

Whiteline Racing Newsletter



Round 6

Mountain Masters

Mount Panorama Bathurst, NSW

9 - 12 October

TOURING CAR
MASTERS

ROUND

In this issue

OAM Formal Presentation

Mark's Bathurst Wishlist

Bathurst in Photo's

Paulie's Nap Alert

Bobby's ride with Copyworld
Racing



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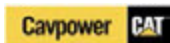
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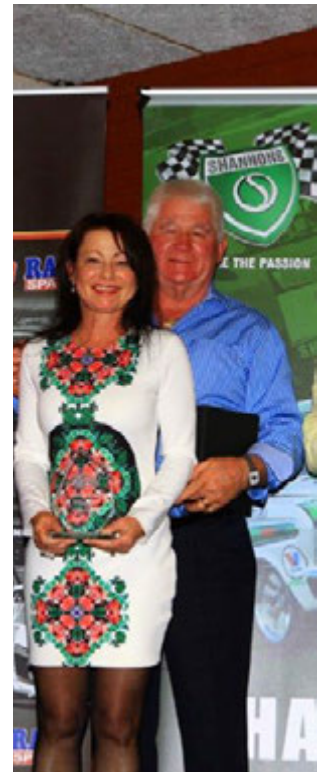
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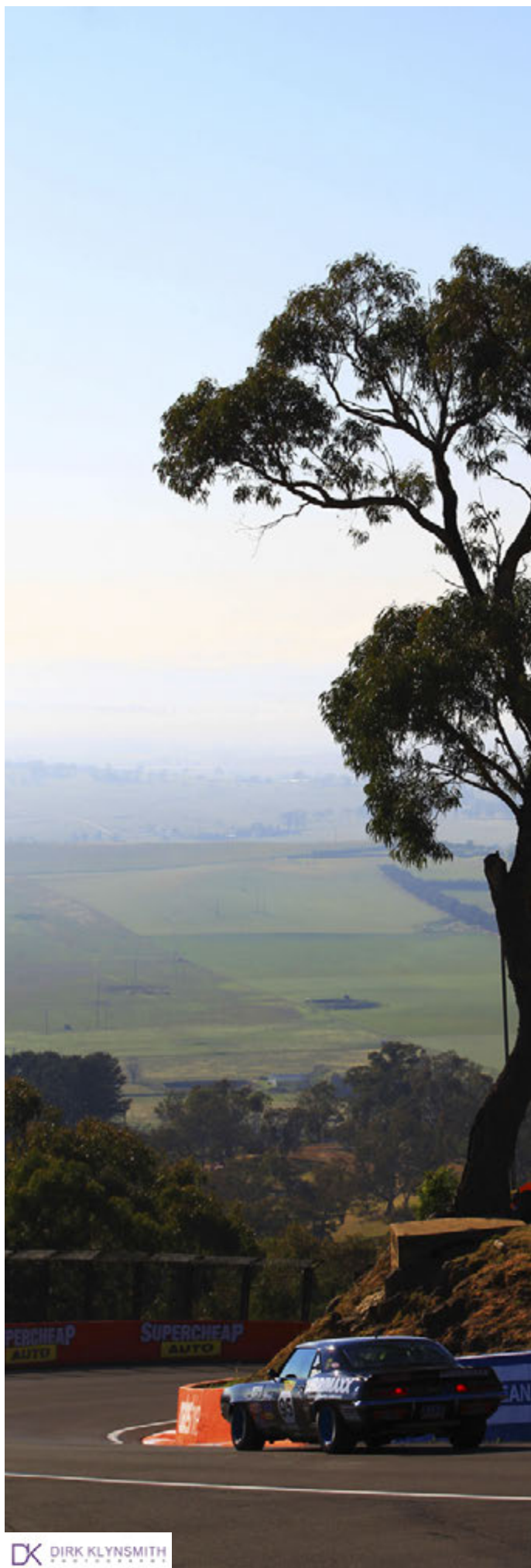


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Bob and Shaz seen here accepting their award.

(Pic courtesy Dirk Klynsmith)



Round 6

Mountain Masters

Mount Panorama Bathurst, NSW

9 - 12 October

Circuit Info

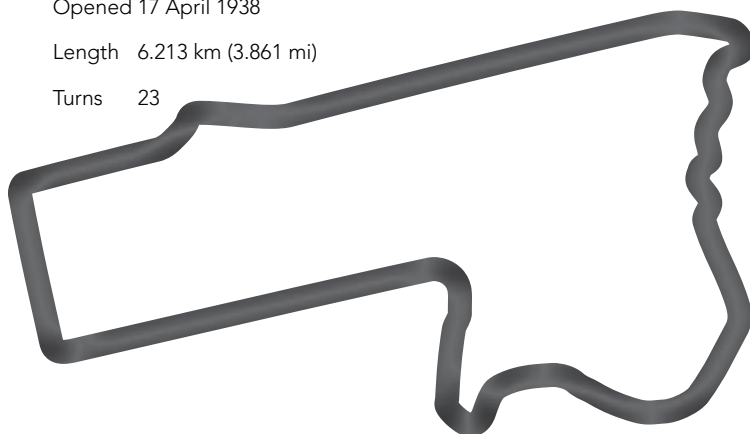
Bathurst,

New South Wales

Opened 17 April 1938

Length 6.213 km (3.861 mi)

Turns 23



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PHOTO BRENTON MATHESON

A word from Shaz

Round 6 Mountain Masters Bathurst, NSW 9 - 12 October

The team look forward to every round, but there is no doubt Bathurst is their favourite and most anticipated.

Taking on the mountain and wanting to conquer the mountain consumes the minds of racing car drivers and their crew chiefs !!

As for race fans, the whole Bathurst camping experience is massive, the camp sites, some really basic and others like a palace with red carpet entry and flags, the smell of the open fires and the socialising at the shower block chatting over running water, hair dryers going – I think I have set the picture for you !! And of course, let's not forget the smoke haze from the hundreds of camp fires burning to keep the Bathurst chill at bay !!

The honour of being part of world class event is every race team's dream and there is no doubting that this year we were in a support category that was a great prelude to what was a V8 race that will be remembered in history for the high's and lows, crashes, disappointments and a nail biter right to the end !!

It was great to have close connections in other categories as well, Andrew's son George was competing in the Ute category and had a great weekend, so too Copyworld Racing Michael Almond in the Porsche – wow what a weekend he had, finishing 2nd in the final race for the weekend !!

But there was much to do prior to our arrival into Bathurst and Birdman's to do list kept him busy leading up to the event and included :

King Springs 85 Camaro – All shocks were removed and replaced for dyno check, the gearbox ratios were changed to suit Bathurst, diff ratio changed for the mountain circuit, minor repairs to nose and grill surround and ride height altered to suit new spec front tyres.

Lubrimaxx 95 Camaro was run on the dynamometer to check horsepower output, shocks removed and replaced for testing, the gearbox and diff ratios were changed to suit the Bathurst circuit, both front guards were removed and repaired and the ride height altered to suit new size tyre.

Monday of race week was a public holiday in Adelaide, but Birdman and Bob completed the last of the loading up of the cars and tools as Bob the Builder was heading off for an early Tuesday departure travelling with Copyworld's Porsche team transporter with Ross and Stuey at the helm. When I got to Bathurst they kept referring to the Bathurst 16 hour challenge, so who knows what those naughty boys got up to !!! A lot of talk I bet.

Birdman and Brent left in the Whiteline van sparrows Wednesday and the rest of the gang from Vic, Sydney and Brissy all converged on Bathurst town.

Bobby set up the pit and unloaded the cars on Wednesday in readiness for Thursday's practice sessions.

The early morning session was a bit of a fizzer and cut short when one of the field encountered an engine failure with the track laced in oil, in addition Kingy ended up in the sand pit with a flat tyre and a tow truck was required to get him back to the pit. Both the Camaros were fitted with new tyres for practice, which is unusual as they are normally saved for qualifying and the race, but this round is the first with new front tyres – they are slightly larger, different construction and compound to the previous. As a result the boys wanted to practice with the new type of tyre on to get their heads around set up.

The new tyres are different in the way the pressure grows and seem to generate more heat – according to Birdman work better and produce more grip, but in doing so create oversteer when usually the team has been used to dealing with understeer.

Practice 2 was held at 2.10 – Andrew in the 95 Lubrimaxx Camaro completed 6 laps with the best attained on the 5th with 2.22 and was second fastest but 2 secs under Bowe who had set the quickest time. Andrew's gearbox issues in practice one, where it was jumping out of gear and with bar, sway bar and roll bar adjustment had produced a better handling car than practice 1.

Kingy got in 5 laps the best on the 2nd with a 2.261477 after a non event practice one and he and Jason were also chasing balance and in doing so were carrying out swaybar adjustments.

The second session was cut slightly short when Viney had a coming together with the wall.

The boys dined at the Kelso pub and we met up with Adelaide based Copyworld team and KRO racing.

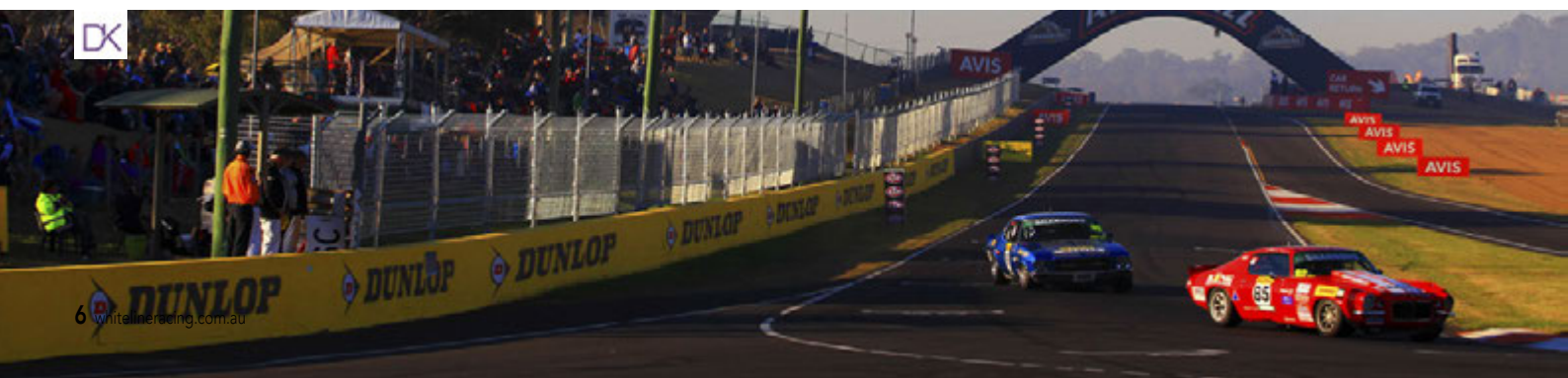
The crew are spread over a couple of houses for the weekend – and given we had an early start on Friday morning for qualifying it was not an overly late night.

Friday morning we woke to a pretty chilly start with a 8.00 am qualifying session. It was a 20 minute session which saw Andrew in the 95 Lubrimaxx Camaro complete 3 laps with the best time achieved on the 2nd with a 2.2082 to be second quickest, however, Bowe out of 1 was really dominating with a 2.19.143. After the session Andy commented the track was grippy and was really happy with the car, he infact added that some knowledge given to him by Kingy on approach to one of the sectors helped the lap times.

Kingy in the 85 King Springs Camaro, commented his car was awesome, the heavier front bar resulted in the car sitting flatter reducing the body roll, chassis sitting nicely. Kingy also took on board some advice from Andy re sector approaches and this proved beneficial. Kingy completed 5 x laps with the best on the 4th with a 2.23561 and would qualify him 6th off the grid.

It was a long, long wait then until **race 1** – it was scheduled at 4.30 but didn't get away until after 5 due to carnage in previous events.

Starting format was rolling start and was to be over 7 laps. In the dummy grid, Andrew had commented to me that it was vital he got the 95 camaro off the start and alongside Bowe up the chase before the powerful fords and he delivered on this. Kingy also had an excellent start and well positioned for a good race. By the end of the first lap, Bowe had settled into the lead with Andrew 2nd, Kingy was 6th. Completion of the 2nd lap was much the same with Bowe and Andy continuing to lead the field, with positions 3 – 6 enjoying a great competitive battle. Lap 3 was action a plenty when Pye, Youlden and Fisher ended up in the sand trap approaching Skye Line, this triggered the safety car. Sadly, the time taken to clear the cars from the sand trap would result in the race being declared under the safety car. Bowe and Andy had really been setting the pace, with Bowe breaking Jason Richard's record set in 2011 with a 1.211035. A pity the boys didn't get to battle it out til the end.



On return to the pit the Camaros underwent a post race check over in readiness for race 2 on Saturday, with the starting order reverse grid.

We all headed back to the local pub, The Kelso for tea, but in leaving the track were diverted through and exit that meant we had to drive the entire race circuit to get to our accommodation – it is not until you actually do this you realise the enormity of this circuit – so challenging, so unforgiving and how the hell these racing car drivers navigate the track at the speeds they do is beyond belief – dips, hills, sharp corners, close walls – just amazing – something I will always remember. And not that you would take this in at 200 klms plus, but the views from up top, truly awesome.

Race 2 was held at 2.55 and was to be 7 laps but as you will read was reduced. Kingy was starting out of 5 in the King Springs Camaro and Andrew out of 9 in the Lubrimaxx Camaro. After the warm up lap the pace car left the circuit and the field was away under a rolling start. It wasn't long into the lap and Kingy found himself in a 3 car sandwich, each keeping their line and Kingy came off well and was up there in fourth for part of the lap until Jane successfully made his way through and got around Kingy making him 5th. Andrew in the Lubrimaxx Camaro also got away cleanly but had his work cut out for him. On the 2nd Kingy momentarily got around Jane and the pair shared a great dice, Tilley was slowing with a mechanical issue all advantageous for both Kingy and Andrew making them 5 and 8 respectively. On the 3rd the top 4 had developed a gap between the rest of the field with Richards able to take the lead. On the fifth car 50 hit the wall on tyre power corner and it was inevitable that the safety car was going to be triggered soon, but in the meantime disaster for Andrew in 95 when Keith Kassulke had an off, re entered the track and took out the Lubrimaxx Camaro. Thankfully Kingy was unscathed and was able to finish in 5th when the chequered flag was shown on the 5th lap – Jim Richards took the win. Interestingly Andrew put in the quickest lap of the field in that race with a 2.224436 on lap 3.

The Lubrimaxx Camaro had to be towed back and the damage was found to be extensive when assessed – a lot of damage to the front end, including a bent diff housing, steering arm, basically the whole front end – the decision was made to load it up. Huge disappointment. The team could've tried to repair it, but given there is no opportunity to test the repairs prior to the race, such is the difficulty of the Bathurst circuit to run it in race conditions after such a hard hit could be dangerous for Andrew and the rest of the field, so sadly the weekend had come to an end for the 95 Lubrimaxx Camaro.

The circumstances of the incident are part of a stewards enquiry which was found in favour of Andrew, however, we are led to believe an appeal has been lodged and at the time of this newsletter going to print was still awaiting a hearing to be set and held. For this reason the overall results for Pro Am have not been published until the hearing has been finalised.

So, we left the track with a bitter sweet feeling, total disappointment for Andrew but just wonderful for Kingy who was well and truly keeping his number 1 position in Pro Am Class well and truly alive.

That night we headed off to the local Chinese restaurant Mandarin Garden for a bite to eat, not that we were that hungry because at the track Brenton had been cooking up great meals for us all weekend.

Sunday morning was a really early start, because our race was at 7.30, so for some of us not returning to the house, it meant packing up our worldly belongings as well and taking them to the track for a departure after the race – my alarm went off at 4.45 am !!

Race 3 – 7.24 – 7 laps – Kingy was out of 6 for the final race of the weekend. Under rolling start the field was away, with a bit of argy bargy into the first corner when they all bunched up, with Kingy locking up the brakes, resulting in front left guard damage and some tyre rub, Cricky stamped his dominance on the race taking the lead with early pressure from Bowe, but this became relaxed when Bowe uncharacteristically had a tyre failure which 'ruffed' up Sally and was a dnf. For Kingy who was on the pace the departure from the race of JB, then on the 4th Gomersall immediately improved the King Springs Camaro by 2 placings and was in 5th place, on the 4th lap and this is where he would finish with Crick, Jane, Richards, Kassulke 1 – 4 respectively.

This was a great result for Kingy winning the ProAm category with three class wins earning maximum points, the closest to him was Freestone, some 28 points behind him. Going into this round Kingy was overall highest points scorer. As mentioned earlier, the overall points are unresolved, due to the stewards enquiry into race 2. Also, notable was that Adelaide racer Greg Keene won his class ProSport in his very quick number 33 Porsche. Greg and his crew hand David were pretty satisfied with that result !!

The transporter was immediately loaded up, but for Bob the Builder he would not be able to leave the circuit until conclusion of the V8 race, which for those of you that watched the race will know it went well over time due to suspension of the race earlier in the day when the track surface needed to be repaired.

Bob rolled into the Adelaide base late Monday – A huge amount of work will need to be done prior to the final round at Phillip Island 15 & 16 November. The Lubrimaxx 95 Camaro will need extensive body work and front end repairs done, together with the usual set up preparations for the Phillip Island circuit. Kingy's King Springs 85 camaro will have a front guard and door painted up and replaced, thorough going over and set up to suit the circuit.

Look forward to touching base when the sun comes down on another series of Touring Car Masters.

Kind Regards,

Shaz

For further information: **Sharon Middleton**
0418 826 272
shaz@wline.com.au



Winners are grinners - here's cheers with a c.c. Corona



The team had a toast to our buddy from Yass Johnny Beeton – who is on the sick list – get better Johnny

TCM MEDIA 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

BATTLE FOR BATHURST BEGINS WITH BOWE QUICKEST 9, October, 2014



John Bowe was the man to beat in practice today at Mount Panorama. PIC: Dirk Klynsmith

THE CHASE to beat Bowe at Bathurst has begun, as Round 6 of the ENZED Touring Car Masters got underway today at Mount Panorama, Bathurst.

The double Bathurst 1000 winner smashed the existing TCM practice record in practice two on a fine Thursday, his best of 2m20.51s a full 1.1 seconds under the existing class practice record set in qualifying last year – by Glenn Seton.

Bowe headed Chevrolet Camaro-driving rival Andrew Miedecke, Ford Falcon XB pilot Kim Jane and Charger star Greg Crick in the combined practice times across two, 20-minute sessions today.

Ahead of qualifying, the top-four is filled with four different models; Mustang, Camaro, Falcon and Charger.

Keith Kassulke (5th), Andrew Fisher, Jim Richards, Bill Pye, Jason Gomersall and Paul Freestone completed the top-10 in a competitive day, with third through 10th covered by just two seconds – a fair contrast to the 1.9s gap Bowe established at the pointy end of the field in practice. Both sessions were interrupted with red flag stoppages today, the first halted two minutes from its conclusion when Mark King spun into the gravel at the Chase after a tyre delaminated on Conrod straight.

King was able to control the car – despite the blowout happening at more than 260km/hr – and escape without damage, ending the day 11th in the King Springs / Whiteline transport Camaro.

The second session was called short when Will Vining backed his Mustang into the fence at Skyline – though he still ended the day quickest of the Pro Sports contenders.

The Savy Motorsport crew expect the Mustang to be back on track tomorrow for qualifying.

Returning to the track this weekend is TCM fan favourite Brad Tilley, who after a lengthy repair process has returned his iconic Falcon GT40 to the circuit this weekend.

Severely damaged in a crash at the Clipsal 500 in March, Tilley and his team have scrambled to raise the funds to repair the Falcon but have made a triumphant return this weekend.



Brad Tilley has returned the Beast to Mount Panorama. PIC: Dirk Klynsmith

Tilley ended practice in 13th position but says there's more to come from the Green Machine.

"It's been a massive process to get it back on track and I'm absolutely stuffed," he said following the second practice session.

"I've been getting to the workshop at 5 and working until 8 in the morn-

ing, when I'd start work. I'd then pick up at 5pm and work through until I couldn't stand up any more!

"I don't know why people just love the car. I remember winning that race here two years ago and being able to hear the crowd over the car at the end. That's why we've worked so hard to get it back for this weekend.

"It's a labour of love for us and we're really thrilled to have got it back on track here. It's going to be pretty good – we changed some things in the front end so it's different to drive.

"It has only driven from the shed onto the truck before today – so this is a big day for us. It ran well and it will get better."

SIX SWEEP FOR BOWE WITH RECORD-BUSTING BATHURST POLE 9 Oct 2014



John Bowe scored a record sixth pole in a row at Bathurst on Friday morning. PIC: Dirk Klynsmith.

JOHN BOWE has smashed the ENZED Touring Car Masters lap record at Mount Panorama en-route to taking pole for round six of the 2014 series this morning.

It was the Tasmanian hero's sixth consecutive pole position of the 2014 season and came with a staggering lap well ahead of his nearest rivals.

Bowe used only three laps in the 20 minute session to set a stunning 2m19.1430s to secure his second TCM Bathurst pole – the same weekend he's celebrating the 20th anniversary of the 1994 Bathurst 1000 victory he shared with Dick Johnson.

The lap had another significant milestone – it's average speed was the first TCM lap to crack the old-school '100mph' barrier, thanks to it's average speed of 161km/hr.

Though Bowe was on pole by a substantial 1.9 seconds, his four nearest rivals were closely matched and also lapped underneath Glenn Seton's 2013 TCM pole record of 2m21.6s.

Andrew Miedecke (2m20.8) will start race one from second on the grid with Keith Kassulke just 0.02s behind in third place and in turn only 0.2s ahead of the Mopar Charger driven by Greg Crick.

Second, third and fourth were covered by just 0.3s with four different brands represented in the top four once again.

The Sydney's Cheapest Cars Falcon XB Coupe driven by Kim Jane (2m21.05s) grabbed fifth and will start race one alongside Jim Richards' Shannons Falcon Sprint.

Mark King, Brett Youlden, Bill Pye and Jason Gomersall completed the top-10 with less than one second covering sixth through tenth positions in qualifying.

Comeback king Brad Tilley qualified 11th, just in front of the similar GT40 falcon of Andrew Fisher.

The 29-car field escaped qualifying unscathed and as such will start race one – over seven laps – in good shape on Friday afternoon.

Races two and three – one each on Saturday and Sunday – will be broadcast live on the Seven network around Australia.



BOWE TAKES RACE ONE AT BATHURST 10, October, 2014



John Bowe leads the field on the opening lap of race one at Bathurst. PIC: Dirk Klynsmith

JOHN BOWE has won a safety-car interrupted opening ENZED Touring Car Masters race at Mount Panorama in a record-setting day for the No. 18 Ford Mustang driver.

The double Bathurst winner started from pole and held out early challenges from Andrew Miedecke on the opening lap before extending a three-second lead before the Safety Car was called on lap three.

After earlier scoring his sixth-straight TCM pole position with a record-shattering 2m19.1s time, Bowe also re-set the three-year-old race lap record today, setting a new benchmark on lap 2 at 2m21.1035s.

Miedecke finished second with Keith Kassulke holding out a determined Greg Crick for third before the race was neutralised.

The Safety car was called when three cars ended buried in the sand trap at McPhillamy Park.

Brett Youlden and Bill Pye made contact when side-by-side at McPhillamy with the pair spearing off the circuit at high speed – though ending up mostly undamaged.

Andrew Fisher's Jesus Racing Falcon was following the pair and also ended buried in the sand when taking evasive action from the incident. Safety crews were able to recover and re-start the Youlden and Fisher entries however were unable to re-fire Pye's '69 Bob Jane Racing Camaro lookalike, taking additional time removing it from the sand and forcing race officials to call the race short by one lap, whilst still behind the Safety Car.

With six of the seven scheduled laps complete, full points were awarded. Behind Bowe, Miedecke, Kassulke and Crick, Kim Jane, Mark King, Jim Richards, Jason Gomersall, Brad Tilley and Cameron Mason completed the top-10.

RICHO WINS REVERSE GRID THRILLER 11, October, 2014



Jim Richards led home Greg Crick and Cam Mason in today's race two. PIC: Dirk Klynsmith

BATHURST HERO Jim Richards has taken a convincing victory in the reverse top-10 race in the ENZED Touring Car Masters series today in Bathurst.

Richards started race two fourth and picked off one car a lap to reach the lead by lap three before stretching the legs of the Shannons Falcon Sprint to record another Bathurst victory.

"The key is to get in front of the bigger, more powerful cars in the early laps," Richards said, post-race.

"The car was good but it just can't compete with the cars with more power up and down the hill – so we needed to make a break early and try and get to the front before they got there.

"We had a good battle with Cameron and he did a good job.. I'm happy with that."

The race was a thriller, with Cameron Mason and Brad Tilley sharing the front row and taking the lead in the opening laps.

Tilley led early on the opening lap in his recently re-built Falcon GTHO however an electrical glitch saw the car cut-out at the top of the mountain, handing the lead to Mason's Shelby Mustang.

Tilley continued in second position however the electrical issues returned

on the following lap and the Sydney driver was forced to retire in a case of 'what could have been' for the popular racer.

"It cut out over the crest before McPhillamy and I had a huge moment when it shut off and locked the rears," he explained.

"I know I'm known for driving the thing hard, but I don't drive it that hard, there! It's disappointing because it was shaping up to be a good comeback for us, but you can bet it'll be driving it bloody hard tomorrow from the back."

Mason led until the third lap when Richards slipped past, Mopar Charger driver Greg Crick also storming his way past the following lap en route to second place.

Mason finished third to score his best TCM race finish yet, improving on a previous-best fifth-place result scored in Darwin.

He finished in front of a massive battle pack that included Falcon driver Keith Kassulke, King Springs Camaro ace Mark King and Kim Jane's XB Falcon.

The trio swapped positions on more than one occasion throughout the race including a particularly dramatic moment when John Bowe passed both – just before running off the road at turn one.

On his charge from 10th position, race-one winner Bowe dived to the inside of Kassulke into 'Hell' corner however ran wide and into the gravel trap to ultimately finish eighth.

Lubrimaxx Camaro driver Andrew Miedecke was in the thick of the fight for fourth, fifth and sixth positions in the closing stages however was a non-finisher after contact with Kassulke when exiting the chase.

With Jason Gomersall finishing seventh and Bowe eighth, Tony Karanfilovski and Pail Freestone rounded out the top-10.

Les Walmsley held out Andrew Fisher, Cameron Tilley and Bill Pye in a close fight for 11th position, with Wane Mercer completing the top 15.

The race was shortened to five laps after Carey McMahon crashed his Holden Torana SL/R 5000 at the Cutting on lap four – race officials electing to shorten the race rather than have it conclude under Safety Car.

The results remain provisional pending post-race investigations by race officials.

CRICK THE BATHURST HERO WITH COMEBACK WIN 11, October, 2014

NINE MONTHS after the place tried to hit him for six, Greg Crick has returned one straight back at Mount Panorama Bathurst by taking victory in round six of the ENZED Touring Car Masters.

The Tasmanian folk hero suffered severe carbon monoxide poisoning – and associated after effects – during his crowd-pleasing effort in February's Bathurst 12-hour and was told by doctors he would never race again.

But on a beautiful, clear Sunday morning at the Mountain nine months later he came back in the best possible way by winning the third race and the ProMasters class in the penultimate round of the 2014 TCM series.

Crick led home Kim Jane (Sydney's Cheapest Cars XB Falcon) and Jim Richards (Shannons Falcon Sprint) in today's seven-lapper, which went the full distance and safety-car free this morning.

He won a race at Sandown in September, but Crick said there was no substitute for tasting victory at the sports' most iconic location.

"It's absolute relief," Crick admitted afterwards.

"We've worked hard on this car for plenty of years and its come forward in leaps and bounds. It's so good to be working with your mates and working with blokes who put so much effort and passion into the car. They know the effort I have to put into racing it after what happened in February and there's been some big hurdles to overcome – the nerves and anxiety that has come as a result of the poisoning which is getting better.

"Today is a major breakthrough for us, our first round win, and I think we did it pretty well today and the car was just terrific.

"The advice Oscar (Fironotto, a noted suspension guru) gives me with car setup is huge, my boys of course and it's just a fantastic feeling."

The MOPAR-supported driver says it was a sweet feeling to be back on top of the world – and the Mountain that hurt him earlier this year.

"It's a great feeling of achievement for me after what I've been through to win again, when I was told I was never going to race again, is a pretty nice feeling.

"It's great to do it at a place I love so much and a place that tried to get me!"

Kim Jane finished second in the final race, passing Jim Richards for the position in the closing stages of the race after the pair battled for much of the duration.

Keith Kassulke, Mark King, Les Walmsley (from 11th in race two), Brad Tilley, Paul Freestone, Bill Pye and Andrew Fisher completed the top-10.

Crick won the ProMasters class for round 6 of the ENZED TCM, Mark King winning ProAm ahead of Paul Freestone and Les Walmsley.

Porsche driver Greg Keene took his 911 RS to victory in the ProSports class ahead of Cameron Mason and Rusty French.

The next round of the ENZED Touring Car Masters Series will be held with the V8 Supercars at the Phillip Island Grand Prix circuit in November.



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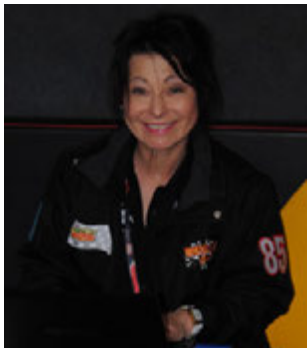




PIC Brenton Matheson.



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Other News

OAM Formal Presentation

On 1 October, 2014 with his family, Wife Bev, Daughter Lauren and Son Brett who made the journey from London and me, we were fortunate enough to witness Steve receiving his award. The award is beautifully presented and in front of invited dignitaries and guests, with the Governor General pinning the medal onto Steve.

The official ceremony is celebrated with champagne and savories on conclusion. It was a very special day and the final piece in the jigsaw of being nominated, being informed of the award and the final presentation at beautiful Government House, North Terrace, Adelaide.



Nap Alert

Rock a Bye Paulie - It was all just too much for the boy from Moyhu

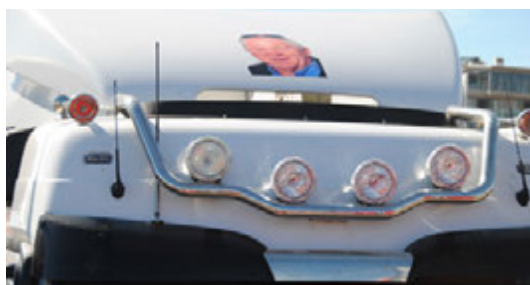


Bathurst Wish List

My 85 King Springs Camaro has been improving all year and showing great car speed, I'm looking forward to using this gain at Bathurst to keep up good form and hope for good results to 'say thanks' for all the hard work and effort put in by our entire team, Kingy.



Bobby takes a ride care of Copyworld Racing





The Thunder Down Under 2014 Touring Car Masters Series

Round 1 TCM 100 Adelaide February 27 to March 2
Round 2 TCM Cup Winton April 4-6
Round 3 Hidden Valley 90 Darwin June 20-22
Round 4 TCM Thunder Down Under SMSP August 22-24
Round 5 TCM Sandown 100 Sandown September 12-14
Round 6 TCM Mountain Masters Bathurst October 9-12
Round 7 TCM Southern 90 Phillip Island November 14-17



CLASS	Driver No #	Driver	R1	R2	R3	R4	R5	R6	R7	Penalties	Total
ProSport											
ProSport	6	Chris Stillwell/Sven Burchartz	156	148	150	116	168				738
ProSport	98	William Vining	92	125	146	160	156				679
ProSport	15	Cameron Mason	164	48	160	120	159				651
ProSport	4	Rusty French / Gavin Bullas	136	123	104	146	104				613
ProSport	46	Leo Tobin/Keith Davidson	129	123	39	96	139				526
ProSport	33	Greg Keene	180	160	56	0	129				525
ProSport	72	Bruce McLeod	0	108	120	129	117				474
ProSport	43	Mick Wilson	81	81	129	139	0				430
ProSport	10	Tony Hunter	0	172	0	0	0				172
ProSport	32	Amanda Sparks	0	0	132	0	0				132
ProSport	13	Rory O'Neill	120	0	0	0	0				120
ProSport	8	Gary O'Brien	0	0	0	0	0				0
ProAm											
ProAm	85	Mark King	165	168	172	172	168	ROUND 6 RESULTS NOT PUBLISHED AT TIME OF PRINT			845
ProAm	88	Tony Karanfilovski	96	170	138	160	164				728
ProAm	56	Brett Youlden	160	80	136	150	138				664
ProAm	35	Jason Gomersall	123	90	114	84	172				583
ProAm	74	Wayne Mercer	99	123	126	111	114				573
ProAm	50	Carey McMahon	70	152	132	69	111				534
ProAm	99	Les Walmsley	0	0	30	156	93				279
ProAm	60	Cameron Tilley	98	0	0	129	0				227
ProAm	21	Garry Treloar	124	0	72	0	0				196
ProAm	7	Bill Pye	48	0	0	52	90				190
ProAm	3	Steve Mason	80	87	0	0	0				167
ProAm	11	Adam Bressington	0	0	157	0	0				157
ProAm	10	Tony Hunter	0	0	111	0	0				111
ProAm	22	Nigel Benson	78	0	0	0	0				78
ProMaster											
ProMasters	18	John Bowe	168	168	172	172	154				834
ProMasters	1	Jim Richards	144	168	168	142	164				786
ProMasters	95	Andrew Miedecke	165	129	104	176	157				731
ProMasters	52	Keith Kassulke	143	128	156	128	141				696
ProMasters	48	Eddie Abelnica	160	160	70	0	0				390
ProMasters	75	Greg Crick	0	0	0	145	150				295
ProMasters	48	Kim Jane	0	0	0	0	153				153
ProMasters	28	Brad Tilley	45	0	0	0	0				45

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

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