

news & letter

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RACING



SYMMONS PLAINS

SYMMONS PLAINS RACEWAY, TAS

MARCH 27 - 29, 2015

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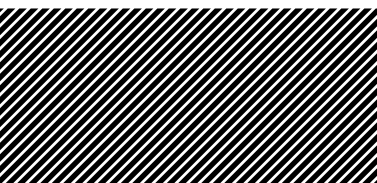
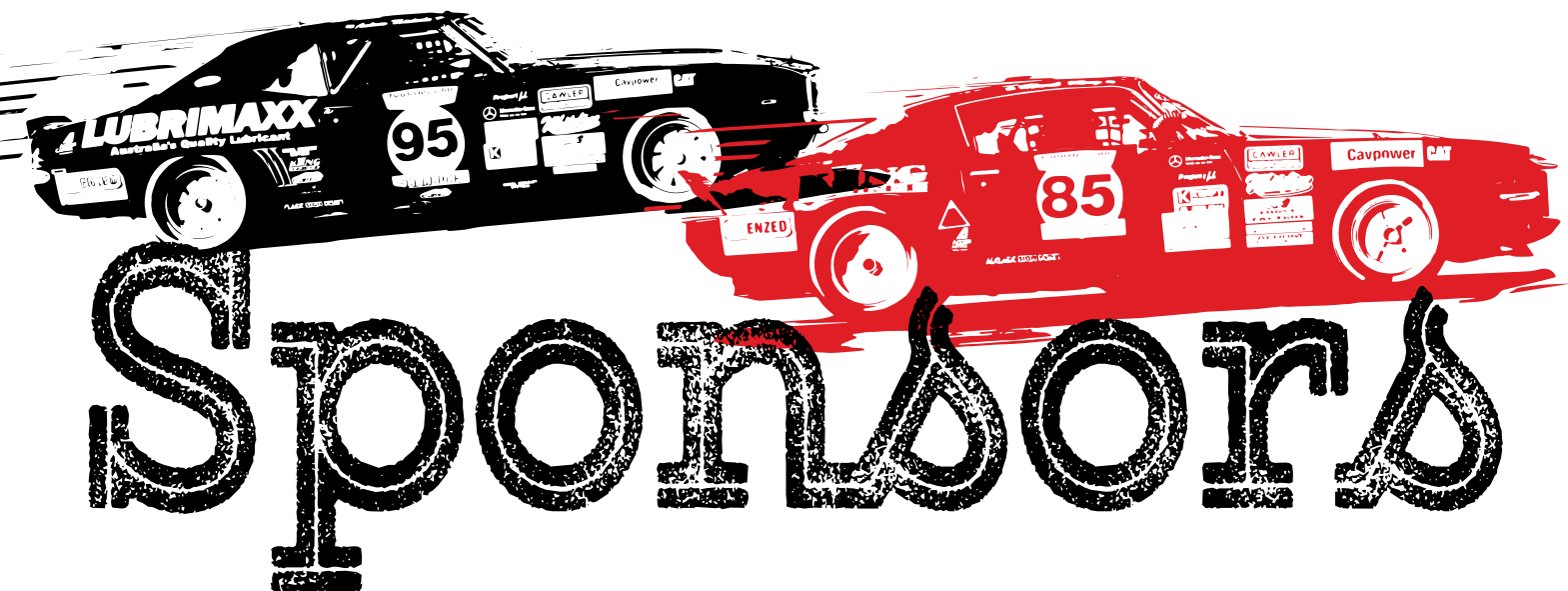
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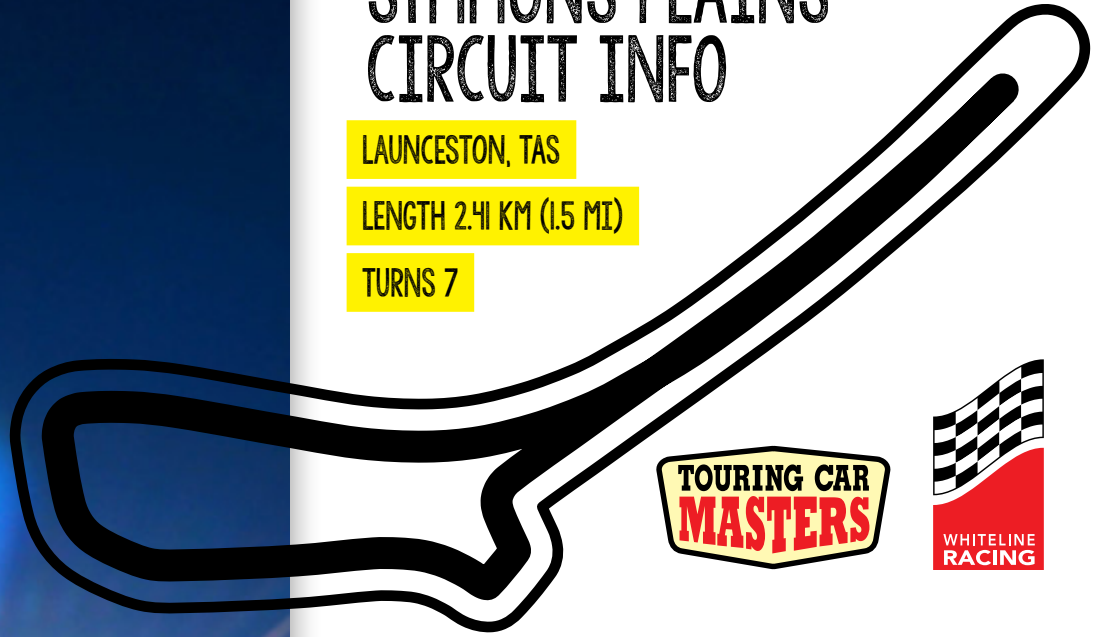
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SYMMONS PLAINS CIRCUIT INFO

LAUNCESTON, TAS

LENGTH 2.41 KM (1.5 MI)

TURNS 7



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PHOTOGRAPHIC CONTRIBUTIONS

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A WORD FROM SHAZ

SYMMONS PLAINS RACEWAY

LAUNCESTON, TAS

MARCH 27 - 29, 2015

There is no doubt the Clipsal round was a great launching pad for the 2015 season. Both the boys did just so well on the streets of Adelaide in front of the Whiteline Racing home crowd and in addition we managed to have a heap of fun away from the track. The workload over the week was pretty 'cushy' too, but it's incredible how from one round to the next it can be so different, as you will read Tasmania really did throw the team some challenges !

Straight off that high preparations got under way for the round on the Apple Isle – the 85 King Springs Camaro did have some body work to be fixed and thanks to Mark and the team at the Truck Factory she was transformed back to her shiny, red pristine self. Andrew in the 95 Lubrimaxx Camaro came away from round 1 in one piece so that was a welcomed relief as there was not a lot of turnaround time for preparing the cars, loading onto the transporter and then onto the Spirit of Tasmania.

Mark 'birdman' still had his list of tasks which included :

King Springs 85 Camaro had the body damage tended too as stated and the diff ratio changed to suit Symmons Plains. There was a major brake upgrade undertaken, including new rotors all round, an overhaul of the front calipers, new rear calipers and mounting bells fitted.

Lubrimaxx 95 Camaro had the battery repositioned for added safety, the diff ratio was also changed to suit the Tassie track, new brake calipers fitted front and rear to improve feel and exhaust repairs to damage sustained at Clipsal.

With the preparations complete Bob the builder was mobile but was stopping in Melbourne to collect Wayne Mercer's No. 74 Falcon. Once at the ship, Bob enjoyed catching up with Jim Richards, Paul and Christine Freestone for the journey across the sea, which did get quite bumpy I am told !!

The boat docked early Thursday and the transporters headed to the circuit to set up with Friday being practice day.

Mark King, Andrew, Birdman, Jason, Paulie & Timmy Ede all flew in from states around Australia with the boys dining at Alanvale Motor Inn our home for the weekend. Andrew, Tim and Birdman all stayed with good friends of Andrew Bill and Olivia in their beautiful home.

For me I drove a semi to Melbourne, reloaded and flew across to Tassie on the Friday night, with the plan to pick up my truck and trailer Sunday night to head back to Adelaide.

FRIDAY

Practice 1 held at 9.30 a 20 minute session was a bit of a wash out with both sessions heavily affected by rain. For Andrew in the 95 Camaro, he didn't even take to the circuit because he had slick tyres on instead of wet weathers believing that conditions would've improved, but they didn't so that session was a waste of time. Not much better news for Kingy in the 85 King Springs Camaro, only completing 4 laps bedding in brakes.

The second practice a 20 minute session held at 12.20 Kingy took to the track completing 7 laps, best on the 6th, Andrew completed 13 laps best on the 8th, but not really times worth acknowledging as the rain was making it impossible to work on set up.

The forecast for Saturday was expected to be much improved so setting up the Camaros for 'wet' would've resulted in a complete rework anyway, and with an early 9.45 am qualifying session scheduled little time was available to play with set up.

QUALIFYING 9.45 AM

In fine conditions the qualifying session was scheduled for 20 minutes. In the pits however, disaster set in. Birdman started up the 95 Lubrimaxx Camaro and the crew could hear a worrying noise. On further investigation it was found a lifter on the motor had failed – yep, we were faced with an engine replacement. The boys got stuck into the job of the changeover and were aiming to take the field for race 1 at 11.52. Would they make it read on, but for Kingy in the 85 King Springs Camaro the story was different. This was a good session for Kingy and was 5th quickest with the best lap attained on lap 9 with a 0.57.5001. On return to the pit, Kingy expressed a confidence in the car due to the work carried out on the brakes and overall this was a good session for him with promise for a great race 1.



THE RUSH WAS ON TO DO THE ENGINE CHANGE IN TIME FOR RACE 1



THE SPARE ENGINE THAT THE BOYS FITTED INTO THE THE 95 CAMARO IN A 2 HOUR WINDOW - MASSIVE EFFORT BY THE TEAM

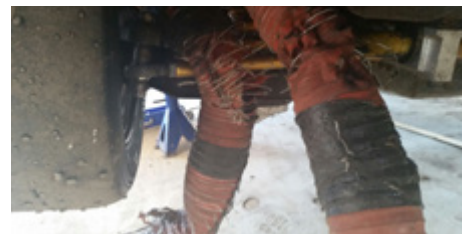
RACE 1 – 12 Laps - 11.50

As the TCM field was taking part in its warm up lap, 95 Lubrimaxx Camaro was being lowered from the jacks. Andy was going to take his place on the field, what an effort by the team !!!! Okay, he had to start at the rear, but does this phase Andy, no way, he's been here before !! For Kingy he would start his 85 King Springs Camaro off the third row in 5th. It was a clean start for Kingy, but early in the race Kingy learnt that they had chosen the incorrect diff ratio for this track, he was peaking earlier than he would've liked on the rev limiter and this would allow Youlden to make a pass and then Seton followed suit, but Kingy was able to regain a couple of placings when he was there ready to move when Seton made an error and so too Cricky and was able to finish in 5th, although in the straight to take the flag almost carnage happened when Kingy made a last minute dash to the chequered flag in an attempt to take Youlden over the line, in the meantime, Abelnica had gone over the start finish line and had started his slow down with Kingy making a rapid approach, which resulted in Kingy taking evasive action in field to avoid colliding with Albenica !! In doing so Kingy damaged the front spoiler and brake duct, he literally took it to the line.

Back to Andy in the 95 Lubrimaxx Camaro, well he did what he does best, he just keep pegging off the field from the rear and on completion of lap 9 was 13th having got as high up as 11th and was still climbing getting quicker every lap and then it all came to end, she came to a stop !! Damn it, so much effort, on return to the pit we found a screw had come out of the rotor button in the distributor which meant the motor could not fire and it stopped, the race was over. When Andy was on track, because of all the engine work going on, the crew had not been able to dedicate the time needed to sorting tyre pressures – the pressures were as per qualifying and had been set high and in race conditions were continuing to rise so the handling prior to stopping was pretty average

Prior to race 2, the crew repaired the brake ducting on the 85 King Springs Camaro and the screw was tightened in the distributor on the 95 Lubrimaxx Camaro.

Kingy and Andy spent some time together analysing racing strategies, times achieved on each of the sectors and tossed ideas around about improving the results.



KINGY'S EAGERNESS TO BLITZ IT OVER THE FINISH LINE RESULTED IN A LITTLE 'BRAKE DUCT' DAMAGE WHEN HE TOOK EVASIVE ACTION TO MISS THE FIELD - ON YUH KINGY !!



BITS EVERYWHERE AS THE CREW WORKED AS QUICK AS THEY COULD TO REPLACE THE ENGINE

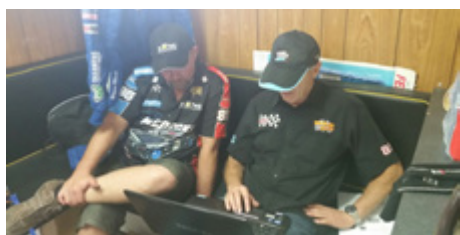
RACE 2 – 12 Laps - 4pm

A rolling start which would see Kingy out of position 5 and yep for Andrew up the back of the field again. For Kingy it was a great start and through laps 1 to 8, he had progressed his 85 King Springs Camaro into a strong 2nd position and was chasing Johnson leading the race in J.B.'s Mustang Sally, when disaster struck, Kingy started to fall back through the field ultimately coming to a stop !! On return to the pit, the crew found that a wire had come a drift from the alternator thus killing the power supply. Such bitter disappointment, he really had the Camaro honking.

For Andrew in the 95 Lubrimaxx Camaro, he was grappling with reduced power and mid corner oversteer, but despite this made his way through the field of 23 managing to finish in 6th – finally a glimmer of hope in what had so far been a horror weekend.

Who knows for both the boys this weekend, had they participated in full practice sessions on the Friday, some of the issues played out on a day with qualifying and 2 races may have raised their head earlier – hindsight is a wonderful thing !

Obviously prior to race 3, the boys rectified the electrical issue with the 85 King Springs Camaro and Birdman played around with the bar work on the 95 Lubrimaxx Camaro to give Andrew some relief from the understeer issues.



KINGY AND ANDY REVIEW THE CIRCUIT AND IN PARTICULAR THEIR INDIVIDUAL PERFORMANCES ON SECTORS



THE BOYS GETTING READY TO LIFT MOTORS IN AND OUT. THANKS COXY FOR THE ENGINE LIFTER !!

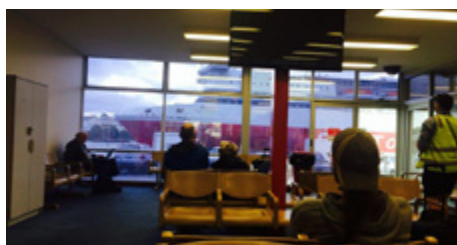


THANKS PAULIE FOR GETTING THESE SHOTS OF OUR ACCOMMODATION IN TASSIE !!

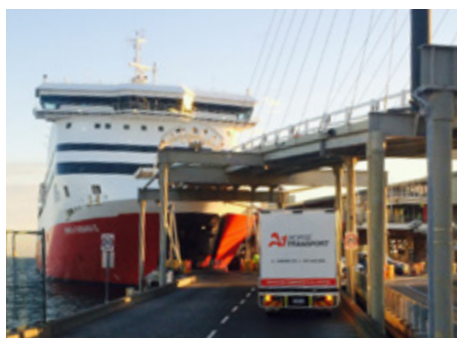
Race 3, Sunday 12.30 - 12 laps

The wait on Sunday morning seemed to be forever waiting for the boys to take to the track. For Kingy it was his turn to start at the rear thanks to the dnf in race 2, however, Andrew for the first time the weekend, was actually elevated up the field and out of 6.

With the warm up lap down, the rolling start set the field away. For Andrew in the 95 Lubrimaxx Camaro it was a clean start moving up into position 4 on the 3rd lap when he moved on Youlden and this was timely because on this lap, Youlden lost a wheel which caused a pile up on the hair pin and saw Gomersal and Mercer spinning, so Andrew was through, but nearly came to grief with Abelnica when he ran wide into Andrew – Abelnica was handed down a drive through penalty, meanwhile Kingy ended up with substantial rear end damage to the 85 camaro when Kassulke drove into the back of him when the field was feeling the residual effects of the incident up front with Youlden, Gomersal and Mercer. On the fifth, Andrew overshot the hair pin at first believing he had gone in a little too hard, however, on the lap lost a brake duct, so it appears brake failure occurred with the damage he had sustained, Andrew resumed the field as it went through, but found himself in yet again familiar territory up the back of the field !! Andrew was only able to improve a couple of spots to finish in 19th, but through all of that, did clock the quickest lap for the field on lap 4 with a .571713 !! Kingy was running a great race, pegging off car after car every lap and managed a top 10 finish in 10th which out of a start field for this race of 24 cars was a great effort.



LOUNGING ON THE SPIRIT OF TASMANIA



THE SPIRIT OF TASMANIA WAS THE WORK HORSE IN GETTING THE TRANSPORTERS TO TASSIE FOR THE SYMONDS PLAINS ROUND OF RACING

You can see what I mean though, compared to the wonderful success of Clipsal, this weekend in Tasmania was extremely challenging and disappointing, but that's the sport – very bitter sweet.

There was a 4th race held, which was a nonpoints race, which only half the field competed in – due to our booking on the Spirit of Tasmania which was made prior to notification of this race we were unable to take part.

Work got underway to pack up and get the doors closed on the transporter so Bob the Builder could make the journey from the track to where the ship departs.

Thank goodness the next round is several weeks away, as there is much to be done prior to racing at Winton.

I look forward to reporting all the track news then.

Kind regards,

SHAZ

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



A RARE PHOTO OF TIM, FULL BODIED, USUALLY ALL YOU SEE OF TIM IS 2 LEGS FROM UNDER THE CAR



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TCM FACTS AND STATS - SHANNONS TASMANIA TOURIST TROPHY

MAR 25, 2015

THE ENZED Touring Car Masters returns to Symmons Plains Raceway, near Launceston, this week for round two of the 2015 season.

It's the first time that TCM has visited the Apple Isle since 2010 and the series is returning in great strength, with the best Tassie field ever to gather at Symmons Plains on March 27-29.

The field includes three former winners of the iconic Targa Tasmania rally and two former winners of the Tasmanian V8 Supercars / ATCC round.

Here's the lowdown on the Shannons Tasmania Tourist Trophy this weekend:

TASMANIAN GREATS & GREAT TASMANIANS

TASMANIA'S rich motorsport heritage will be on show this weekend with plenty of successful locals, and those who have been successful locally, in action.

There are three former winners of the Targa Tasmania rally in the field;

Greg Crick (MOPAR Chrysler Charger) won the rally twice, in 1992 and 1993. Crick remains based in Tasmania and runs several highly successful car dealerships representing FIAT / Chrysler brands, amongst others.

Andrew Miedecke (Lubrimaxx Chevrolet Camaro) won the rally in 1994. Though famous for being based in Port Macquarie, Miedecke spent much of his childhood in Launceston.

Jim Richards (Shannons AMC Javelin) won the rally in 1996, 97, 98, 2000, 01, 02, 03 and 06, with iconic Tasmanian motorsport commentator Barry Oliver alongside.

There are also two former winners of the Tasmanian V8 Supercars / Australian Touring Car Championship round at the venue on the TCM grid this year.

Jim Richards won the 1991 ATCC round in a Nissan Skyline GT-R while Glenn Seton did the job the following year in his Ford Sierra Cosworth RS500. Seton also won the opening race of the 1998 round in his Ford Credit Racing EL Falcon.

Ironically, **John Bowe** – who is absent from this round – only won one race at the venue in his entire ATCC career, in 1995.

DK DIRK KLYNSMITH PHOTOGRAPHY



Also joining the field this weekend include local racers John Talbot (Ford Mustang Coupe), Leon Bell (Holden Monaro) and Darren Pearce (Chevrolet Camaro SS).

RARE VISITS

This year will mark just the fourth time that the TCM series will have visited Symmons Plains Raceway.

The series raced there in 2007 and 2008 with Gavin Bullas winning both rounds in his Ford BOSS Mustang.

A rain-affected visit in 2010 was won by John Bowe, who scored pole and wins in the two races ultimately contested.

Of those entered for the 2015 TCM return, only Andrew Miedecke, Mark King, Brett Youlden, Cameron Tilley, Tony Hunter, Keith Kassulke, Gavin Bullas and Tony Karanfilovski have competed at the venue in TCM cars before.

GOLDEN TONSILS

One of the most iconic voices of Australian Motorsport, Barry Oliver, will return to call the TCM series this weekend for the on-track / big screen production.

Oliver is famous for being the voice of Australian Touring Car Racing through to the mid 2000s and has also enjoyed a stint as the TCM series commentator. The series is looking forward to Baz being back on the microphone for his home round – and the big TCM Tassie return!

FANTASTIC FOUR

Just for something different, the Tyrepower Tasmania V8 Supercars meeting will finish with a special fourth TCM race on Sunday afternoon.

Though it won't pay series points, you can bet that plenty of fans will stick around at Symmons Plains to see the final fling for the weekend once the V8's are done and dusted.

CLIPSAL RUNDOWN

Andrew Miedecke (Camaro), Cameron Tilley (Valliant Pacer) and Tony Hunter (Chevy Monza) won their respective classes at the Clipsal 500 to kick off the 2015 season. The round was notable for several key moments that may help shape the season, including: The strong return of double champion Gavin Bullas in his Prodrive Racing Australia-built 1970 Ford Mustang; Bullas finished second in Pro Master for the round and hassled Miedecke and Bowe all the way.

A positive debut for Jim Richards' Javelin 'Mark II' on its first ever race and after just five laps of shakedown prior to the round.

In a somewhat controversial result, Clipsal delivered the first ever racing one-two for the Tilley family in TCM history. Though Cameron Mason led the field home in race two after a blinding rolling start, he was judged to have broken the series' starting procedure and was subsequently penalised post-race – handing the victory to Brad Tilley, with brother Cameron in second.

Strong weekends from Brett Youlden, Greg Crick, Keith Kassulke and Eddie Abelnica, in particular, show that there's not much between the diverse mix of brands at the pointy-end of the TCM pack this year.

RAW NUMBERS – TCM AT SYMMONS PLAINS RACEWAY

Current lap record: John Bowe (2010 – Ford Mustang TransAm) 57.7095s
Current Pole Record: John Bowe, 56.7244s

RACE WINS:

Gavin Bullas – 6
John Bowe – 3

POLE POSITIONS:

John Bowe – 2
Gavin Bullas – 1

AVERAGE QUALIFYING MARGIN (1-2): 1.102s.

CLOSEST QUALIFYING MARGIN (1-2): 0.1478s (Bullas – Abelnica, 2007).

LARGEST QUALIFYING MARGIN (1-2): 1.863s (Bowe – Steve Mason, 2010).

JOHNSON EDGES BULLAS FOR FIRST TCM POLE

MAR 28, 2015



STEVEN JOHNSON continued his impressive ENZED Touring Car Masters debut this morning by taking pole position and the lap record at Symmons Plains.

On a cool, dry track, Johnson picked up where he left off in practice yesterday – jumping to the top of the timesheets on his first timed lap.

Johnson would not be surpassed for the remainder of the session, with his 56.51s lap two tenths underneath John Bowe's existing lap record set during the category's last visit to Symmons Plains in 2010.

The result also extended 'Mustang Sally's' impressive pole-position streak stretching back to Bathurst in 2013.

Gavin Bullas made it an all-Mustang front row for race one with his all-out effort just under half a second shy of Johnson.

Tasmania's Greg Crick rounded out the top 3 having appeared to be Johnson's closest competition for the majority of practice and the 20-minute shootout.

Eddie Abelnica ended up 4th in his Falcon XB Coupe, whilst Mark King completed the top-5.

Jim Richards experienced throttle issues throughout the session and will start from the rear of the field in his Shannons Insurance AMC Javelin.

Championship-leader, Andrew Miedecke, was not seen in qualifying after the team heard a noise in the engine whilst warming up. The team is currently changing the engine and hopes to be on track for race one.

TWO FROM TWO FOR JUNIOR JOHNSON

MAR 28, 2015



STEVEN JOHNSON completed a Saturday sweep in the ENZED Touring Car Masters at Symmons Plains today – claiming two victories, pole position and the lap record in the Dunlop Super Dealer Ford Mustang.

On his debut in the category, Johnson broke free of the chasing pack in the early stages of both 12-lappers and lowered the lap record with a 56.82s in the opening race.

The only hairy moment for the ex-V8 Supercar pilot occurred on the opening lap of race one, where Gavin Bullas almost took out both front-running Mustangs on cold brakes at turn three.

Tasmania's Greg Crick flew the local flag strongly in the afternoon race after spinning from 3rd in the closing stages this morning. The Mopar Performance Chrysler Charger was scored as the runner up in race two.

Eddie Abelnica, piloting the Melbourne's Cheapest Cars XB Coupe, continued his strong start to the year with a pair of 3rd place finishes around the 2.4 kilometre course.

Brett Youlden was a mainstay in the top-5 during both races, with the Autoline Spark Plugs Monaro suited well to the tricky Tasmania circuit.

After brushing the fence in the early stages of race one, the Valiant Pacer of Cameron Tilley crossed the line 5th in race two for his second top-10 finish of the weekend.

Jason Gomersall was a picture of consistency in both of today's 12-lap sprint races and finished 7th twice in his iSeek-backed Holden Torana.

Bill Pye, Andrew Fisher and Keith Kassulke also recorded top-10 finishes during the Saturday running – banking all-important championship points early in the season.



After a strong run to 2nd place in the opening race this morning, Gavin Bullas suffered a mechanical issue mid-way through race two and was forced to pull into the pits. The Victorian appeared to be Johnson's closest competitor this weekend; however he will have his work cut out starting from the rear of the field in race three tomorrow.

It was a case of mixed fortunes for Mark King and Tony Karanfilovski – with both failing to finish the second race despite competing for the top-5 throughout race one and the majority of race two.

Karanfilovski was en route to another top 6 finish in race two; however a spin at turn three late in the race put his Ford Mustang out of contention.

Following an engine change this morning, championship-leader Andrew Miedecke started at the back of the pack in both races. Miedecke impressively picked his way through the field in the afternoon race after failing to finish the first heat with a distributor issue.

Turning his first laps at Symmons Plains since 2005, Glenn Seton endured a tough day in his Thunder Road Racing Ford Mustang after suffering almost identical spins in both races at turn 6.

Jim Richards' crew appear to have resolved the throttle issues that plagued the Shannons Insurance entry during qualifying – with Richards seeing the chequered flag in 8th place in race two.

After two races, Steven Johnson heads the ProMasters class ahead of Abelnica and Crick respectively. In the ProAm class, Brett Youlden leads the way from Jason Gomersall and Cameron Tilley, whilst Tony Hunter holds the ProSport ascendancy from Leo Tobin.

DK DIRK KLYNSMITH
PHOTOGRAPHY



JOHNSON'S WHITE HOT FORM CONTINUES

MAR 29, 2015

STEVEN JOHNSON claimed his third victory from as many races in the ENZED Touring Car Masters this afternoon after another faultless lights-to-flag display.

With no points on offer for the final race of the weekend later this afternoon, Johnson also collected the ProMaster class victory for the Shannons Tasmania Tourist Trophy, whilst Cameron Tilley and Tony Hunter led the way in the ProAm and ProSport classes respectively.

The Dunlop Super Dealers entry once again hit turn one first on the opening lap, however 'Mustang Sally' was far from unchallenged as Greg Crick fought tooth and nail to put his Chrysler Charger in front.

Crick reduced the margin to within one second during the closing stages; however the Tasmanian was narrowly denied a popular victory in front of his home fans by just three tenths of a second.

Cameron Tilley continued to impress in his head-turning Valiant Pacer – the New South Welshman seeing the chequered flag in 3rd place to record his best result of the weekend.

After a difficult start to the round, Jim Richards hauled his AMC Javelin into contention during race three and was scored a close 4th behind Tilley.

Bill Pye continued to dice with the frontrunners in his Chevrolet Camaro, rounding out the top-5 for a net gain of four positions over 12 laps.

Paul Freestone put in an impressive drive in race three – improving to 6th position having placed 12th in race two yesterday.

Andrew Fisher rewarded his Jesus Racing crew with his 2nd consecutive top-10 finish – coming home 7th in the thundering Falcon XY GTHO.

Glenn Seton held his confidence despite a couple of spins yesterday to complete the race as the runner-up Ford Mustang in 8th.

Symmons Plains-specialist, Gavin Bullas, rebounded strongly in his Ford Boss Mustang after retiring with a mechanical issue in race two, working his way into 9th ahead of Mark King.

The race featured plenty of action at turn 4 – with Jason Gomersall and Wayne Mercer both finding trouble at the hairpin in separate incidents on the 4th lap.

TCM MEDIA TOURING CAR MASTERS RELEASE

After charging through the field in his Whiteline Transport Racing machine, Andrew Miedecke couldn't wipe off enough speed to negotiate the hairpin at the midpoint of the 12-lapper and was forced to let the entire field pass before rejoining the circuit. He finished on the lead lap in 19th place.

Tony Karanfilovski had a major scare at the beginning of the formation lap; however the TIFS Warehousing and Distribution driver eventually got his Mustang rolling and finished just outside the top-10.

Eddie Abelnica was in contention for his third top-3 finish of the weekend; however the Victorian fell back to 14th place after an eventful 12 laps.

The hard-luck story of the race was Brett Youlden – who experienced a considerable mechanical issue with the left front of his HQ Monaro Coupe and retired from the race on lap 2. Eddie Abelnica, piloting the Melbourne's Cheapest Cars XB Coupe, continued his strong start to the year with a pair of 3rd place finishes around the 2.4 kilometre course.

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DK DIRK KLYNSMITH
PHOTOGRAPHY



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PHOTOGRAPHY

TOUGH WEEKEND FOR RICHARDS AT SYMMONS APR 2, 2015



Round two of the Enzed Touring Car Masters at Symmons Plains was both frustrating and reasonably successful for Jim and the Shannons AMC Javelin with fourth place overall in Pro Masters at the end of three races.

The weekend commenced on the Friday with two twenty minute practice sessions the first of which was very wet and the second not much better so Jim elected not to go out as there was a limited supply of wet weather Hoosier tyres.

In the twenty minute qualifying session on Saturday morning drama struck the Shannons Javelin when Jim had to contend with an intermittent stuck accelerator pedal caused by an errant nut that was rolling around under the false floor.

The problem was not solved until the car returned to the pit garage and so Jim finished up starting off the back of the grid for the first 12 lap race together with Andrew Miedecke who took no part in qualifying due to the car undergoing an engine transplant.

Jim took a conservative approach to the race but still made up ten positions to finish 13th and then in the second race he went from 13th to 8th.

In the third race Jim was moving forward but then had to take avoiding action at the hairpin to drive around Jason Gomersall who had spun the Torana.

At the end of 12 laps Jim had moved up to 4th which gave him 4th overall in Pro masters for the weekend behind Steven Johnson ,who qualified on pole and won all three races in the Mustang normally driven by John Bowe ,with Greg Crick in the E55 Charger second and Eddie Abelnica third in the two door Falcon hardtop.

Bowe had sponsor commitments in Fiji and so Johnson took his place and showed his class by dominating the weekend with a very impressive performance to take out the Shannons Tasmanian Tourist Trophy.

For Jim it was a case of what might have been had there not been a problem in qualifying.

"Overall I was very happy with the car apart from the throttle problem and there is plenty of potential in the car so I'm sure we will be more competitive as the series continues". said the two time TCM champion.

In the second and third races the Javelin was less than a second off the fastest time set by Johnson in the Mustang and bearing in mind this is just the second race meeting for the car and the Mustang has had years of development work it was a pleasing result.



Jim also competed in a fourth non championship race which was over 12 laps for the City of Launceston Trophy and after Crick went out with a blown gearbox Richards finished second to Johnson with Glenn Seton third in the 302 Mustang.

For this race Jim elected to run two new rear tyres and soften up the rear suspension and he was very happy with the result.

"We recorded our fastest lap of the meeting at 57.74 and were only two tenths of a second slower than Steve in that race and I know there is more to come". said Jim.

After two of eight rounds Eddie Abelnica leads the Pro Masters series on 294 points from Greg Crick on 283 and Jim Richards on 269 with the next round at Winton on May 15-17.

Jim will fly back to Tasmania on Easter Sunday night to commence three days of reconnaissance for the six day Targa Tasmania which commences on Monday April 27.

Apart from Shannons Jim is also supported by Porsche, Adrenalin and Leatherman multi purpose tools.

By Barry Oliver.







other news

NUGGET

CHIEF IN CHARGE OF PR AND SECURITY FOUND THE JOB ALL TOO MUCH TAKING A LONG WARM BREAK AT HIS HOME IN ADELAIDE.

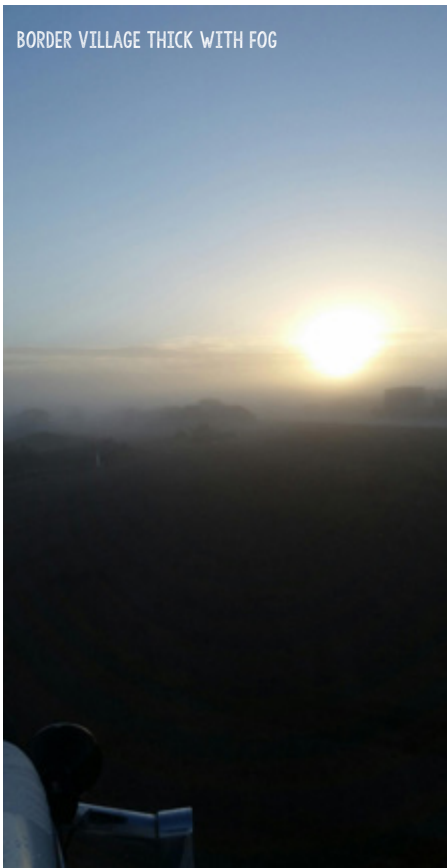


NO REST FOR THE WICKED !!

Bob and Shaz over easter found themselves on the road again !! Both took a road train and triple to the WA SA border changing with Joe and Paul.

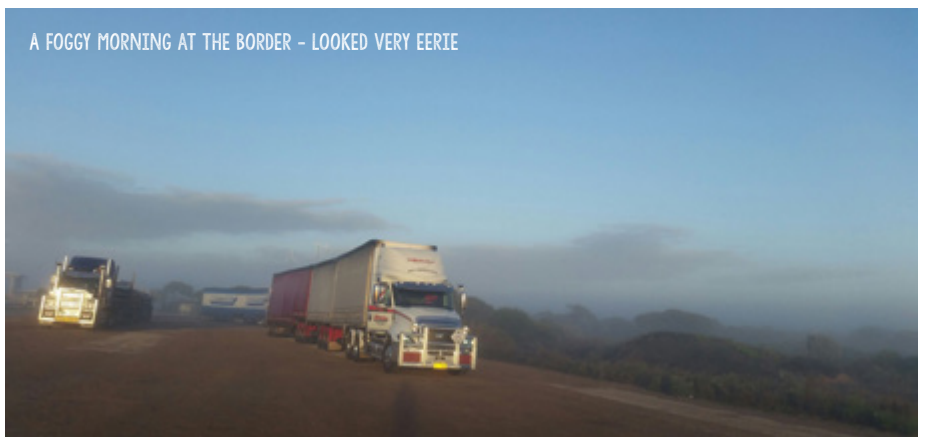


BORDER VILLAGE THICK WITH FOG



BOB AND SHAZ PARKED UP THEIR CATS FOR A COFFEE BREAK AT KIMBA ON THE WAY TO THE WA SA BORDER

A FOGGY MORNING AT THE BORDER - LOOKED VERY EERIE



Award

CAMS (CONFEDERATION OF AUSTRALIAN
MOTORSPORT) AWARD

KING

WITH THE PRO MASTERS TITLE FOR
2014 SEASON





SERIES RESULTS

Round 1 Clipsal 500 Adelaide February 26 - March 1
 Round 2 Symmons Plains V8 Supercars March 27 - 29
 Round 3 Winton V8 Supercars May 15 - 17
 Round 4 Skycity Triple Crown Darwin June 19 - 21
 Round 5 Ipswich V8 Supercars July 31 - August 1
 Round 6 Muscle Car Masters September 4 - 6
 Round 7 Supercheap Auto Bathurst 1000 October 8 - 11
 Round 8 Phillip Island V8 Supercars November 19 - 21



Class	Driver	R1	R2	R3	R4	R5	R6	R7	R8	TOTAL
PRO MASTER CATEGORY - 2015 ENZED TOURING CAR MASTERS										
ProMaster	Eddie Abelnica	148	146							294
ProMaster	Greg Crick	129	154							283
ProMaster	Jim Richards	133	136							269
ProMaster	Gavin Bullas	157	101							258
ProMaster	Andrew Miedecke	168	84							252
ProMaster	Keith Kassulke	136	84							220
ProMaster	Mark King	119	90							209
ProMaster	Glenn Seton	78	126							204
ProMaster	Steven Johnson	0	180							180

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

