



WHITELINE RACING

2021 TCM SERIES

ROUND 1

IN THIS **DOUBLE** ISSUE

SHAZ' ROUND 1 RECAP

TCM MEDIA RELEASES

FACTS N STATS BY CRAILLSY !!!

SHAZ' BOOST MOBILE RACE TASMANIA RECAP

PHOTOS

+ MORE

CON- TENTS

03-07

Sponsors

Support the team behind the team

08-09

2021 TCM Calendar & TV

Your guide to the TCM 2021 schedule

10-13

A word from Shaz

Sharon's Recap of the Round

14-15

Facts N Stats by Crailly

Richard's Recap and Facts Feature

16-21

TCM Media Releases

Up to date news items of our race category

22-25

Round 1 Snapshots

Photo's from James Smith and Angryman

26-27

Drivers Round 1 Wrap Up

In there own words

28-29

A word from Shaz

Sharon's Recap of Baskerville

30-33

Round 1 Snapshots

Photo's from James Smith and Angryman

34-35

Drivers Baskerville Wrap Up

In there own words

36

2021 TCM Standings

Look us up on the leaderboards

**PHOTOGRAPHIC
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Angryman
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2021 SERIES CALENDAR AND TV

ROUND 1

JAN 24 - 26

SYMMONS PLAINS RACEWAY
LAUNCESTON, TASMANIA
Boost Mobile Race Tasmania

Length 2.41 km
Turns 7



ROUND 2

FEB 26 - 28

MOUNT PANORAMA 500
MOUNT PANORAMA, NEW SOUTH WALES

Length 6.213 km
Turns 23



ROUND 3

APR 30 - 2

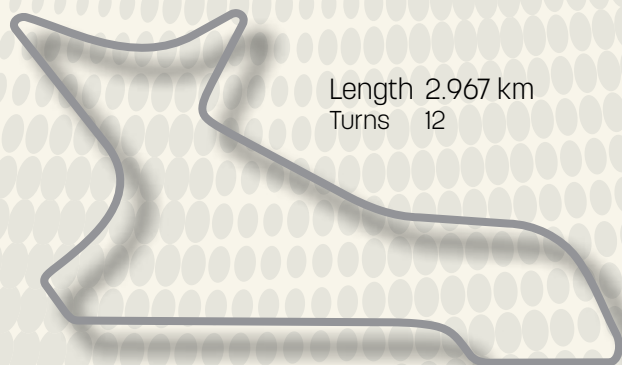
SYDNEY MOTORSPORT PARK
EASTERN CREEK, NEW SOUTH WALES
Shannons Motorsport Australia Championships

Length 2.8 km
Turns 8



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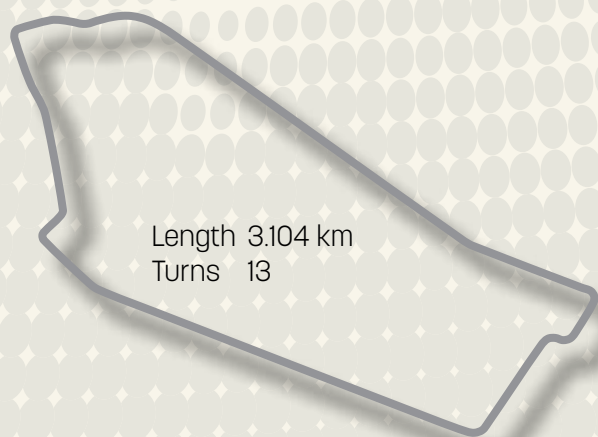
Length 2.967 km
Turns 12

ROUND 4

JUN 25 - 27

MORGAN PARK RACEWAY
WARWICK, QUEENSLAND

Shannons Motorsport Australia Championships



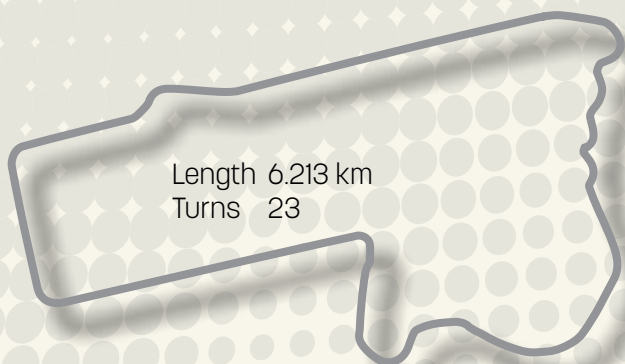
Length 3.104 km
Turns 13

ROUND 5

SEP 17 - 19

SANDOWN INTERNATIONAL RACEWAY
SPRINGVALE, VICTORIA

Shannons Motorsport Australia Championships



Length 6.213 km
Turns 23

ROUND 6

TBC

BATHURST INTERNATIONAL
MOUNT PANORAMA, NEW SOUTH WALES
ARG Events



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Whiteline Racing



A WORD FROM Shaz

Round 1 Symmons Plains January 24-26

Well, where to begin?
So my report is 'Shaz on the Couch'!! One guess why, COVID!! Whilst borders and freedom to travel is much easier at present in Australia, as we know what can be okay one day is often not mid night the next. With a busy trucking company to consider and operate, it was just too risky to chance a trip to the Apple Isle and find myself in quarantine, so, in a rarity I wasn't at the track and have pieced this together as best I can.

Our Media Liaison Consultant Richard Craill did an awesome job with social media over the few days to keep everyone posted all things Whiteline Racing and did a cracking job commentating for Channel 7.

In addition, the television package that the Category management has secured this season with Channel 7 - 7 Mate and 7 Plus is sensational.

So, what a 12 months it has been - so much heartache around the globe, lives lost, homes and businesses gone, significant life events missed, careers and dreams on hold, I could go on and on.



To prepare the cars for 2021 was a bit different to usual as we only completed one race meet in Adelaide in 2020 before Covid hit. The cars were in great shape after Adelaide with only side damage to the #85 car which Jimmy promptly repaired. Many attempts were made to continue the season. Gearboxes and diffs were built for tracks that we never got a chance to race on - such a waste but we had to be ready in case the events ran.

By the end of 2020 we had our driver line up and things were looking promising to start again, Around this time Bob bought a crewman to be used at race meets for the team to get from motels to the track. This needed a few repairs and mods to fit into the truck. It has already proved to be very handy on our Tasmania trip, and will ride in the transporter to each destination.

Whiteline Racing has just gone with the flow. Team Engineer Pete throughout the time, prepped the Camaros for the planned respective meetings, only to find one by one they were cancelled.

Then, because of all the hard work put in by the Category Management working with State Governments and health authorities, the green light was given to two weeks of consecutive racing in Tasmania, the first Launceston and the second in Hobart. The news came the week before racing, so the pressure was now on to finish the set-up of the Camaros for Symmons Plains, load up the transporter and get it to Melbourne to be shipped across by Chas Kelly Transport. Chas was great with his flexibility of the transporter arrival into Melbourne from Adelaide, because as luck would have it, or bad luck rather, Bobby spent several days in hospital and came out in the nick of time to do the run east to the wharf.

We also made a new race trolley/workbench which houses all our quick access items while racing and gas bottles. It has a big vice and provides a clean work surface, already being used to compete an emergency diff build for another TCM team at Symmons Plains.

The cars had received a few updates with #95 getting assistance from Mark King, a new set of springs and Birdman making new leaf blocks to trial. #85 now has a digital Racepak dash which enables the driver and crew to record data from the engine for the whole race and check everything is working as it should. All the usual gearing and suspension set ups were put into the cars to suit Symmons plains and off we went.

Great to be back racing!



Angryman Photography

The next challenge getting the crew to Tassie, because in the weeks previous Sydney and Brisbane had reported 'hot' zones. Driver of the 95 Camaro Mark King is Brisbane-based and his track crew chief Jason Walsh is Sydney based. Frenzied work was going on with testing and sorting permits so they could travel. Paul Currie and Timmy Ede both from Melbourne were okay to travel, but required permits, Bobby and Pete being from South Australia were also okay so long as they had the essential permits.

With the logistics of getting transporter and crew there, being able to focus on the race meetings was now in overdrive.

Driver of the 85 Camaro, Adam Garwood comes from Tassie, so with his help and that of his Dad Greg and their business Giraffe Civil, they collected the transporter from the wharf. Their prime mover towed the trailer where it needed to be for this weekend and then also to Hobart for the second round which was of enormous help. Also making things easier was the fact we were able to use their awesome workshop to do the pre-race preparations which included a test day on the Thursday leading up to the meeting.

There was one hiccup with Jase out of Sydney - he was put into mandatory lock down in Hobart until midnight Thursday, so the crew headed to pick him up Friday morning. Practice and Qualifying would be on Sunday, with racing on Monday and Tuesday.

Practice Thursday proved to be invaluable after such a long break for the boys - especially Kingy who has not raced for over 2 years, having undergone a series of surgeries. Kingy had previously campaigned the 85 Camaro, but on his return to Whiteline Racing jumped in behind the wheel of the 95 Camaro. Practice allowed bedding in of brakes, setting up seat and peddles. Adam, being his home track was on song from the start, with old tyres on was well under the track record. The practice highlighted that the rev limiter was at it's peak too early on the back straight,

but before considering any diff changes, the crew would try a new set of rubber to see what impact that would make.

The boys decided to change the diff in the 95 Camaro, for hitting the rev-limiter too soon.

The cars were taken back to Giraffe Civil, where the boys continued to 'tinker' and prepare them for the three-day meeting.

Friday night, Luana, Greg, Adam and Isabelle thoroughly spoil the team with an incredible extravaganza - fully catered steak and cray fish feast. Lots of laughs and good times were had and it gave the team a chance to meet some of the Garwood extended family - fur babies included!

Saturday the crew took the transporter to the track and set up the pit and garage area in readiness for racing. Strict Covid rules were in place, with teams being limited to their own garages when not racing.

Once set up, team member Paul Currie was celebrating his birthday, so the team had a day of R & R to celebrate, with pizza for tea and an early night to bed after such an awesome celebration the night before - I don't think any of the boys needed much rocking!!

Attendance to the meeting was restricted to 5000 race fans per day and it was a sell out, clearly supporters really missing their motorsport fix. Social distancing restrictions were strict, but word is the energy around the track was high.

Sunday, 24th January, 2021 would see the Camaros take part in a practice session and qualifying session, both scheduled for 20 minutes in the Boost Mobile Race Tasmania program.

The practice session for Adam in the 85 Giraffe Civil Camaro was a tad more challenging than the run Thursday. A jammed throttle would end the session, with the crew busily on tools to repair in time for qualifying.

Kingy used the session to bond with the 95 King Springs Camaro and to test whether seating and throttle changes were suited. Jase and Paulie would continue to take in Kingy's feedback and adjust to suit car and driver in time for qualifying.

For Adam, he was really putting his 85 Giraffe Civil through her paces, driving hard to get that great lap time. This circuit is renowned for being hard on brakes. A tyre blew in the session and did quite a bit of damage when it did, but despite this, still managed to put in the third quickest time with a 56.6870 with Bowe and Hansford, both in Toranas, 1st and 2nd.

Kingy completed 11 laps in the 95 King Springs Camaro and managed his quickest on the 9th lap with a 58.05 but with the crew still doing more work to enhance handling. Kingy's efforts would see him sneak into the top 10 in 10th place off the grid.

The crew got busy repairing the damage to the 85 car tyre blow out and doing the general checks and measures that go on prior to a race to both the cars. Early tea at the local pub and off to bed for the boys.

Monday, 25th January, 2021 the boys would compete in the reverse grid trophy race and the first of the series races in the afternoon.



Angryman Photography

The Trophy race was held at 12.45, 18 laps or 20 minutes - the track itself is 2.4 kmls long, 7 turns, fast long straight, as I've said hard on braking, especially into a very tight hairpin - a challenge for these big old cars.

The Trophy race is always hugely popular with TCM fans because it gives new drivers a chance to race at the front, but sometimes it is a bit stressful for the teams because cars end up in places they don't expect as the faster cars come through.

The top half of the qualifying order was reversed and sent to the back of the grid which therefore had Kingy starting out of 4th place - not bad for his first race back in two years! - and Adam from 11th thanks to his good job in qualifying.

Kingy settled into fourth place in the opening few laps before an unfortunate incident on the fifth lap saw he and Greg Garwood coming together at turn six.

Kingy was on the outside, Greg on the inside and the resulting contact saw both cars damaged: Greg out of the race and Kingy back to last after a visit to pit lane.

It was certainly slightly awkward in the paddock afterwards.. but ultimately everyone pitched in and everyone on the tools helping to fix the back of the 95 Camaro to get it back out in time for Race 1.

Adam, meanwhile, was fast: he charged to sixth in just five laps and was the fastest guy on track by the end, ultimately finishing fourth.

Race 1 was held at 3.40 and would be 18 laps or 20 minutes. Kingy would start out of 10, in the 95 King Springs Camaro and Adam out of 3 in the 85 Giraffe Civil Contracting camaro. When the race got underway, it was the Toranas that led the pack Bowe and Hansford, while Adam and the Tilley Valiant raced side by side. It wasn't long however, before Adam started to challenge the Hansford Torana, chasing 2nd with Bowe leading and chasing his 100th TCM win.

Sadly for Kingy in the 95 King Springs Camaro a gearbox bolt failing would result in limping into the pits, unable to engage a full selection of gear choices.

On the 4th lap, turn 6 Adam got around Hansford and was now chasing Bowe. Adam was developing a comfortable gap behind him and was into it, with a couple of seconds the difference to the lead. On the 7th lap Pollicina went off at the pit exit in his Torana which triggered a yellow flag then ultimately the safety car was deployed on the 9th, which played into Adam's hands, as a restart would group the field up again. On the 12th lap, Garwood moved on Bowe on the hairpin around the outside under brakes and didn't take long to establish a comfortable gap. In the final lap JB upped the anti and was going hard to chase down Adam - the two Tasmanians battling it out. Garwood would take the win, with the gap 4/10ths of a second.

It was the second time in two years that one of our yellow Camaros had won the first race of the year so there were certainly some smiling faces celebrating Adam's first win with Whiteline.

Tuesday, 26th January, 2021 would see two races decided, the first at 12.20, 18 laps. The 95 King Springs Camaro was out of 13 and the 85 Giraffe Civil Camaro off of pole position, alongside Bowe. With the starter sending them into race mode, Garwood did well to lead through turn 1, edging out Bowe for the lead. The very competitive Torana of Hansford

experienced difficulty when Hansford touched the wall, but managed to recover from this and put in a good race. By the 5th lap, the safety car was out when the front right wheel came off mid corner on Johnsons XD - The entire centre of the wheel was missing, had sheared off the hub. The race was given a red flag. For a race to be a race, 75% has to be completed for points, or in some instances 50% run with half the points. The officials deemed it a non-race, so despite Adam going over the finish line first, did not accumulate any points.

This would make the final race of the weekend a winner-take-all finale for the overall round result.

The final race was held at 2.10 and again 18 laps. Garwood was again off pole alongside Bowe and Kingy was rear of grid. This was always going to be a tough race, led up front by Tasmanians wanting to win for their home crowds and JB searching for his 100th win, racing was intense, when on the 7th lap Bowe, under brakes got around Adam on the hairpin. Bowe's car had a lot of oil spraying back which made conditions very slippery for Adam and resulted in Bowe gaining a 7 second lead as Adam struggled to hang onto the 85 Giraffe Civil Camaro. Meantime, his dad Greg, was back racing the repaired Ford Capri, but ran out of brakes into the sandpit. Karanfilovski had an off but was able to drive through to regain the field, a small grass fire ensued on the side of the track despite the huge downpour of rain the night before, Pollicina also had an off, but also ploughed through to keep the race alive, with Bowe finally taking his 100th win, Adam 2nd. Kingy was also grappling with handling due to the very slippery surface and was trying hard to keep it on the black stuff. Getting some completed laps in and a feel for the car an important step forward for moving further into the season.

On return to the pit, it was discovered also that the 85 Camaro also had oil around the seals at the back of the engine, which was thought to be caused



Angryman Photography

from pressurisation. The 18 lap races in Tassie are much longer races than other rounds and could be a contributing factor - the boys would work on this. The team noted with the 95 car, it appeared to be dipping on the front right, coming out of corners onto the straight, which could be a shocker issue, again something the team will look at to prepare both the Camaros for the boys to campaign at Baskerville.

With the meet over the crew got to loading up the cars and they were taken back to the Giraffe Civil headquarters - work got underway to tidy up the body work on the 95 Camaro and engine work carried out to address the oil issue on the 85 Camaro.

Bob drove the transporter behind the Giraffe Civil Western Star to Baskerville for what we hope will be a successful round.

Bobby and Pete prepared at the track, whilst the rest of the boys took some time out for a bit of R & R around Hobart.

Whilst not part of the championship, Baskerville is iconic and a much loved event. We look forward to reporting back. Crailsy's wrap up a new addition to our newsletters this year will satisfy die hard racing fans with stats, facts and figures, be sure to check it out.

Great to be back talking with you all again, Yours in Racing, Shaz.

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James Smith Photos



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FACTS

N STATS

BY CRAILSY !!!



ROUND 1 RECAP / WHITELINE RACING LAUNCHES 2021 AT SYMMONS PLAINS

WHITELINE RACING has launched into the new racing season in style, winning races and grabbing a share of the Gulf Western Oils Touring Car Masters series lead following a combative first event at Symmons Plains.

Aside from attending the sprint event at The Bend Classic in September 2020, the Boost Mobile Race Tasmania event marked Whiteline's first time back racing competitively since the Adelaide 500 in late February last year.

Strong performances by young-gun Adam Garwood and a return to the track by the team's most experienced ever driver, Mark King, bodes well for the season ahead as the pair of bright Yellow Chevrolet Camaros make their mark.

After a long build-up, the Whiteline team were instantly competitive at the quick 2.4km Symmons Plains circuit.

Garwood qualified the #85 1970 Camaro RS third in a tight qualifying session, missing a spot on the front row by only 0.1 seconds and missing pole by just 0.4.

King qualified 10th just 1.7s from the outright pace and just one second behind reigning champion Steven Johnson's XD Ford Falcon, who was fifth.

The first race of the season, a 14-lap reverse grid trophy race - brought mixed results as Garwood stormed from the back of the field to 4th position, setting the fastest lap in the process.

In his first race back since the end of the 2018 season, Kingy ran strongly in fourth position for the opening four laps, before some unfortunate and slightly awkward contact with Greg Garwood's Ford Capri Perana at turn six saw both cars caught up in an incident and suffering damage.

As well as the incident itself being unfortunate, it was awkward on account of the fact that Greg's son was in the second Whiteline car, not that far behind..

With the damage repaired in time for the first championship race of the season, the field launched away for what would be an 18-lap race that saw Adam charging to the front early on.

After passing Ryan Hansford for second position on lap four, Garwood set out in pursuit of early leader John Bowe. After a mid-race Safety Car and subsequent restart, the Camaro pounced and after a brief battle the #85 car took the lead on lap 11.

Though Bowe closed towards the end, Adam held on to grab his first win for Whiteline and open his 2021 account in style.

Unfortunately, Kingy was a non-finisher; a broken bolt in the gearbox locking him out of several gears and forcing him to pit lane after just one lap.

Race two saw Adam in a strong position once again, however the race was declared a non-event after Steven Johnson's car broke a wheel and was stranded on track facing a lengthy recovery.

That declaration made the final race a winner-take-all affair between Garwood and Bowe and the pair battled for the lead for much of the race.

Adam led the first 6 laps before Bowe was able to sneak past at the hairpin to wrestle the lead away.

With the Torana (and AG's Camaro) leaking some oil and making conditions slippery, Garwood elected to conserve his second position on track and score some valuable championship points, while Bowe was able to edge away and win his 100th TCM race.

The pair were locked together on points following the round, Bowe winning on countback on account of winning the last race of the weekend.

Kingy had a much more promising race: after starting from the back, he worked his way forward to third position in the ProAm class and seventh position outright in a strong comeback performance.

ROUND 1 FAST FACTS

ADAM Garwood's win in the first championship race of the season was the second time in two seasons and third time ever that a Whiteline Racing Camaro has won the opening race of the TCM year.

Adam Bressington won the first championship race of 2020 at the Adelaide 500 driving the #95 Camaro, while Andrew Miedecke took victory at the same location in the first race of the 2015 season, driving the same car.

Bresso also won the Trophy Race at the 2019 Adelaide 500 meaning; the team is three-for-three in opening rounds in recent TCM times.

Adam Garwood's win in race one was his 4th race win in TCM competition, and his first since the 2017 season. Symmons Plains also marked his second TCM round podium finish, with that first round victory surely not too far away! It was also the 4th race win for the team's 1970RS Camaro and the first since Mark King drove it to victory in Darwin in 2018.

Mark King should join an elite Touring Car Masters club when the series resumes for Round two in a few week's time: the three races that counted at Symmons Plains (Race Two was declared a no-race, meaning it does not count in the record books) were the 196th, 197th and 198th of his career.

With four races at each round, the chances are the big double century will come up next time out.

When he reaches the milestone, Kingy will join just four other drivers in the '200' club: John Bowe, Tony Karanfilovski, Jim Richards and Cameron Tilley - who completed his 200th at Symmons Plains.

The team's 1970 Camaro isn't far away from the same milestone: It now has 194 TCM races started, so watch out for Round 3 in a few months' time.



James Smith Photos

NEXT STOP

WHITELINE Racing will return to the track in late February when the second round of the Gulf Western Oils Touring Car Masters series returns to Mount Panorama for the first time since November 2019.

With TCM scheduled to finish the 2021 season at the Mountain, it will likely mean that this year is the first that the series will have tackled the famous track twice.

The last time TCM visited the famous 6.213km venue, Whiteline featured on the TCM podium - with Adam Bressington second overall for the round.



MEDIA

Releases

For more information visit www.touringcarmasters.com.au

TOURING CAR MASTERS LOCKS IN SIX RACE 2021 CALENDAR 11 NOV 2020

The Gulf Western Oil Touring Car Masters has locked in an exciting and diverse six round calendar ahead of its much-anticipated return to Australian race tracks in 2021.

The popular class, celebrating motorsport's rich heritage with both cars and stars from yesteryear, will visit four different states, including the championship's return to Symmons Plains Raceway for the opening round in January.

The TCM field will also visit Sydney Motorsport Park, Morgan Park in Queensland in late June, Sandown and conclude at Mount Panorama as part of the inaugural Bathurst International.

The second event on the calendar will be confirmed in the near future.

Like most categories, the 2020 season was unable to proceed due to the COVID-19 pandemic. The TCM class was able to conduct one event at the Adelaide 500 street track earlier this year that saw Adam Bressington and Ryan Hansford claim race wins.

The Gulf Western Oil Touring Car Masters features some of the most famous car brands and name plates from the past 60 years of motorsport history, with 'modern' machinery like Steve Johnson's XD Falcon and Gerard McLeod's VB Holden Commodore up against the traditional Holden Toranas, Chevrolet Camaros, Falcon GTs, BOSS Mustangs and many more.

TCM will continue to enjoy support from naming-rights sponsor Gulf Western Oil, as well as long-time partner Shannons Insurance and control tyre supplier Hoosier.

The class is also the home to household racing names, including former champion Steve Johnson and TCM's most winningest driver, John Bowe.

After a long career in Australian touring cars that yielded two Bathurst 1000 wins and the 1995 Australian Touring Car Championship, Bowe has scored 99 race wins in TCM and will be aiming to be the first driver to crack the three-figure win mark.

The TCM events will enjoy live and free broadcasting on the Seven Network, as part of the multi-year deal struck with the Australian Racing Group.

Stay in touch with the latest Gulf Western Oil TCM news via the website and social media platforms.

2021 Gulf Western Oil Touring Car Masters calendar

1. Symmons Plains January 24-26
2. TBA March TBA
3. Sydney Motorsport Park April 30-May 2
4. Morgan Park June 25-27
5. Sandown September 10-12
6. Bathurst International TBA

Rowan Harman

Category Manager, Touring Car Masters

"The 2021 Gulf Western Oil Touring Car Masters calendar represents a strong array of events and circuits that will be warmly received by competitors and fans alike," said category manager Rowan Harman.

"With the live television broadcast package that is included on the Australian Racing Group events, plus the appearance at classic venues like Symmons Plains and Mount Panorama, we feel that we have found a calendar with great balance between cost effective racing and high-profile events.

"It was also important to secure an event for TCM in Queensland. We have terrific representation of teams based in the northern state, so giving them a home event was vital. And the Morgan Park circuit is really going to suit your cars. The nature of that track might even throw up a varied result as well.

"Ending our series at Mount Panorama is exciting, too. It's the track that we know we are going to see a strong field, and the fans love our cars being at their spiritual home.

"We still have one event to finalise, and when that is complete, we are confident that we have a calendar that fans and competitors will love."



James Smith Photos



James Smith Photos

WHITELINE RACING LOCKS IN DOUBLE TCM ATTACK FOR 2021

3 DEC 2020

Whiteline Racing will field a competitive two-car attack on the 2021 Gulf Western Oil Touring Car Masters Series, two familiar faces secured to drive the pair of Chevrolet Camaro entries next year.

Tasmanian young-gun Adam Garwood will return to the team following a partial season with the team in 2019 and a strong run at the Adelaide 500 in March earlier this year.

Garwood will continue to pilot the team's #85 1970 Chevrolet Camaro RS he has already raced so effectively, including scoring several podium finishes.

Joining Garwood will be Whiteline's longest-serving driver, Queenslander Mark King.

King returns to the team in 2021 following a two-year stint on the sidelines. Once of the most experienced drivers in TCM history, a vast majority of King's 195 TCM race starts and also the 2014 Pro-Am class championship came aboard Whiteline Racing-prepared machinery.

King will drive the #95 Chevrolet Camaro SS in 2020, stepping into one of the most successful TCM cars of all time.

Long-time Whiteline regular Adam Bressington, who won the only TCM round contested in 2020, will step aside next year to focus on his growing business and young family.

"The timing is perfect. I had some surgery which took 12 months to get over, Bob had the car available and I've always wanted to drive the #95," Mark King said.

"Bust most of all it's about the relationship with the team. We've become great friends and part of the whole thing is to catch up with some friends and do some racing.

"The Camaro is so well developed, and the car has always been at the pointy-end of the field, so it will be great to be in a car that competitive. I think there's going to be some great healthy competition between Adam and myself, for sure!

"We are all very keen and have already been in discussions with the team and Adam talking about advancing the cars and getting things ready and it's great to be engaging that.

"We've been locked in our own 'bubbles' for so long that it's just going to be great to get out and go racing again!"

"I can't wait to get stuck in and racing in 2021," Garwood, a three-time TCM race winner.

"We made some really positive changes to the car in Adelaide this year and the car was great, so we were really looking forward to the remainder of the year. We had good pace in round one but a bit of bad luck, so it will be good to pick up where we left off next year.

"The car is well sorted, it's easy to drive quickly and Whiteline are a great team to be around.

"Starting at Symmons Plains gives me a bit of a home track advantage and I've done a lot of laps around there. The Camaro is well suited to the track based on how Mark and Andrew Miedecke have gone there before so it will be a great way to start the year."

2021 will mark the twelfth consecutive season that Whiteline Racing will have had a presence in the Touring Car Masters series, with the new season commencing at Symmons Plains Raceway on January 25-26.

"Adam and Mark are going to make a great team in 2021 and we're excited to get back on the road and racing once again after such a long time on the sidelines," Whiteline Racing's Bob Middleton said.

"Having said that, after I drove the Camaro at The Bend Classic in September those two had to fight to get me out of the seat.. but in the end we decided it might be best if they take over full-time driving duties again!

"Kinky is part of our family and we love having him part of the team. He's been away for a few years, but we know he'll get back up to speed quickly.

"Adam is one of the best young guys we've had in the category, has already proven how fast he is and now he'll have a chance to show what he can do over a full season. It will be pretty special to have him in a Whiteline car on his home track, too."

The Whiteline team has also ensured the contribution made by Adam Bressington does not go unrecognised.

The NSW-based driver contested 31 rounds and 101 races driving the #95 1969 Camaro SS, winning five races along the way.

"Bresso has been such a key part of our team," Middleton said. "After Andy (Miedecke) stepped down from racing, he stepped up and was in the mix for wins at every round and in every race. He and his family have become close friends of our own and they'll always be part of Whiteline Racing."

DETAILS REVEALED AROUND SEVEN'S RETURN TO MOTORSPORT WITH ARG IN 2021

15 DEC 2020

Key details around the Seven Network's return to Australian motorsport coverage have been confirmed ahead of the opening round of the Australian Racing Group's championships at Symmons Plains Raceway in January.

The Tasmanian event, featuring TCR Australia, S5000, Touring Car Masters and Trans Am racing, will mark the much-anticipated return of motorsport to the screens of Seven, and is set to include 12 hours of live coverage across the unique Monday and Australia Day Tuesday event.

On the free-to-air channel 7mate, there will be two hours of coverage on Monday, followed by five hours on Australia Day.

A huge 12 hours of coverage will be live-streamed on Australia's #1 commercial free-to-air BVOD platform, 7plus, over the two days.

For the network that pioneered motorsport coverage here in Australia and around the world through its famous Bathurst 1000 broadcasts that started in the 1970s, the event will mark the start of a huge season of motorsport on Seven that includes ARG's suite of categories and events, plus broadcasting of the Supercars Championship.

The ARG broadcasts in 2021, including two visits to the world-famous Mount Panorama circuit, represents the widest range of quality motorsport categories, and in a win for sports fans, will receive the largest motorsport broadcast hours on the Seven Network this year.

ARG and the Seven Network have also confirmed the broadcast team that will bring the coverage to life at all seven ARG events in 2021, including the Shannons Motorsport Australia Championships events.

Sports ace Mark Beretta will lead the coverage and will draw upon his intimate knowledge of the sport and its personalities.

7SPORT presenter Abbey Gelmí will add motorsport to her impressive resume, assisting Beretta in the host role at selected rounds.

Gelmí has worked at Seven on its AFL, cricket and horse racing coverage, as well as its popular reality program House Rules. She will also play a role in the network's upcoming program Ultimate Tag.

The coverage has also recruited former Australian cricket star turned Seven commentator Brad Hodge to its unbeatable team. Hodge is a motorsport competitor in his own right and will add his flair behind the microphone.

Leading the commentary from inside the box will be Greg Rust, Matt Naulty and Richard Craill, supported by a new set of pit lane callers including former Supercars news breaker Chris Stubbs, Australian rally champion and SAS Australia star Molly Taylor, Jessica Dane, Jack Perkins and current Supercars driver and former Bathurst 1000 winner David Reynolds.

It will be a shift of roles for Reynolds, who will transition from being in front of the camera to behind the microphone.

The coverage will be led by ARGs executive producer of broadcast Andrew Janson and Executive Producer, Seven Motorsport, Anna Stone.

QUOTES

Lewis Martin
Managing Director Seven Melbourne and Head of Network Sport

"ARG offers motorsport lovers a great mix of racing categories and drivers as well as an unbeatable line-up of talent, from the commentary box to pit lane," said Martin.

"We can't wait to welcome a whole new generation of fans on January 25 for day one of a jam-packed year of motorsport on Seven."

Matt Braid
CEO, Australia Racing Group

"It feels like a long time coming, but ARG, our competitors and the Seven Sports team are really looking forward to showcasing some great racing action when we head to Tasmania in January," said Braid.

"Not only do we have four of the most exciting, fresh racing categories in national motorsport, we also have a broadcast partner that is helping us drive them into the homes of every Australian sports fan.

"To have seven hours of coverage on 7mate, and an extra five hours on the 7plus streaming service, there could not be a better result for Australian motorsport and sporting fans in general.

"Symmons Plains can't come fast enough, and we can't wait to get there and show Australia this great on-track and on-air product."

Mark Beretta
Motorsport anchor, Seven Network

"It's just fantastic that motorsport will return to the screens of Seven in such a big way in 2021," said Beretta.

"And what a great way to kick it all off down at Symmons Plains in January with such a strong, diverse group of categories including TCR Australia, S5000, Touring Car Masters and Trans Am.

"So much horsepower, so many great drivers and so much to look forward to."

David Reynolds
Race driver and commentator

"I've really enjoyed being on the other side of the mic with my podcast and some other media that I've done recently, so I jumped at the opportunity to work with this super exciting team," said Reynolds.

"Everyone loves going to Bathurst, and I'll get to go there twice to race and twice as a reporter. That will be cool, and I can't wait to be let loose with a mic ... who knows what will come out!"





James Smith Photos

FIELD SET FOR TCM TASMANIA RACING RETURN 21 JAN 2021

A field filled with potential race winners will tackle the opening round of the 2021 Gulf Western Oil Touring Car Masters series at Symmons Plains, as the category returns to racing after an eleven-month break.

The series for classic Muscle Cars will tackle four races across the three-day Boost Mobile Race Tasmania event that starts this Sunday (24 January).

The grid includes the two most successful drivers in series history - John Bowe and Steven Johnson - plus six other drivers who have won TCM races, a host of others ready to make their mark and several local heroes looking to impress in front of local supporters.

Long time family friends and former teammates Bowe and Johnson are now arch-rivals in TCM.

Johnson, who will race his 'Tru Blu Mark II' XD Ford Falcon for just the second time, has won the last three titles while Bowe, who returns in his venerable Holden Torana SL/R 5000, sits one win away from a remarkable century of race victories to go with his record five TCM crowns.

Both are likely to resume their competitive battle at the pointy end of the pack that has seen them finish first and second in 30 TCM races since Johnson's debut in 2016.

While Bowe has prior experience at Symmons Plains aboard his Torana, the Race Tasmania event will mark just the second ever event for Johnson's Falcon following a lengthy build process prior to its 2020 debut.

Popular Queenslander Ryan Hansford returns for a title tilt aboard his Multispares Racing Holden Torana, having won the last two TCM races contested in February last year. Hansford also qualified on pole the last time TCM raced.

Perennial frontrunners Whiteline Racing return with their pair of Chevrolet Camaro entries, one each for the returning Mark King and local ace Adam Garwood, while Victorian Gerard McLeod will make his second TCM round start aboard his VB Commodore.

The first Commodore to race in the series, like Johnson's Falcon the VB Holden made its debut in Adelaide last February following a chance of category regulations that allowed later-model cars to race.

The second-generation racer - the son of 1987 Bathurst 1000 champion Peter - has professed the car ready to race following a positive pre-event test.

The diverse field includes representation from Ford, Chevrolet, Holden and Chrysler / Valliant.

Bowe's quest for 100 victories won't be the only milestone in the offing this weekend, as two popular TCM competitors will notch up personal career milestones this weekend should all go to plan.

Cameron Tilley (Valliant Pacer) is set to start his 200th race, while Andrew Fisher (Falcon GTHO) will notch up his 100th.

As well as local legend Bowe, the TCM grid includes two home-town heroes in the Launceston-based father and son combination of Greg and Adam Garwood.

Three-time TCM winner Adam lines up with Whiteline Racing for a full-season campaign aboard a 1970 Chevrolet Camaro RS, while Greg will pilot his unique V8-powered Ford Capri that is a proven frontrunner.

Other notable entrants include Marcus Zukanovic (XD Falcon) and two-time TCM class champion Jim Pollicina (Holden Torana).

Unfortunately, title contender Ryal Harris will miss the Symmons Plains event after shipping delays saw engine parts fail to arrive from the United States in time to complete the EFS 4x4 Racing Camaro's engine rebuild. The Queenslander has committed to return for the second round of the championship.

The Gulf Western Oil Touring Car Masters field will tackle four races across the Boost Mobile Race Tasmania weekend.

After Practice and Qualifying on Sunday, racing commences with the mixed-grid TCM Trophy Race on Monday, followed the first race of the championship proper that afternoon.

BOWE CHARGES TO HOME-TOWN POLE AT SYMMONS PLAINS 24 JAN 2021

John Bowe has charged to a home-town Pole Position in the opening round of the Gulf Western Oils Touring Car Masters Series today at Symmons Plains.

The Tasmanian racing legend grabbed his 52nd career TCM pole aboard his Holden Torana SL/R 5000, edging out the similar Torana of Queenslander Ryan Hansford in a tight session.

In warm conditions, Bowe's 56.32s flyer was only 0.2 seconds slower than the Symmons Plains qualifying record and saw the five-time TCM champion top a competitive field stacked with plenty of potential winners.

Behind the Torana front-row lockout, Launceston driver Adam Garwood qualified third for Whiteline Racing, just edging out the ever-popular Valliant Pacer of Cameron Tilley for second-row bragging rights.

The pair were split by less than a tenth of a second as they look to chase the flying Toranas.

Steven Johnson will start from the inside of the third row in 'Tru Blu Mark II' - his XD Falcon that replicates the same car his legendary father, Dick Johnson, raced at Symmons Plains 40 years ago.

The stunning Blue Falcon made it four different brands in the top five, reflecting the diverse TCM grid.

Jim Pollicina was sixth, making it three Toranas in the top five - a surprise given the long straights at Symmons Plains were expected to suit the more powerful 5.8-litre cars, rather than the more nimble Toranas.

Gerard McLeod was seventh aboard his VB Commodore in a personal best TCM effort, while Marcus Zukanovic (XD Falcon), Tony Karanfilovski (Ford Mustang) and the Mark King (Chevrolet Camaro RS), who returns to the category this weekend, completed the top-10.

Andrew Fisher, Greg Garwood and Pete Burnitt completed the runners, Paul Freestone failing to record a time.

The Gulf Western Oils Touring Car Masters Series launches straight into racing on Monday, the TCM Trophy Race set for 12:45pm to be followed by the first championship race of the season at 15:40pm local time.



James Smith Photos

GARWOOD BEATS BOWE TO TAKE TCM SEASON OPENER 25 JAN 2021

Adam Garwood has edged out John Bowe in a thrilling finish to the first championship race of the Gulf Western Oil Touring Car Masters season.

In an all-Tasmanian battle, Garwood took advantage of a mid-race Safety Car to peg Bowe's early leading margin, edging his way past the Torana to record his fourth TCM race victory of his career.

Bowe had led the race from pole but the Safety Car - sent out to recover a stranded Jim Pollicina - erased his two-second gap in front.

The Paynter Dixon Torana was unable to fend off Garwood's Whiteline Racing Camaro RS on the restart, but refused to cede ground in the run to the flag.

After Garwood edged out a one-second margin, Bowe closed on the final lap and ultimately fell short of his 100th TCM race win by just four-tenths of a second.

Garwood, who started third, was ecstatic to record his first win for the successful Whiteline team in front of his local fans, friends and family.

"I'm stoked, Garwood said. "I had a rough start to the weekend but made it up to the team with the win."

Ryan Hansford followed the leaders home in third place to claim an early haul of championship points in his Multispares Torana. He was followed home by Steven Johnson and the Tru Blue Mk II XD Falcon, the three-time and reigning champion enjoying a consistent race as he continues to develop the still-new machine.

Cameron Tilley celebrated his 200th TCM race with a solid fifth-placed finish in his Valliant Pacer and was followed home by Marcus Zukanovic - who had earlier won the TCM Trophy Race.

Tony Karanfilovski, Paul Freestone, Gerard McLeod and Peter Burnett completed the top-10.

Earlier in the day, Marcus Zukanovic led home Gerard McLeod to win the TCM Trophy Race.

It was not only the Victorian's first ever TCM race win, but the first for the XD Falcon since the model joined the championship in 2018.

Zukanovic beat home old teammate and co-driver McLeod, who gave his still brand-new VB Commodore its first ever podium finish.

Ryan Hansford charged from the back to finish third in the reverse-grid affair.

The only drama of the race came when Greg Garwood and Mark King clashed at turn six, the Capri tipping the Camaro into a spin with both failing to finish the race, and the former ruled out for the weekend due to the damage.

The two remaining races in the opening round of the Gulf Western Oils Touring Car Masters series will be contested tomorrow at Symmons Plains Raceway, at 12:23pm and 14:10pm respectively.

BOWE CLAIMS 100TH TOURING CAR MASTERS RACE WIN

26 JAN 2021

Fourteen months in the making, John Bowe has finally secured his 100th race victory in the Gulf Western Oil Touring Car Masters Series.

After a long and at times frustrating wait through the pause in racing, Bowe achieved the remarkable milestone in the final race of the weekend at Symmons Plains by passing young-gun Adam Garwood and pulling away to win aboard his Paynter Dixon-supported Holden Torana SL/R 5000.

Bowe becomes just the fourth driver in the history of national-level motorsport in Australia to claim 100 championship race victories in the same category.

His remarkable strike rate has seen the 100 wins come from 276 TCM race starts - Bowe essentially having one in every three races he has started in the class.

Bowe qualified on pole at Symmons Plains, but lost the first race to Whiteline Racing's Adam Garwood after a close battle between the pair of Tasmanians.

He was then running second - again behind Garwood - in race two before it was called short when Steven Johnson's Falcon was left stranded on-track when a right front wheel failed.

The race was declared a non-event (with no points awarded) due to not reaching the required 75% minimum distance, meaning everything fell to the final race of the weekend that saw Bowe starting alongside Garwood on the front row.

The Camaro driver led early, however was caught and passed by Bowe on the seventh lap: the Torana never headed from there en-route to a wildly popular victory.

Steve Johnson finished third as his XD Falcon continues to show improvement, while Cameron Tilley was a strong fourth aboard the Valliant Pacer. Trophy Race winner Marcus Zukanovic was fifth while Ryan Hansford finished sixth in the Multispares Torana.

Hansford had started on the second row however surrendered spots with a wild moment at turn three on the opening lap.

Mark King, Gerard McLeod, Tony Karanfilovski and Jim Pollicina completed the top 10.

The results ensured Bowe edged Garwood for the round and ProMasters class victory on a countback; the pair tied on points with a win and a second-placed finish each. Johnson finished third overall for the weekend, despite his race two dramas.

Cameron Tilley celebrated his 200th TCM race start with a round victory in the ProAm category ahead of Ryan Hansford and Gerard McLeod, while Peter Burnitt won the ProSports class aboard his Holden Torana.



James Smith Photos

JOHN BOWE LEADS TCM STANDINGS FOLLOWING SEASON OPENER

28 JAN 2021

For the sixth time in his Gulf Western Oil Touring Car Masters career, John Bowe leads the series standings following the opening round of a new season.

The Tasmanian legend, who notched up his remarkable 100th TCM race victory on Tuesday afternoon, leads the outright and ProMasters class championship on a countback by virtue of winning the final race of the weekend.

The declaration of Race two before 75% of the distance could be completed ensured just two series races were contested in Tasmania: the pair evenly split by Bowe and Whiteline Racing young-gun Adam Garwood.

Though each driver recorded a win and a second, Bowe leads on account of finishing higher in the last race of the weekend.

Bowe has won the TCM title each time he has led the standings following the opening round, an ominous sign for his title rivals.

However, Garwood's win in race one also corresponded with the first time that he has topped the TCM leaderboard at an outright level.

The pair proved evenly matched at the weekend with a battle between the master and the apprentice in store as the series continues.

It's also the second time in two consecutive seasons that a Whiteline driver has won the first series race of the year: Adam Bressington triumphing in the 2020 season opener before the year was shut down.

Consistency has Steve Johnson third in the standings, though the Queenslander was ironically aided by his own misfortune that saw the second race red flagged when his right-front wheel departed from his Tru-Blu Mk.II XD Falcon.

With the race not counted and Johnson able to repair the car in time for the finale, a solid third-place finish allowed Johnson to grab the final step on the outright podium.

It's the second straight round the still brand-new car has grabbed a trophy: the car third on debut at the Adelaide 500 event that was the only race contested in the abbreviated 2020 season.

A superbly consistent weekend saw Cameron Tilley seal the ProAm class honours at Symmons Plains; the Sydneysider also holding fifth outright in the standings as well.

Much like Bowe and Garwood, Tilley's ProAm class win came in a countback with the Multispares Torana of Ryan Hansford; the pair locked on points after the two races.

Tilley also received a set of four brand-new Hoosier Tyres from the official series' tyre supplier for his efforts.

Third in ProAm was Gerard McLeod, who posted a promising series of performances aboard his Motorsport Parts Australia VB Commodore.

Having finished second in the TCM Trophy Race behind old teammate Marcus Zukanovic, McLeod survived damage in the red-flagged second race to grab a ProAm podium for the weekend.

He sits seventh in the outright standings, ironically just behind Zukanovic (who is entered in the ProMasters category) in sixth.

Peter Burnitt was unopposed in the ProSports category, while Greg Garwood scored in the Invitational category.



James Smith Photos



James Smith Photos



James Smith Photos



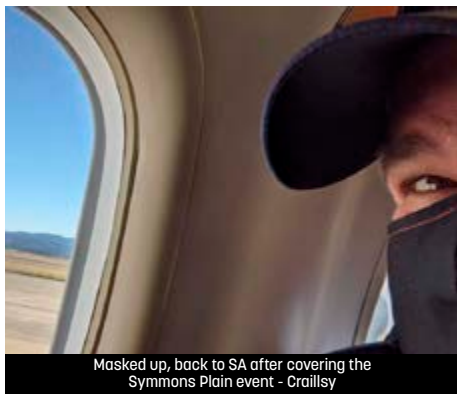
James Smith Photos



James Smith Photos



James Smith Photos





Angryman Photography



Bit heavy on the tri



Angryman Photography



James Smith Photos



RACE TASMANIA

We were lucky enough to be able to sneak in a quick private test session on Thursday around Symmons Plains before racing started on Sunday. We bedded in rotors and pads as well as try a few different set ups on the car, to try and get more speed out of the car. All in all, the test was a success and we looked forward to the weekend ahead.

Practice and Qualifying at Symmons Plains was abit up and down - with not completing any laps in practice due to a throttle issue. Pete & Tim got the throttle sorted, and we headed out for Qualifying where we had the pace to get pole position, but I unfortunately flat spotted a tyre which eventually popped heading down into the hair pin ending our session early - which was unfortunate as we were on green sectors and heading for pole position, but we managed to get P3 for Qualifying.

After qualifying, we decided to try a different front sway bar for the Trophy Race which made the car better again.

We came from 3rd last up to 4th in the Reverse Grid Race, which we pretty much cruised through to stay out of trouble and try a couple things ahead of the first proper points race later in the afternoon.

Race 1, We had a good start out of third and tried to maintain a steady pace - as Symmons is hard on the cars. We got past Ryan Hansford and moved into 2nd and set our sights on John Bowe.

Luckily a safety car came out for an incident, which meant we closed the gap back to John. On the restart, we were able to get past John and went on to take the win!

Race 2 was a lights to flag victory - where I just tried to set a steady pace to look after the tyres etc as it's a long race, and after 6 laps a safety car came out and the race was eventually red flagged due to a incident. The race was declared a non-event as we didn't complete enough laps, which wasn't ideal for us as we couldn't extend our points lead.

Race 3 was off to a great start, we extended our lead, but unfortunately ran out of grip from the tyres, which meant John caught back up and overtook me. I ended up 2nd for the race as I simply couldn't keep up with him and decided to bring it home in 2nd instead of risking it and potentially losing more positions, as the track conditions were less than ideal.

Overall Symmons was a good start to the race week and also the championship, and we were excited to head to Baskerville for some real, local style track racing.

GARWOOD #85



James Smith Photos



James Smith Photos

KINGY'S WRAP UP

Well goes without saying, it is fantastic to catch up with the team !! To spend some time with the guys is something I've really missed. It was also awesome to get behind the wheel of the other camaro, the sister car to 85.

For me the initial thing was to get fitted to the seat, spend time positioning the pedals so they would work for me. This is still work in progress and will get sorted.

Track time wasn't as great as I had hoped for, but I really have struggled this weekend to get the ergonomics working for me, I've not hit the sweet spot with the pedals yet and this impacted on not performing as well as I would have liked, qualifying 10th.

The reverse grid race I started cautiously but got tagged from behind which was a bad result.

Race 1 a bolt broke in the gearbox selector ending my race, but had great pleasure in watching Adam win as a spectator !

Race 2 was cut short and a non event and in Race 3, started up the rear of the field, continuing to drive with caution getting used to the car but also dealing with the slippery conditions given the amount of oil on the track - keeping it on the black stuff was my priority. Post race Greg and Adam Garwood worked to fix the body damage sustained in the trophy race.

On reflection, the two years off, surgeries, different car - all of these factors I will need to work through. I'm looking forward to the Baskerville round.

KINGY #95



James Smith Photos



A WORD FROM Shaz

2021 BOOST MOBILE RACE TASMANIA BASKERVILLE RACEWAY

Whilst not part of the National Gulf Western Oil Touring Car Masters Series, this meet nevertheless was an important part of the Tasmanian Racing Calendar Landscape, much anticipated and very much an event our team were keen to be part of, especially given Adam Garwood comes from Tassie.

I cannot express enough, just how well the Garwood family, particularly Luana and Greg looked after the boys, trackside, even took home washing, which was great given they were there for a couple of weeks - the garments would have fermented in that time otherwise !!! Luana really fussed and Greg with workshop and truck assistance just made the experience A1 for the team.

Great crowds and atmosphere at the track and clearly motorsport fans had missed the racing.

The schedule for this event ensured the boys got plenty of tracktime. Friday 3 practice sessions, Saturday, qualifying and a race, then Sunday 3 races. Kingy was pleased about this and the fact the meeting was a stand alone from the championship rounds to give him quality time with 95 to get some laps under his belt.

To add to the interest for race fans, added to our field of TCM cars were improved production Torana's and a Group N car.

It proved to be a busy weekend for Tassie Adam, who not only was driving the 85 Giraffe Civil Camaro, but was being taken by helicopter to alternate tracks to compete in his sprint car !! Almost has a Tom Cruise, James Bond sound about it !!

The practice sessions was a great opportunity to try 'things' - mid session, practice 1, Adam pitted where the crew adjusted the roll centre - this delivered a significant improvement and saw him the quickest on the track.

Kingy was sure they were heading in the right direction with the 95 King Springs Camaro.

Qualifying was a 15 minute session, which saw Adam continue to dominate taking pole with a .55.5084 lap record time in the 85 Giraffe Civil Camaro, having completed 9 laps, best on the 8th, and Kingy completed 13 laps, best on the 10th with a .5797.



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Race 1 was held at 3.35 and 10 laps, with Adam out of 1 after a blitzing qualifying session and Kingy out of 6. Adam led from start to finish, while Kingy maintained mid field finishing in 7th. Adam raced in a track record time of .558060.

Race 2 was held on Sunday at 10.25, 10 laps with Adam again out of pole, Kingy out of 7. Again, Adam remained the race leader the entire time with Adam and JB entertaining the crowds with their close, competitive racing - the two local boys. Kingy was much improved and managed to finish 5th in a solid drive. Adam put in the quickest lap of the field on the third lap.

Race 3 was held at 12.55 10 laps, from a rolling start - in what is a nice problem to have, Adam yet again won the race and broke the track record with a .555505, achieved on the third lap. Kingy again showing consistently that the modifications being made were resulting in improvements.

For the final race of the weekend, Adam started on the front of the grid alongside Bowe and again a 10 lapper. In a stunning weekend of results Adam would make it a clean sweep and take out the win yet again, with Kingy clearly gained a lot of benefit from having completed a heap more laps, finished 6th. The racing up front was exciting, with Bowe putting in the quickest lap of the field, trying to chase down Adam.

For the weekend, the 95 King Springs camaro underwent many adjustments which included running different types of shockies, back springs, bleeding of brakes, and gear lever repairs. In the long term, before the next round at Bathurst, Jonesy will repair the gear stick where it snapped and make adjustments to accelerator pedal to allow for heel, toe movement that suits Kingy's style.

Adam in the 85 Giraffe Civil camaro were dealing with juggling good rubber from the pool, shocker tower cracks, chasing an oil leak from the rear main seal and replacing broke rotors. The engine will need to come out on return to Adelaide to fix properly.

Post race, the team got busy to load up the cars - Greg Garwood was taking the transporter to the wharf for the return journey to Melbourne on Chas Kelly Transport.

Bobby and Pete flew into Adelaide 10pm - Bobby hobbling with 2 suspected broken toes from being ridden over by the go-jacks !! Tuesday Bob heads to Melbourne to collect the transporter and so then the work begins with a very short turn around to be ready for Bathurst end of Feb.

Bathurst has replaced the Grand Prix Melbourne round that was cancelled. Look forward to chatting after Bathurst.

Cont →
NEXT PAGE

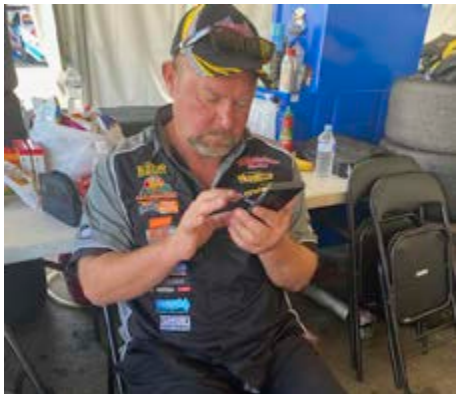




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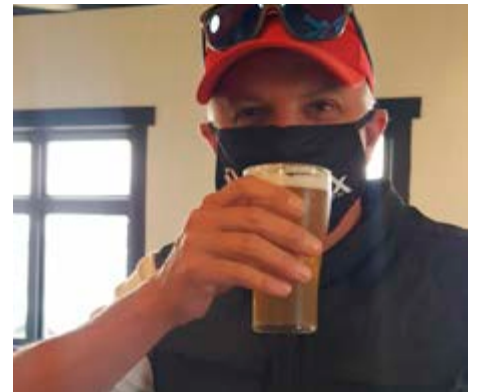


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Damo flew into Tassie to crew at Baskerville - good work Day-mo !!



The team in Baskerville - the statue Jase is holding is a replica of his pooch Harley, now Jase and Tina have Lulu too.



Meet Harley and Lulu.



Angryman Photography

AMAZING LITTLE TRACKS

What a great weekend - every session/race we were in, we won, and the car was handling great as well, with barely any changes between Symmons and Baskerville - which are two completely different tracks.

It was a great opportunity to try more set up changes to see if we can improve the car, but overall super happy to win the weekend and most importantly, no damage to the car!

A big thank you to the entire Whiteline crew for keeping the car on track for a huge 10 days, it was incredible to open the circuit season with a national level race event on my home tracks and showcase how amazing these little tracks really are - it was also nice to bring home some chequered flags for the team!

GARWOOD #85

A BIT OF EVERYTHING

Hobart is a great place to visit and having the opportunity to race on Baskerville circuit just 3 days after Symonds was a just fantastic, the track had a bit of everything and proved to be very technical and enjoyable to drive around.

As for me and #95 and the point made at the drivers briefing it was just to be a display race so it gave me the perfect opportunity to just do more laps and get more familiar with the car.

During the 4 races we made adjustments to shocks and roll centre and come away with a good understanding as well as when the car returns, we can make some more seating and pedal mods to can get myself more comfortable.

The good news is we now have Bathurst to look forward to in 4 weeks so both cars are in good shape with only some minor damage to fix.

I like to say a big thank you to Bob, Shaz and team for all your appreciated work, and special thank you to the Garwood's for making us all welcome and their very kind hospitality.

KINGY #95



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WHITELINE
RACING
IS PROUDLY
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BY



2021 STANDINGS

POS	DRIVER	POINTS
1	John Bowe PAYNTER DIXON / Payce #18 Holden Torana SL/R	136
2	Adam Garwood Whiteline Racing #85 Chevrolet Camaro RS	136
3	Steve Johnson Full Throttle Custom Garages #17 Ford XD Falcon	120
4	Ryan Hansford Multispares Racing #6 Holden Torana A9X	114
5	Cameron Tilley Tilley Racing #60 Valiant Pacer	113
6	Marcus Zukanovic Action Motor Industries #71 Ford Falcon XD	107
7	Gerard McLeod Motorsport Parts Australia #50 Holden VB Commodore	89
8	Tony Karanfilovski TIFS Third Party Logistics #88 Ford Mustang TransAm	82
9	Peter Burnitt The Lighthouse Hotel #12 Holden Torana A9X	77
10	Mark King Whiteline Racing #95 Chevrolet Camaro SS	59
11	Paul Freestone Vawdrey Trailers / Castrol #25 Chevrolet Camaro	56
12	Jim Pollicina MoCOMM Motorsport Comms #7 Holden Torana A9X	50
13	Andrew Fisher Jesus Racing #9 Ford Falcon XY GT H0	47
14	Greg Garwood Motorsport Parts Australia #50 Ford Capri Perana	0

The Touring Car Masters series is structured across three classes at each round:

ProMASTERS - For the professional drivers

ProAM - For part-timers or drivers doing it as much for fun as they are success

ProSPORTS - allows entrants to cross-enter in the same car, enabling two (or more) drivers to score points for the vehicle and still compete for the class championship.

For more information visit www.touringcarmasters.com.au