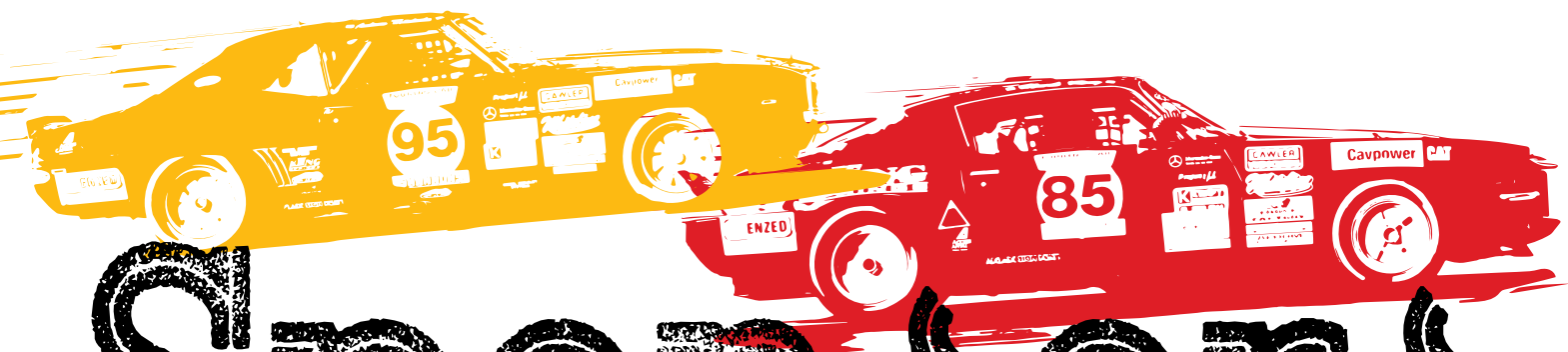
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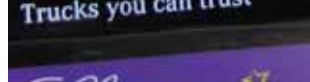
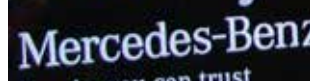
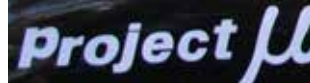
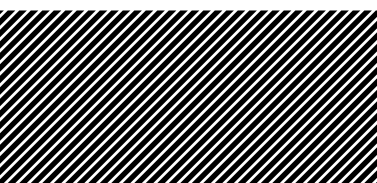


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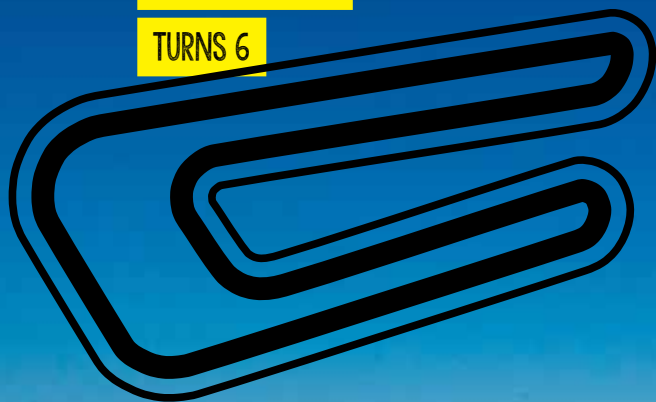
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COATES HIRE IPSWICH SUPER SPRINT

QUEENSLAND RACEWAY, QLD

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TURNS 6



DK DIRK KLYNSMITH
PHOTOGRAPHY



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A WORD FROM SHAZ

ROUND 5 IPSWICH SUPER SPRINT

QUEENSLAND RACEWAY, QLD

JULY 22-24

Round 5 at Queensland Raceway Ipswich was the home town round for Gold Coast based Mark King in the 85 King Springs Camaro and the debut meet for Adam Bressington from New South Wales, in the Fabre/Whiteline 95 Camaro. Always an added excitement when one of the tracks is 'home' for the drivers with Kingy having many followers and race fans happy to see him, catch up with him, have photos and shake his hand. The team was also excited about the arrival of the new kid on the block, Adam – who has been no stranger to TCM having ran in a few meets in cars owned by Phil Morris and Steve Mason.

Also a highlight at this round for all involved with TCM was the return of Keith Kassulke Outbound Racing – Most of you will remember Keith was seriously burned and injured in a racing incident at Phillip Island last year – Keith has made an amazing recovery and what can only be described as his testament and love of motorsport was back behind the wheel campaigning his No. 52 Holden Monaro and did very well I might add.

Following on from the Darwin round, Birdman got busy preparing both the cars for Queensland, which included :

King Springs Camaro 85 – Mark King

- Diff and gearbox ratios changed to suit Queensland Raceway
- New windscreen fitted (Darwin damaged)
- New front brake rotors fitted (routine)
- New clutch pack fitted - damaged when pilot bearing failed
- Tailshaft rebalanced (driveline vibration)
- New left hand door fitted and front guard repaired (Darwin damaged)

95 Fabre/Whiteline Camaro – Adam Bressington

- Diff and gearbox ratios changed to suit Queensland Raceway
- Suspension changes to suit Queensland Raceway
- Tail shaft rebalanced (slight vibration in Darwin)
- Clutch assembly rebuilt (routine)
- Volt meter added to dash to monitor charge system voltage



NEW KID ON THE BLOCK ADAM BRESSINGTON WITH HIS CREW CHIEF MARK 'BIRDMAN'

Our Queensland round was part of the V8 calendar which usually means an earlier bump in for the transporters, with that in mind, Bobby was loaded and ready to go early Tuesday morning of race week, with not only the Whiteline Camaros but also Adelaide based Black Cat Racing, Rory O'Neill and his Porsche and another Porsche for Buick Motorsport. The logistics of loading up a tad more involved with additional toolboxes, spares, tyres etc. The transporter was full.

Bobby had a great trip north, meeting up with Jono Cullen based in Bundaberg and they travelled the long haul together – made the time fly for both of them it seems !!

Timmy Ede, flew in early on the Thursday to lend a hand with the unloading, so too, Birdman, Jason and Paulie. Even though Kingy lives there, he checks out of home and in with the team just like a tourist to be close to the gang !!

Adam flew in on the Thursday for his first round with Whiteline Racing and stayed with his 'second family' Ken and Jill (oh, and not forgetting Myrtle the Turtle) – Ken was trackside to lend a hand and support all weekend.

Hotel Monier at Darra is where we would have our night meals and enjoyed catching up with fellow TCM driver Leo Tobin and his team who also liked what was on offer.

The boys were scheduled for two practice sessions on the Friday. For Kingy, in the 85 King Springs Camaro, the first session was all about shaking down the Camaro and plan fine tuning to the set up. After the first session, Jason and Paulie changed the front sway bar and made rear bar adjustments with the view to stiffen up the set up in readiness for the Saturday morning qualifying session.

For Adam, the first session was all about getting acquainted with his 95 camaro, dusting off the cobwebs, getting a feel for the car and the set up. Adam commented compared to anything else he had steered it drove quite differently, quick steering, strong engine, positive throttle – instant in fact. During the second session, Adam managed a couple of clean laps on his own, testing out rear roll bar setting adjustments and tyre changes. Adam commented he was braking too early and wanted to work on that and was not wanting to direct too many changes to Birdman until he felt he had a better understanding of the Camaro. Adam admitted he was not yet driving the 95 Fabre/Whiteline Camaro to its full potential and was keen to be guided by the setup recommended by Birdman.

Timmy and Birdman were both pretty excited to see Adam already showing such positive signs so early into the race meet.



For Adam post practice, I asked him what were his thoughts leading up to the racing – he was smiling from ear to ear and said it was good to be back racing in TCM, to be back behind the wheel and how much he loves the Camaro and what a strongly prepared car he had to race !

After both the sessions, the boys were in good shape, Adam in the 95 Fabre/Whiteline Camaro 7th quickest with a 1.18.18 and Mark in the 85 King Springs Camaro in 8th with a 1.18.21 – 1 – 6 were well seasoned drivers in Gomersall, Seton, Bowe, Johnson, Abelnica and Richards – both boys in very good Company and a field of 24 cars.

I flew in on the Friday night, found my way to Darra, met up with the boys for a quick catch up with an early night back at our accommodation.

Qualifying was held at 9.50 on the Saturday and was a 20 minute session, but was bitter sweet for the Whiteline Racing Team. I say that because for Kingy in the 85 King Springs Camaro it was all over on the warm up lap – clearly something a miss with the gearbox when unable to select first gear, Mark pitted – on inspection the crew found a bolt had worked its way loose in the gear selector. Whilst disappointing and would result in no qualifying time being achieved it was something that could be fixed prior to the first race.

For Adam in the 95 Fabre/Whiteline Camaro qualifying was looking very promising and whilst Adam commented he was still braking too early with more in the tank, he had qualified in 5th with a 1.17.9 on the 5th lap of 7. In fact the top 5 cars were split by under 1 second. Top of the leader board was Glen Seton in his Ford Mustang with a 1.17.01.



ADAM AN INSTANT HIT WITH LITTLE RACE FANS



TEAM BRESSINGTON, MARK, TIMMY AND ADAM

Race 1 was scheduled for 12.20 and was to be 13 laps, however a serious crash in the prior V8 event delayed the start whilst the damaged car was removed and the wall repaired where the impact had been. This resulted in the race being reduced to 9 laps, which again did not play into the hands of Kingy, because due to not recording a qualifying time, would be forced to start from the rear of the field and would need every lap to make his way through the field. But what an effort – Kingy would come from 20 to finish in 6th right behind team mate Adam Bressington with thrilling duels on the track with Abelnica and in the final lap with Fisher right to the line. Adam's first race in the 95 camaro was very solid, managing to get into 4th, but with three laps to go the very fast Torana of JB's would round him up placing him 5th over the line – was a great effort by both the boys, 5th & 6th, Adam's debut and Kingy's almighty effort from the back of the grid.

In preparation for race 2, Birdman and Timmy fitted new brake pads to the front and made rear suspension adjustments for a more spritely exit out of the slow corners to the 95 Camaro. Paulie and Jason checked over Kingy's 85 Camaro and swapped tyres.

For Race 2, Adam in the 95 Camaro was out of 5 and Kingy in the 85 Camaro was out of 6, a thirteen lapper held at 3.10.

Early stages of the 2nd race saw both the boys at the pointy end, Seton was dominating out front, but Bresso and Kingy had improved on their positions to be 4th and 5th on completion of the first. JB had rounded up both the Whiteline boys, placing them back into 5th & 6th respectively and JB would continue to work his way through taking the lead off Seton on the 5th. Meanwhile on the 6th, Bresso took advantage of an Abelnica brake lock up and would move into 4th, with Kingy nipping at Abelnica's heels for the rest of the race. Both Camaros were unable to advance any further, but again would deliver a strong performance with 95 Fabre/Whiteline Camaro finishing 4th and team mate Mark King in the 85 King Springs Camaro finishing 6th, in a race that saw JB set a new lap record on the 4th with a 1.16.4.

The crew completed routine work on the Camaros before putting the covers on for the night. Fellow TCM competitor Leo Tobin in the 46 Mustang was experiencing some mechanical issues that needed a workshop with a lathe and full credit to Mark King who arranged for his workshop manager to open up for their crew to do the repairs, to ensure Leo would take to the grid for Sunday's race.

Race 3, Sunday's final race for the weekend was held at 12.55 and was a 16 lap event, with the starting order a reverse grid line up, Kingy would start his 85 King Springs Camaro out of 8 and Bresso in the 95 Fabre/Whiteline Camaro would be out of 16.

One lap down and the boys had been busy, Kingy had nicely worked his way into second place behind the Tobin 46 entry that he had assisted overnight whilst Adam was pegging off the field to now be in 10th. 46 Tobin and 85 Kingy held off charge by Seton, JB and Garwood for the early few laps, but then by the 4th Seton took the lead to be challenged by JB on the 14th. Kingy and Bresso would both enjoy close dicing with 48 Abelnica and 88 Karanfilovski and would go over the finish line Kingy 7th and Adam 8th. Race order was Bowe, Seton, Gomersall, Garwood, Kassulke, Abelnica, 1 – 6 respectively.

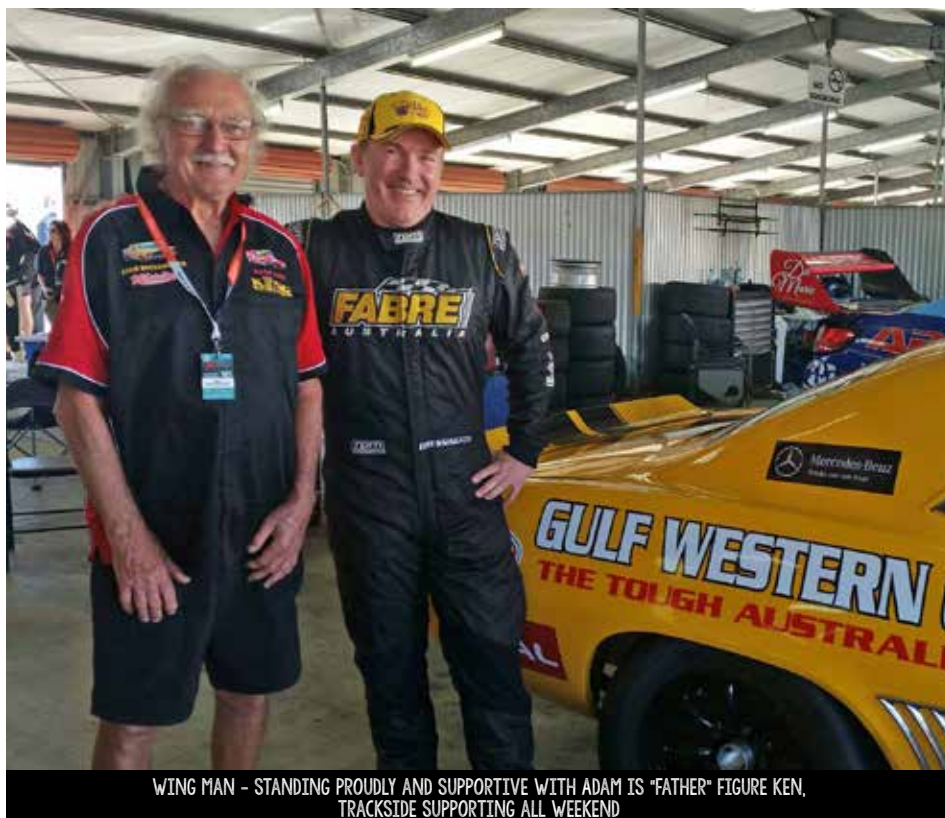
Kingy is running his 85 King Springs Camaro in Pro Masters Category and Adam is running his 95 Fabre/Whiteline Camaro in Pro Am, which for Adam the results from the weekend saw him take out 2nd place in the class for the weekend, debut event with Whiteline Racing, podium win to boot. Mark's consistent efforts on the weekend keep him in touch of the series points tally in 4th.

The Camaros will now be prepared for the 6th round, which will be battled out at Phillip Island 9 – 11 September.

Talk soon,

SHAZ

For further information:
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WING MAN – STANDING PROUDLY AND SUPPORTIVE WITH ADAM IS "FATHER" FIGURE KEN, TRACKSIDE SUPPORTING ALL WEEKEND



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FAST FACTS: BATTLE TO CONTINUE IN QUEENSLAND JUL 18, 2016

EIGHT WINNERS from the first 12 races headline the 2016 Touring Car Masters series stats book as the series heads to Queensland Raceway this weekend.

With Steven Johnson and Wayne Mercer adding their names to the lengthy winners list in June, it set a new TCM record for the most different winners in a season – and QR could very easily keep that streak going.

Just nine points split old teammates John Bowe and Steven Johnson at the top of the standings heading into the Rare Spares-supported Ipswich event – a round won last year by second placed Johnson.

Here's the lowdown as the 2016 TCM epic enters the second half of the season in the sunshine state.

Jason Gomersall will be looking to add his name to the winners list this year.

Of all the drivers to have won this season – Ritter, Garwood, Richards, Bowe, Fisher, Seton, Johnson and Mercer – the Holden Torana A9X driver has looked the most likely to do the business, especially since the debut of his stunning new car at Winton in May.

The Queenslander has twice qualified second to Bowe since the debut of the Brock-inspired car and has run at the front at both Winton and Hidden Valley – proving the all-round strengths of the hatchback.

What's more, QR is Gomersall's home track and the test circuit for Matt Stone Racing, who prepare the car – so they'll be hoping home town advantage also plays a role.

Gomersall may be a ProAm to his rivals' ProMaster status, but his eyes will surely be on the outright victories as much as they are class success.

Eddie Abelnicia – who has six TCM race wins to his credit – is also yet to win this year despite several strong performances in his iconic red Falcon coupe.

Eddie A last won at Bathurst in 2013 and has been in the top three on 19 occasions since. A strong third in race two at Hidden Valley was a promising sign that his 'close but no cigar' fortunes are set to change.

Of course, the Waeco Trophy Race has also thrown up a variety of winners this season, adding to the lengthy list.

Three of the four trophy races – race three in each TCM weekend – have been nabbed by first time winners. Adam Garwood, Andrew Fisher and Wayne Mercer have all tasted their first wins in the category during the reverse grid affair, with Glenn Seton the only existing winner to do the job when he won via a last-lap move at Winton.

What surprises will QR – a circuit perhaps easier to overtake on than others we've visited this year – offer in race three?

For a car with such a storied and famous history, Steven Johnson's round win at Hidden Valley was just the second ever in TCM history for the Falcon XY GTHO.

Brad Tilley is the only other driver to hustle the big Falcon to an outright round success in the history of the category, when he won at Bathurst in 2011.

What's more, with Johnson and Wayne Mercer splitting the wins in Darwin it was the first time an Aussie-built Falcon had swept all three races in a round.

Having said that, the GTHO has now won 14 TCM races – the fourth most successful model in the categories history.

Incidentally, the third most successful car in TCM history makes a big return this weekend.

Jim Richards has upgraded his Falcon Sprint with a new engine (a 302 Ford V8, up from the existing 289) and some new bodywork (in the form of front and rear spoilers) this weekend in a bid to return the famous Falcon to the front.

One of the defining cars in TCM, the Falcon has won 19 races in its history – placing it behind only the Ford Mustang and Chevrolet Camaro on the category winners list.

Jim's timing couldn't be better, either, because he's got a good track record at Queensland Raceway in the Shannons-sponsored car.

JR poled and won two of the three races en route to the 2009 Ipswich round victory, and won again in 2013 when he edged out John Bowe for race two success.

Fun Fact: The Falcon Sprint was the first car other than a Camaro or Mustang to win a TCM round, when Jim took overall honours that Queensland round in '09 – the 19th round in series history. Every round victory prior had been won by the two iconic 'pony' cars.

The news that Keith Kassulke would make a welcome return to TCM comes at a track where he's always performed superbly.

Keith scored his first of two TCM pole positions at the venue in 2013, out-qualifying John Bowe by 0.2s driving his Ford Falcon XB Coupe.

He replicated that effort at Sandown two rounds later.

Keith finished second overall at Ipswich that year, backing up the third placed round result scored at the same venue in 2012 – QR accounting for two of his six TCM round podium finishes in his career.

This year he'll race his HQ GTS Monaro for the first time in years as the category welcomes him back to competition this weekend.

QR has the closest average pole margin out of any track Touring Car Masters has visited.

In four trips to Ipswich, the average pole-winning margin has been just 0.2218 seconds and four different drivers have done the job to grab P1: Jim Richards (2009), John Bowe (2012), Keith Kassulke (2013) and Steven Johnson last year.

Bowe's pole in 2012 – where he out qualified Jim Richards by a scant 0.0270s – is the second smallest pole margin in category history.

Interestingly, QR is the only track on the calendar where JB has not scored multiple pole positions!

He has, however, never missed the front row at Queensland Raceway – qualifying second in 2009 (in a Camaro), 2013 (in the Mustang) and last year (in the Torana).

QUALIFYING RECORD: 1m15.9050 (John Bowe, Torana SL/R 5000, 2015)

LAP RECORD: 1m16.7815 (Steven Johnson, Ford Mustang, 2015)

GOMERSALL FASTEST ON FRIDAY AGAIN

JUL 22, 2016

FOR THE third straight round, Jason Gomersall has topped practice for a Touring Car Masters event in his Holden Torana A9X.

Gomersall was fastest on Friday at both Winton and Darwin and replicated that feat today at Queensland Raceway, powering the iSeek Racing Torana to the top spot across a pair of 20-minute practice sessions held in hot and sunny conditions.

Gomersall's 1m16.44s lap set in practice two edged out Glenn Seton's 1m16.70s effort set in practice one to top the charts on today's combined times.

John Bowe (1m16.86) remained in close company with the two respective pace setters with Darwin round winner Steven Johnson (1m16.96s) also well within sight of the leaders.

Today marked the third straight TCM Friday that has seen Gomersall top the time sheets in his Matt Stone Racing-prepared Torana A9X – though the popular Queenslander is yet to secure a pole position in the category.

Gomersall was pipped by Bowe for the top spot at both Winton and Hidden Valley and his three second place qualifying efforts without a pole is a record in TCM.

Practice one saw Glenn Seton top the times in his Thunder Road Racing Ford Mustang, with Bowe and Gomersall within 0.2s of the quick Ford.

Eddie Abelnica, Mark King, Jim Richards, Johnson, Andrew Fisher, Tony Karanfilovski and Adam Garwood completed the top ten in the morning session.

Practice two was staged in warmer conditions in the middle of the day and saw Gomersall bank the quickest time of the day on his fourth of twelve laps.

Behind Bowe, Johnson and Seton, Eddie Abelnica was fifth and Jim Richards a competitive sixth in the newly rebuilt Shannons Insurance Falcon Sprint.

On his return to the category, Adam Bressington put the Whiteline Racing / Fabre Chevrolet Camaro into seventh place, one spot ahead of the increasingly competitive Adam Garwood.

Bressington's local teammate, Mark King, was ninth with Tony Karanfilovski completing the top 10.

Though looking strong today, Johnson's second session came to a premature end after striking engine dramas in his WM Waste Management Ford Falcon GTHO.

Identifying issues in the 'top end' of the Falcon's 5.8 litre block, the team are currently assessing the damage to see if the car can be returned to the track tomorrow.

On his return to the category for the first time in twelve months, Keith Kassulke was a magnificent 11th outright in his HQ GTS Monaro – clearly revelling driving the car in which he made his TCM debut.

Sven Burchartz was the fastest of the four Porsche 911 RS IROC runners in 13th overall.

The Touring Car Masters field faces a busy Saturday ahead, with qualifying (9:50am) followed by two races – at 12:20pm and 3:10pm respectively.

Steven Johnson is the defending Queensland Raceway pole position and round winner – having swept the boards at the Ipswich venue last year.

John Bowe has only one pole to his credit at the venue however has qualified on the front row on each of the series four visits.



SETON SNARES QUEENSLAND POLE

JUL 23, 2016

GLENN SETON has edged out Jason Gomersall to take his second pole position of the Touring Car Masters season this morning at Queensland Raceway.

Seton's 1m17.0191s topped Gomersall's Torana A9X by just 0.1 seconds for his second pole position of the season in the Thunder Road Racing team Ford Mustang Coupe.

Gomersall qualified second - the third straight time he's narrowly missed pole this year. The Torana headed the session to it's half way point however was bumped by the flying Seton in it's second half.

Eddie Abelnica qualified third and Tony Karanfilovski an excellent fourth in his Ford Mustang.

Adam Bressington, Adam Garwood, Jim Richards, Keith Kassulke, Andrew Fisher and Rusty French completed the top-10, the top five split by under one second.

The two championship contenders in the ProMaster class had shocking days - one of them out for the weekend and the other stuck in a lowly 14th.

Steven Johnson will not start this round after engine dramas yesterday were unable to be fixed - and a replacement engine couldn't be fitted to his Falcon GTHO.

Two rival teams offered Johnson's outfit a replacement however the differences ensured the Synergy team was unable to fit them to the car this weekend.

"From the high of Darwin to the low of Queensland Raceway. Its a sad sight sitting in the garage alone while the others are on track for qualifying," Johnson posted on Facebook.

"The boys have it everything all night but it just couldn't be done. I really feel for Steve and Olga Makarios and the whole Synergy race team as well as our great sponsors and fans who have been behind us all the way. Sorry i couldn't be out there today putting on a show in the old girl at my home track. We will be back stronger than ever at our next round, Phillip Island."

Meanwhile, ProMaster points leader Bowe could only manage 14th fastest having endured mechanical dramas all sessions.

The Wilson Security Torana limped around the circuit for much of the session only to stop on track in the final few minutes.

BOWE BOUNCES BACK AT QLD RACEWAY JUL 23, 2016

JOHN BOWE has rebounded from one of his worst ever Touring Car Masters qualifying performances to win race two today at Queensland Raceway.

Meanwhile, Glenn Seton has edged closer to the lead of the championship thanks to a race one victory and second in race two as he sets course towards his second ever TCM round victory – with just one race to come tomorrow.

Bowe started race one 23rd and last after being relegated to the back of the grid after stopping on track during an already fraught 20-minute qualifying session on Saturday morning.

Bowe had battled with electrical issues in his Bendigo Retro Muscle Cars Holden which ensured he had only

set the 14th fastest time before he was ultimately relegated to the back of the grid.

However, a storming drive to fourth place in race one set Bowe up perfectly for a second race charge to the front – completing a mighty comeback to take his 81st career TCM win and his first since Winton in May.

Bowe's performance came later in a day that began with Glenn Seton storming to pole position, the Ford Mustang driver edging out Jason Gomersall for the top spot by just 0.2 seconds and the second of his year.

Gomersall qualified second for the third straight round, while Eddie Abelnica and Tony Karanfilovski completed the second row.

Seton stormed to the front in the opening turn of race one and then spent much of the nine-lap affair withering attacks from Gomersall as the iSeek Racing Torana driver continued his search for a maiden TCM victory.

He ultimately settled for second behind Seton, with Eddie Abelnica grabbing third in his Brisbane's Cheapest Cars XB Falcon.

With Bowe fourth, Adam Bressington – in his first race with Whiteline Racing – finished fifth.

Mark King finished sixth having stormed from the 20th positions after a gearbox change slowed his progress in qualifying. Andrew Fisher finished seventh and Tony Karanfilovski eighth after battling braking issues all race in his TIFS Warehousing Ford Mustang. Queenslander Brett Curran (Mustang) and Adam Garwood completed

the top-10.

Seton led from pole in the second, slightly longer, race later in the afternoon while Bowe's slow start saw him drop to sixth at the end of lap one.

Then with a series of piercing moves he began his march to the front and ultimately passed Adam Bressington on lap two, Eddie Abelnica on lap three and Jason Gomersall for second two laps later.

He then pounced on Seton six laps into the race to take a lead he'd never lose – Gomersall completing the program in another strong day for the A9X Torana. Bressington improved further on his race one performance by storming to fourth place in the Whiteline Camaro.

Bowe also re-set the TCM Queensland Raceway lap record in his pursuit of Seton, the new mark standing at 1m16.4911s.

Eddie Abelnica and Mark King scrapped for fifth across the closing six laps, with the battle going the way of the XB Falcon Hardtop.

Tony Karanfilovski was seventh with Adam Garwood, Brett Curran and Rusty French completing the top-10.

A tough day for the resplendent Shannons Insurance Ford Falcon Sprint saw Jim Richards 11th in race one and fail to finish the second after pulling up just after the finish line with two laps remaining in the race.

The WAECO Trophy Race will complete round five of the series tomorrow morning at Queensland Raceway.



SETON TAKES QUEENSLAND TCM VICTORY JUL 24, 2016

JOHN BOWE (ProMaster), Jason Gomersall (ProAm) and Adam Garwood (ProSports) were the big winners in today's Waeco TCM Trophy Race at Queensland Raceway, while Glenn Seton's round victory was a milestone for the Ford Mustang driver.

Seton's consistent weekend – he won a race and twice finished second – delivered the Thunder Road Racing Team their first round victory and the first win in the category for a generation one Ford Mustang.

It was also Seton's first TCM round victory since Bathurst in 2011.

"John and I have been racing each other like that for years and I tried to pull as big a gap as I could but he still got me!" Seton said on the podium.

"It's the first win for Don Dimitriadis and his '64 Mustang in TCM. He's a great supporter of the category and we have a great time when we go away

racing, so this is great for him and it was a really enjoyable weekend."

The 16-lap trophy race featured three different leaders, Leo Tobin leading the field away in his repaired Ford Mustang for the first three laps.

Seton and Bowe were rapidly on the march, however, with the former climbing to ninth at the end of the first lap and the latter to eleventh.

Mark King battled Tobin for the lead on the third lap before both were passed by a flying Seton a lap later – the Mustang driver then putting his head down to build a margin as the other Pro drivers continued their charge through the field.

Bowe climbed to second two laps later and set out in pursuit of Seton, ultimately passing him with three laps remaining to grab his second win of the weekend.

Seton finished second while Jason Gomersall stormed to third place in his iSeek Racing Torana, winning the ProAm class for the first time in a TCM Trophy race.

Reverse-grid king Adam Garwood ran as high as second in his Holden Torana, but ultimately ceded positions to Bowe, Seton and Gomersall before finishing a solid fourth and taking the ProSports class win.

Keith Kassulke completed his remarkable TCM comeback by finishing a superb fifth outright in his Outbound Racing Holden Monaro GTS, one year on from his most recent round in the category.

Eddie Abelnica finished sixth, Mark King seventh and Adam Bressington eighth in the second Whiteline Racing Camaro.

Tony Karanfilovski and Brett Curran completed the top-

10 in the trophy race.

Rohan Little, Sven Burchartz and Darren Beale failed to finish the race – Little's Porsche with mechanical issues and the latter two out with damaged vehicles after Beale's Monaro locked it's rear brakes at turn four, making contact with Burchartz Porsche as he entered the corner.

Seton's ProMasters class round victory was the second in his TCM career and saw him head Bowe and Abelnica in the outright category.

John Bowe now leads the standings by 59 points with Eddie Abelnica in second and Seton a further five points further back in third. Mark King moves to fourth in the standings with Steven Johnson – who scored no points this weekend – now fifth.

Gomersall won ProAm ahead of Bressington and Karanfilovski, while Adam Garwood's ProSports victory came in front of Allan Boughen and Blu Cannon. Both Gomersall and Garwood continue to lead their respective classes.

Queensland TransAm competitor Brett Curran won the invitational class driving his stunning Angliss Meats Ford Mustang Fastback this weekend – one that included an impressive ninth place finish in the trophy race.

Camaro racer Grant Wilson finished second in invited, eight points behind his local rival.

The next round of the Touring Car Masters series will see the category return to the Shannons Nationals program for the second time this year, round six to be held at the classic Phillip Island Grand Prix circuit on September 9-11.



DK DIRK KLYNSMITH
PHOTOGRAPHY

PAUL CURRIE, KEN, JASON WALSH, SHAZ, MARK KING, ADAM BRESSINGTON, BOBBY, MARK PEACOCK & TIM EDE





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other news



PRIZE CATCH

Kingy packs a lot into the time in between campaigning his 85 King Springs Camaro at TCM Rounds – not only does he work hard, but plays hard? As explained by the man himself:

RECENTLY HAD A VERY TOUGH WEEK HELPING MY MATE "CHOOK" MOVE HIS CRUISER FROM MOOLOOLABA TO HAMILTON ISLAND, HAD TO STOP AT A FEW SECRET FISHING SPOTS OFF FRASER ISLAND ALONG THE WAY!

MARK #85

MEN CAN DO 2 THINGS AT ONCE !!



Dispelling the myth that men can only do one thing at once, check out Bobby's action – Sipping a red, with a beer chaser – onya Bobby

ADAM'S CHEER SQUAD



How gorgeous is this picture, Adam's beautiful girls, Poppy who is 7 years old and Billie on the right who is 9 years old proudly pose with their Dad's trophy from the weekend at Queensland Raceway - not bad, first round in the 95 Camaro and AB comes home with the silverware.

ADAM SNOWED UNDER

The snow trip, the girls ski for their school (Bilgola Plateau Primary) so the Bressington winter holiday is spent at my cousins in Jindabyne. Both girls race in skier X and Giant slalom which is held for all schools in the northern district of NSW both girls have between 60-120 kids in their age group so there is plenty of competition. Dad is the coach so we spend a few days skiing and practising together.

both girls are very competitive (wonder where they get that from) and race hard... Poppy placed 21st out of 64 and Billie was 54th out 114 so a good week overall.

Its always nice to visit our family as we don't get to see them to often... plenty of quality time spent at the bbq or around the pool table.



POPPY



BILLIE

HOME TOWN SUPPORT



When we were up the top end in Darwin, was great to see Carl Hamilton trackside with Tristan from South Central Volvo – looking pretty smart in the team shirts too.



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 Coates Hire Ipswich Super Sprint (QLD) July 22-24
 Round 6 Phillip Island Shannons Nats (VIC) 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 | 158 | | | | 775 |
| ProMaster | Eddie Abelnicia | 151 | 137 | 137 | 144 | 147 | | | | 716 |
| ProMaster | Glenn Seton | 147 | 86 | 154 | 158 | 166 | | | | 711 |
| ProMaster | Steve Johnson | 134 | 158 | 146 | 170 | 0 | | | | 608 |
| ProMaster | Mark King | 122 | 125 | 125 | 119 | 134 | | | | 625 |
| ProMaster | Jim Richards | 48 | 162 | 137 | 137 | 30 | | | | 514 |
| ProMaster | Greg Ritter | 170 | 64 | 0 | 0 | 0 | | | | 234 |
| ProMaster | Andrew Miedecke | 131 | 0 | 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 | 158 | | | | 686 |
| ProAM | Andrew Fisher | 97 | 119 | 113 | 125 | 39 | | | | 493 |
| ProAM | Rusty French | 84 | 95 | 68 | 104 | 110 | | | | 486 |
| ProAM | Tony Karanfilovski | 0 | 146 | 80 | 110 | 125 | | | | 461 |
| ProAM | Wayne Mercer | 67 | 101 | 91 | 104 | 0 | | | | 363 |
| ProAM | Leo Tobin | 67 | 60 | 46 | 0 | 74 | | | | 247 |
| ProAM | Paul Freestone | 128 | 102 | 0 | 0 | 0 | | | | 230 |
| ProAM | Cameron Tilley | 0 | 89 | 96 | 0 | 0 | | | | 185 |
| ProAM | Adam Bressington | 0 | 0 | 0 | 0 | 143 | | | | 143 |
| ProAM | Bruce Williams | 0 | 0 | 77 | 0 | 0 | | | | 77 |
| ProAM | Keith Kassulke | 0 | 0 | 0 | 0 | 62 | | | | 62 |
| ProAM | Bob Middleton | 0 | 0 | 0 | 45 | 0 | | | | 45 |

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