



# WHITELINE RACING

2021 TCM SERIES

## ROUND 2

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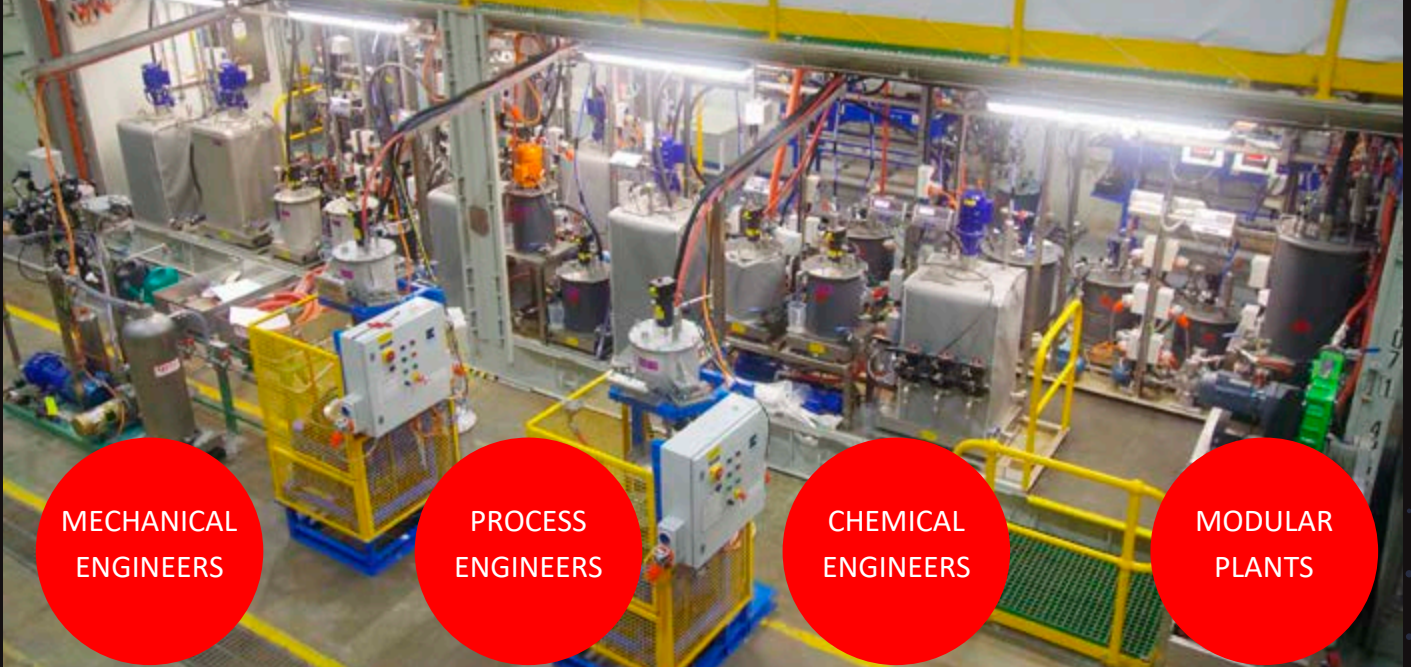
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# 2021 SERIES CALENDAR AND TV

## 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

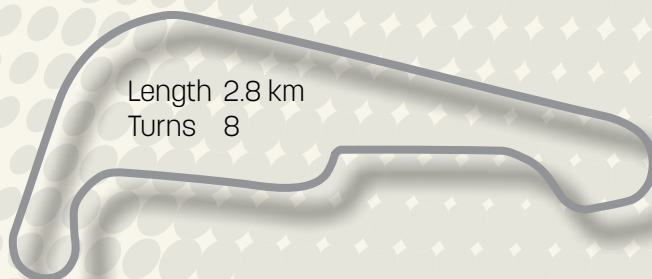


## ROUND 3

APR 30 - 2

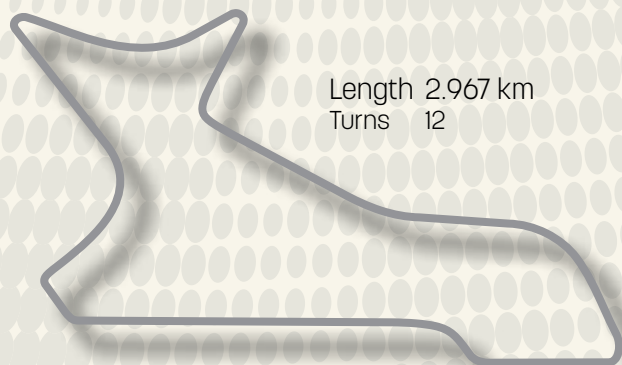
**SYDNEY MOTORSPORT PARK**  
**EASTERN CREEK, NEW SOUTH WALES**  
Shannons Motorsport Australia Championships

Length 2.8 km  
Turns 8



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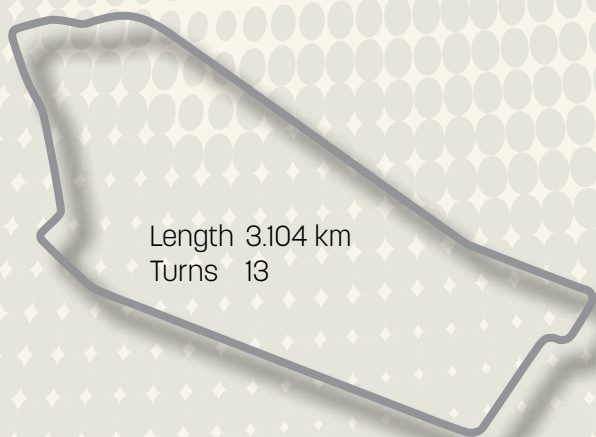
Length 2.967 km  
Turns 12

## ROUND 4

JUN 25 - 27

MORGAN PARK RACEWAY  
WARWICK, QUEENSLAND

Shannons Motorsport Australia Championships



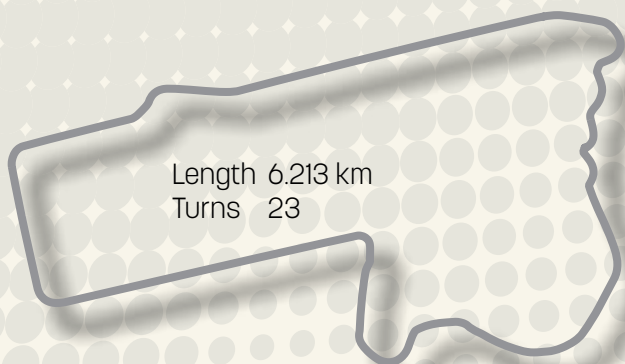
Length 3.104 km  
Turns 13

## ROUND 5

SEP 17 - 19

SANDOWN INTERNATIONAL RACEWAY  
SPRINGVALE, VICTORIA

Shannons Motorsport Australia Championships



Length 6.213 km  
Turns 23

## ROUND 6

NOV 26 - 28

BATHURST INTERNATIONAL  
MOUNT PANORAMA, NEW SOUTH WALES  
ARG Events



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Whiteline Racing



# A WORD FROM Shaz

## Round 2 MOUNT PANORAMA 500 FEB 26 - 28

After a fun and successful first round in Tassie, followed up with a special event the following week at Baskerville, the team were on a high, not only because from a racing results point of view, but just the fact that they could go racing again and enjoy what comes with being part of a team - whilst a serious, responsible and intense kind of sport, the mateship and bonds created with crew are important and meaningful.

Having competed in two rounds, both the Camaros were in need of repairs and preparation for Bathurst - check out Pete's report, but what was a highlight was Kingy and Jase flew in for a couple of days to lend a hand the week before racing. They put in a solid couple of days with Pete at the workshop, but we did manage a nice meal together at the Cruising Yacht Club and

knowing they love our S.A. prawns, organised a nice feed from the Fish Factory.

Bobby and Pete left on the Wednesday of race week, with the transporter towed behind a new Daimler trucks Adelaide Cascadia. A good run up, saw the boys arrive at the track 2am on the Thursday morning.



### PETE'S PREP

After two weekends of hard racing in Tasmania the cars were in need of a little TLC. With three weeks to turn the cars around it was going to be a big task. Our Whiteline truck mechanics helped with the trailer tailgate wiring repairs and an extra pair of hands straightening the rear floor on #95. Wayne helped by repairing our car oil heater wiring. Kingy and Jason also got stuck into all the jobs on the weekend before racing. Gawler Windscreens gave both cars new screens too.

#### #85

Engine out and disassemble bottom end for a new rear main seal. Inlet manifold replace gasket  
Radiator assembly apart and reseal air bleeds between coolers/full clean out of rubber and debris  
Side mirrors change for better rear vision  
Throttle set up for less drag on opening  
Oil heater wiring repair - Wayne  
Gearbox shifter improvement linkage spacers and backnut longer bolts  
Gearbox helicoil front snout as stripping in case  
Sheared oil pump bolt extract and replace with new CAT bolts  
Jimmy repaired front headlight surrounds and the nose after a few love taps and repainted right front following the blown tyre in Qualifying

Both cars had gearbox ratios and diffs set for the Long run down Conrod Straight. The suspension and steering set ups were made just how the guys like and we loaded Bathurst Bound!

#### #95

Damaged rear quarter panel cut off/ straighten floor and replace. Jimmy bogged and painted  
Floorpan cut out and removable panel made for more driver foot clearance and bellhousing access  
New Tilton throttle pedal on adjustable bracket and custom pad made to Kingy's liking  
Seat mount into floorpan lower in the car, new rear brake line to clear seat.  
Inlet manifold repair oil leak  
Rear shocks re-valved by Glenn Seton and droop height reset  
Gearbox shifter improvements (Birdman Machined) and new CAT bolts/lockwired  
Rear brake rotors replace  
Gearbox new First gear from local PPG as previous showed cracks when tested  
New Dog slider hubs and two dog shifting rings for smoother gear changes.



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After a sleep, they got stuck into the unload and pit set up in pouring rain - always fun, not. Kingy, Paulie, Brenton, Timmy flew in from their home states and met up with local Jase for the drive down to Bathurst out of Sydney. As soon as the boys arrived they were at the track doing final preparations.

We managed to secure a house right near the track - same one we had last time, which is in walking distance to the track. Decision that night for tea was to order in pizza, have a couple of cold ones and waffle !!

Effects of covid still impacting, lack of campers, and very controlled access trackside. Tickets for the event were not transferable and those attending required their names to be logged with v8 supercars. But to complain would be the wrong thing to do, this has been a crazy 12 months and whilst restrictive, they were all there and able to be part of a great event. What's the saying, suck it up !!

**Friday** morning practice was to be at 7.50, But was cancelled due to heavy fog, so this would mean, qualifying would also serve as the practice session, not ideal, but hey, that was the deal so a case of getting on with it.

Qualifying was held at 2.05 And only a 10 minute session. Garwood was on fire in the 85 giraffe civil camaro and was rewarded with pole position - more than ½ second quicker than Hansford's Torana out of 2. Adam's time was a 2m17.2872, Managing to achieve this on the 4th lap. As for Kingy in the 95 king springs camaro, qualifying resulted in a 14th spot on the grid with a 2m22.7254 With work still needed to find the sweet balance - something the crew would work on before the first race - the trophy race.



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In the media ☹



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### Trophy Race - 2.05 - Friday.

Race fans enjoy this non championship race, because it sure mixes the field up with the fastest starting out the rear and so for Garwood having secured pole, he was as far back as you can go !! Kingy would benefit from qualifying 14th. As it would be the race scheduled to be 7 laps was cut short due to an additional warm up lap and timing constraints, but the 4 laps of racing were very entertaining. Both the whiteline boys provided excitement racing two wide at the top of the mountain and going over the finish line side by side, Kingy 6th, Garwood 7th. Awesome drive by both the boys, especially for Garwood having worked his way up through the field from last. Post race, Kingy was still continuing with modifications, Garwood's set up on the money.

Friday night the boys had a 5 star meal as prepared by Brenton - he cooked up a storm - healthy BBQ with all the trimmings - he really does a great job and had made fresh wraps and rolls throughout the day too - he keeps the fuel up to the boys. In between captures some great team shots with his camera - thanks heaps Brent.



Angryman Photography

### Saturday - 10.30

Only one race scheduled for the boys today, a seven lapper at 10.30 And a chance to take advantage of qualifying results - or would it ?? In a gut wrenching development, the 85 giraffe civil camaro had a major engine failure on the dummy grid resulting in Garwood being a non starter !!! So disappointing to come into this weekend equal first on points after an outstanding Tassie campaign to securing pole, to not starting - no words fully explain the disappointment for all.

For Kingy, the 95 king springs camaro would start out of 13 and of significance was the fact this was his 200th TCM race !!! A consistent race for Kingy, more laps under the belt and more achieved in further development of the camaro.

The team now had it's work cut out for them, the decision was made to install the spare engine into the 85 giraffe civil camaro to get Garwood back onto the track and keep him in the championship standings.

Saturday night the boys again ate in after an exhausting day at the track, enjoying the culinary delights of Brenton - I hear a specially marinated chicken dish, with herbs and spices prepared by Brenton's daughter Sophie in Adelaide !!

**Race 2** was held Sunday at 8.25 And a 7 lapper. For Garwood a rear of field starting position due to the non start/finish on the Saturday with the engine issue - not ideal, but Garwood has proven himself as an effective hard charger, so the team were excited by what Garwood could bring to the race and deliver reward for effort to the crew after the hard work to swap engines.

With the race underway, Johnson got the jump closely followed by Harris. It was clear in the first lap Garwood was keen to fight back after the disappointment of yesterday and had a busy opening lap, Garwood was already mid field. On the third lap, under brakes at the chase made a great move on McGill and on the 4th, also at the chase, Johnson left a gap allowing Harris to capitalise to take the lead. On the 4th Garwood went around team mate 95 Kingy and Policina to now be 9th sitting in behind Hansford's Torana. Hansford and Garwood were exciting to watch as they battled it out, especially when they came up on Karanfilovski with Harris and Zukanovic providing up front entertainment and hard driving. Garwood would go over the line 7th in the giraffe civil camaro recovering from a ROF start and Kingy would finish in the top 10 in the 95 King Springs camaro. Garwood had the edge at the top of the mountain - quickest of the field.

What was great from a commentary point of view was hearing a racing legend Craig Lowndes join Craillisy to call the TCM racing - when legends come together like that only good can come of it !!



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### Race 3, 1.05 - 7 Laps

The team were hopeful of a top result in the last race for the weekend. Kingy was starting out of 9 and Garwood through his hard work in race 2, would see himself out of 6th - a chance to lock in a placing if not a win. Johnson had been put to the rear of the field as a result of a weight penalty, which would play into the hands of both our boys.

With the race underway after completion of a warm up lap, Harris was out front, but had tyre rub smoke visible due to a touch up with Zukanovic into turn 1. On the issue of tyres, they say good comes out of everything, with the lack of laps for Garwood due to the non start in race 1 Saturday, Garwood had better tyres and certainly an advantage. On the 2nd lap, Karanfilovski got taily ultimately spinning, but fortunately did not trigger a stoppage. Early in the race, on turn 1, Zukanovic moved on Harris to take the lead. Hansford and his Torana also got around Harris and would take up the challenge to Zukanovic in what became an exciting dual. On the 4th lap when Garwood was really having a go, locked up the brakes when trying to take third around Harris. With only a couple of laps to go the battle with Zukanovic, Hansford, Harris and Garwood was really exciting, with Garwood having another go on the fifth on Harris at the cutting, only to be blocked. On the 6th an opportunity presented itself when the two front runners Zukanovic and Hansford were racing side by side, Zukanovic going wide coming out of the chase allowed Hansford through, Zukanovic dropping position, albeit they both sustained damage Hansford front left and Zukanovic right rear. This allowed Harris to be 2nd again, ultimately successfully moving on Hansford again, but not for long, with Hansford taking lead back under brakes on the 6th corner. In the final stages of the race after having battled through, disaster for Garwood with the spare engine - a misfire had developed and he was forced to pit and retire from the race !!!! Kingy put in a solid race finishing ninth, that coupled with consistent finishes in the other two races, means Kingy finished eighth overall. Johnson limped over the line with a flat tyre.

So without question, that was a tough weekend !! An emotional weekend of milestones, Kingy's 200th TCM race, Garwood's first pole at Bathurst. We have to take the good with the bad. Need to also acknowledge how hard the team had to work all weekend. Developing and refining the 95 king springs camaro and engine change for 85 giraffe civil camaro.

The team got busy loading the cars and spares up - it was important to get the crew on the road for Sydney so they arrived in time for flights.

Bobby would head home in the transporter driving a few hours out before parking up for the night to do the final leg Monday.

There is a little bit of a break between now and the third round which will be held at Sydney Motorsport Park.

Adam Garwood is unable to continue with whiteline racing and will be embarking on a different motorsport journey - so much potential and ability we wish him every success and a happy life ahead as he and fiancé Isabelle continue their life together.

In exciting news, Bresso will step into the 85 camaro - so watch this space.

Kind regards,

**SHAZ**

For further information:  
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# FACTS

# N STATS

BY CRAILSY !!!



## ROUND 2 RECAP / WHITELINE RACING AT BATHURST

ROUND TWO of the 2021 Gulf Western Oil Touring Car Masters Series at Mount Panorama proved to be a challenging weekend for Whiteline Racing - but it was not without its highlights.

The team's first pole position in a decade, some fighting drives through the field by Adam Garwood and continued progression up the order from the returning Mark King showed the potential of the team's Chevy Camaros on the Mountain.

With practice cancelled due to some Friday morning Mount Panorama fog, the TCM field launched straight into the 20-minute qualifying session later that day - and it would turn out to be a very good one indeed.

Adam Garwood took just four laps to bank his best lap of 2m17.2872; more than good enough to beat Ryan Hansford to pole position by more than half a second.

Mark King qualified the #95 car 14th with a 2m22.7254s best as he continued to sort the balance of the '69 Camaro SS.

After a lengthy warm-up process, the Trophy Race was ultimately a short four-lap dash on Friday afternoon and saw both cars make good progress: Kingy finishing a strong sixth while Adam charged from the back of the field to finish just behind in seventh; the pair crossing the line side-by-side.

Unfortunately, things went backwards for the #85 car from that point on.

As the car rolled to the dummy grid before the first championship race, a serious noise from the engine forced the team to withdraw the car from Race 1, costing Adam his share of the championship lead he'd held since Tasmania.

Damage to the bottom of a spark plug proved that the engine had ingested something foreign, causing internal damage.

The team went to work putting in the spare; while Garwood would start from the back for Race two on Sunday morning.

There, he stormed through the field and set the second fastest lap of the race as he and Ryan Hansford - who had cut a tyre in race one - both scythed their way through towards the front to ultimately finish seventh.

That put the young Tasmanian in the mix for the final race of the weekend, Garwood using his raw speed to his advantage as he leaped to fourth by the end of lap one before engaging in a battle for the lead of the race with Ryal Harris, Hansford and Marcus Zukanovic.

The fight lasted four laps before the #85 car was again forced to the sidelines with further mechanical problems.

In #95, Mark King had a much less dramatic weekend and netted a solid haul of championship points thanks to three consistent finishes.

Results of eighth, ninth and ninth, respectively, were enough to see Kingy finish eighth overall for the weekend and hold on to 11th outright in the championship - though less than 20 points outside the top six overall.

Kingy's best lap of the weekend, in race two, was also a full 1.5 seconds quicker than his qualifying benchmark as he continues to gel with the car after several seasons out of the seat.

All in all, it was a challenging weekend for the team at Mount Panorama, with the potential of Adam's raw speed coming undone by unfortunate mechanical gremlins.

Still, he holds sixth in the championship - less than 120 points from the series lead heading into the third round in two month's time.

The speed shown by the Whiteline Camaros remains a promising indicator for a competitive four rounds ahead in 2021 - including a Mount Panorama return for the season finale' this November.

# ROUND 1

# FAST FACTS

## POLE AWARDS

Adam Garwood's pole position on Friday was a memorable moment and represented plenty of firsts - both for the driver, the team and the series. It was the young Tasmanian's first pole position in TCM in his 21st round start, having previously qualified on the front row for the Adelaide 500 last year. It was also the first pole for Whiteline's 1970 Camaro RS - which means it's also the first time that the 'Gen II' Camaro RS shape had scored a TCM pole position. The previous 13 Camaro pole positions in the category had all been won by 1968/69 'Gen I' Camaro SSs - including Whiteline's own #95 car. Remarkably, it was also the first time that a Camaro had been on pole for a TCM race since Sandown in 2011!

## KING'S DOUBLE CENTURY

MARK KING joined the 200-club on the Mountain in the first championship race of the weekend. The Trophy Race was his 199th TCM start, meaning Race 1 was his 200th and saw him join an elite club of just four other drivers; John Bowe, Tony Karanfilovski, Jim Richards and Cameron Tilley.

## CAMARO RS APPROACHES A MILESTONE

The #85 car started three of the four races at the weekend, meaning it now has 197 TCM races in its own record book; all going well, it will reach race No. 200 at Sydney Motorsport Park in May. Only two other cars have ever started more than 200 TCM races; the famous Mustang 'Sally' raced by Drew Marget, John Bowe and Steven Johnson (233) and Whiteline Racing's 1969 Camaro, which now has 260 race starts to its credit - the most of any TCM car in history. There have been 322 TCM races contested since the series formation in 2007.



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## NEXT STOP

TCM and Whiteline Racing heads to Sydney Motorsport Park in early May for Round 3 of the six-round 2021 Series.

The Western Sydney venue, 3.93km long, has seen success for Whiteline in the past, Andrew Miedecke winning the 2011 and 2014 TCM rounds at the venue - with three race wins along the way.

The team last raced there in 2019 at the Muscle Car Masters event - which included TCM racing under lights for the first time.



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## GARWOOD TAKES MAIDEN TCM POLE IN BATHURST QUALIFYING 26 FEBRUARY 2021

Adam Garwood has stormed to his first ever Gulf Western Oil Touring Car Masters pole position, topping the charts in qualifying for Round 2 of the series at Mount Panorama.

The 20 minute session was the first time the cars had hit the track after the scheduled sole 20-minute practice session was abandoned due to heavy fog.

It left the field heading into the session with zero laps, though qualifying ultimately run trouble free.

Garwood's Whiteline Racing Camaro banked his quickest lap on his fourth tour of the 6.213km circuit, his 2m17.2871s best enough to edge out Ryan Hansford by 0.54 seconds.

The returning Ryal Harris qualified his EFS Camaro third with Steven Johnson leaping to fourth on his sixth and final lap of the session.

Garwood's pole was the first of his TCM career and puts him in the box seat for breaking the current stalemate with joint championship leader John Bowe, after the pair went one-all at Symmons Plains.

Bowe qualified his Torana eighth, behind Marcus Zukanovic, Cameron Mason and Cameron Tilley, while Jamie Tilley and Jim Pollicina completed the top-10.

Remarkably, it was the first pole for both Whiteline Racing and a Chevrolet Camaro in TCM competition since Andrew Miedecke topped the charts in qualifying for the 2011 Sandown TCM round.



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Pos	Car	Competitor/Team	Driver	Vehicle	Lap	Gap
1	85	Whiteline Racing	Adam Garwood	Chevrolet Camaro RS	2:17.2872*	
2	6	Multispares Racing	Ryan Hansford	Holden Torana A9X	2:17.8344	0:00.5472
3	58	EFS 4X4 Accessories	Ryal Harris	Chevrolet Camaro SS	2:18.1908	0:00.9036
4	17	Full Throttle Custom Garages	Steve Johnson	Ford XD Falcon	2:18.6848	0:01.3976
5	71	Action Motor Industries	Marcus Zukanovic	Ford Falcon XD	2:18.8608	0:01.5736
6	33	Toronto Hotel	Cameron Mason	Ford Mustang Trans A	2:19.2952	0:02.0080
7	60	Anglomoil Superior Lubricants	Cameron Tilley	Valiant Pacer	2:19.3712	0:02.0840
8	18	PAYNTER DIXON / Payce	John Bowe	Holden Torana SL/R 5	2:19.3841	0:02.0969
9	29	Gulf Oil	Jamie Tilley	Ford Mustang Coupe	2:21.4329	0:04.1457
10	7	MoCOMM Motorsport Comms	Jim Pollicina	Holden Torana A9X	2:21.4843	0:04.1971
11	67	Bilstein/JMG Racing	Jeremy Gray	Ford Capri Perana	2:21.7812	0:04.4940
12	9	Jesus Racing	Andrew Fisher	Ford Falcon XY GT H0	2:22.2906	0:05.0034
13	95	Whiteline Racing	Mark King	Chevrolet Camaro SS	2:22.7154	0:05.4282
14	75	McGill Motorsport	Aaron McGill	Ford Falcon XW GT	2:26.9241	0:09.6369
15	74	Lyndways Builders	Wayne Mercer	Ford Falcon XY GT H0	2:27.8584	0:10.5712
16	12	Lighthouse Hotel	Peter Burnitt	Holden Torana A9X	2:29.8642	0:12.5770



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## TILLEY PACER BREAKS THROUGH FOR MAIDEN TCM WIN 26 FEBRUARY 2021

After 10 years of trying, 70 rounds entered and 203 races contested, Cameron Tilley and his iconic Valliant Pacer are finally Gulf Western Oil Touring Car Masters race winners.

The Sydney driver and his iconic Blue Pacer are firm fan favourites in the TCM paddock and had come close to success on several occasions, only to be denied at the final hurdle.

That wasn't the case today, however, as Tilley converted a Trophy Race pole position to beat home Jim Pollicina and a fast-finishing Ryal Harris in the first race of the Bathurst weekend to record one of the most popular victories in series history.

"This has been such a long time coming and for a while there I wasn't sure it would even happen," Tilley said.

"It was a really good race. It was an even start with John (Bowe) but the moment that I got in front at the kink before the cutting I knew we were in a good spot.

"I pushed really hard on the opening lap to make a margin and held it from there.

"So many people help and support me in doing this. Outside of work, most of my life is spent on this car so it's incredible to finally get that first win.

"All the people who support us and the fans who follow along and send messages of encouragement are the reason we keep going so this is a big thank you to them."

Tilley's Pacer first raced in the 2008 TCM season as a Hemi six-powered car and has evolved and developed throughout the years.

It gained V8 power three seasons ago in a bid to compete with the dominant Mustangs and Camaros in straight-line performance and was dubbed the 'World's Fastest Pacer' by the team and fans alike.

Always running on a tight budget and with a band of helpers along for the ride, the fan-favourite car raced 163 times without recording a win until this weekend.

It was just the third ever win for a Chrysler product in TCM history and the first since Greg Crick won, at Bathurst, in a Charger in 2014.

Jim Pollicina chased Tilley hard throughout the abbreviated race to claim second, while Ryal Harris stormed through from 14th to third thanks to a series of bold moves in the EFS Camaro - in his first race since the 2019 season finale'.

Symmons Plains race winner Marcus Zukanovic was a stout fourth while Jamie Tilley finished fifth in his Mustang.

Mark King, Adam Garwood - who starts from pole for the first championship race tomorrow - Andrew Fisher, Ryan Hansford and Cameron Mason completed the top 10.

John Bowe ran second early before mechanical dramas forced his Paynter Dixon Torana to pit lane, the five-time TCM champion ultimately classified 17th.

The first championship race of the weekend will be contested over 7 laps, starting at 10:30am local time, Adam Garwood and Ryan Hansford sharing the front row of the grid with Ryal Harris and Steve Johnson fourth.



# HARRIS CLAIMS DRAMATIC BATHURST TCM OPENER

## 27 FEBRUARY 2021

Ryal Harris has opened his 2021 Gulf Western Oil Touring Car Masters account in style, sweeping to victory in the first championship race of the weekend at Mount Panorama after drama befell two early leaders.

Harris, who with his EFS Racing Camaro team missed the opening round of the series in Tasmania, started third but was given a free kick before the race when Adam Garwood's Whiteline Racing Camaro lost an engine before the cars even left the form-up area.

He was then running second when leader Ryan Hansford's Multispares Torana cut a right-rear tyre with two laps of the race remaining, dropping the Holden out of the race.

Harris then withheld a late challenge from Steven Johnson to claim his third TCM race victory and an important haul of championship points in the process.

Johnson's second represented the best result yet for his XD Falcon, while Cameron Mason finished an outstanding third in his Toronto Hotel-supported Ford Mustang Trans Am - however was later excluded from the results due to a technical infringement.

Mason started sixth but consistently worked his way forward throughout the seven-lap race.

He ran in close company to Johnson and leader Harris at the end of the race, however an issue with the height of his Mustang's front spoiler saw the car excluded from the final results - elevating Zukanovic to third. John Bowe wrapped up Cameron Tilley late in the race to grab what would ultimately be fourth position.

Behind Tilley, Jim Pollicina and Andrew Fisher battled over seventh and eighth positions while Mark King and Tony Karanfilovski - who started last - completed the top-10.

Hansford aside, Jamie Tilley and Jeremy Gray were the only two other non-finishers after both were involved in a turn-one incident.

Tilley locked the rear brakes of his Ford Mustang entering Hell corner, spearing sideways across the infield and very nearly into the path of the pack as they negotiated the first turn.

Fortunately, everyone took evasive action - only Gray's Capri making light contact with the spinning Mustang.

That contact broke the right-front steering of his car, forcing him out of the race, while Tilley retired to pit lane.

Races two and three will be contested tomorrow at Mount Panorama.



# HARRIS, HANSFORD SHARE BATHURST TCM THRILLERS

## 28 FEBRUARY 2021

Ryal Harris and Ryan Hansford have shared a pair of Gulf Western Oil Touring Car Masters thrillers at Mount Panorama in a day that produced some of the best racing the series has ever seen.

The pair split the Sunday race wins at Mount Panorama, though it was Harris who came through to record his second career round victory aboard the EFS Racing Chevrolet Camaro.

Marcus Zukanovic finished second overall by virtue of a trio of podium finishes in the three races, while John Bowe completed the podium thanks to sheer consistency amidst a remarkable series of races that saw positions changing lap by lap.

Race two saw Harris defeat Zukanovic in a last-lap thriller as the pair duelled for the lead.

The XD Falcon tried to sail around the outside of the Camaro at Griffins Bend on the last lap but was unable to complete the move, Harris hanging on to record his second straight victory. Second represented Zukanovic's best non-Trophy Race result while John Bowe was third - elevated to the final step on the podium when Steven Johnson's Falcon was excluded for finishing the race underweight.

Further back, Hansford and Adam Garwood scythed their way through the field; both starting from the back after issues in race one - the duo ending up fifth and sixth, respectively.

The final race was an out-and-out thriller with three different race leaders across the seven laps.

Harris led early, before Zukanovic charged his way past on the third lap to take the lead.

A charging Hansford had caught the leading group and also moved up the order, Harris relegated to third by his teammate on the same lap.

They wouldn't stay there for long, however, the pair charging past Zukanovic with three laps to go as they battled for the lead; brief contact between the pair at the Chase damaging the front corner of the Torana.

It didn't stop Hansford, however, the Queenslander pulling away on the final lap to win his fourth TCM race, with Harris' second enough to secure the round. Zukanovic finished third, proving that his Falcon is now a regular outright contender in each race.

John Bowe was a consistent fourth while Andrew Fisher's fifth was his best result of the year.

Jim Pollicina, Cameron Mason, Jeremy Gray, Mark King and Cameron Tilley completed the top-10.

Key contenders Steven Johnson and Adam Garwood both struck issues: Johnson with a right-front puncture and Garwood a mechanical issue that sent him to pit lane on lap five - the young Tasmanian having charged into the leading battle at the time.

Bathurst marked the second of six rounds scheduled for this year's Gulf Western Oil Touring Car Masters.

Five-time champion John Bowe now leads the standings with 304 points, Ryan Hansford moving to second (294) and Marcus Zukanovic (287) to third.

Cameron Tilley, Steven Johnson and former Round 1 co-leader Adam Garwood round out the top six in the standings.

The next round of the TCM series will see the championship return to Sydney Motorsport Park in New South Wales on May 1-2.



# BOWE GRABS SERIES LEAD AS TCM TITLE BATTLE TAKES SHAPE 2 MARCH 2021

John Bowe has moved to a clear lead in the Gulf Western Oil Touring Car Masters Series standings following the second of six scheduled rounds this year.

A consistent weekend at Mount Panorama saw Bowe finish third overall at the weekend, however dramas for closest title rivals Adam Garwood and Steven Johnson saw the Paynter Dixon Holden Torana driver escape to a clear points margin.

Bowe has now scored 304 points, handing him a 17-point margin over the ever consistent Marcus Zukanovic in second position.

Bathurst represented Bowe's 65th TCM podium finish from 91 career round starts, and marks the first time the five-time champion has led the series since the latter parts of the 2017 championship.

Cameron Tilley, who won his first TCM race in Friday's Trophy race encounter, sits third overall and also leads the ProAm class standings.

Ryan Hansford jumped to fourth position outright despite his race one non-finish, while Johnson slipped from third to fifth.

After co-leading the series following the opening round, Adam Garwood's horror weekend - that saw him fail to finish two of the three championship races - dropped him from equal first to sixth position by the end of the Bathurst weekend.

One round down on everyone else, Ryal Harris' near perfect score has seen the EFS Camaro leap to seventh position, while Andrew Fisher (who also holds down third place in ProAm), Jim Pollicina and Tony Karanfilovski complete the top-10.

Peter Burnitt leads the ProSport class aboard his Holden Torana SL/R 5000.

The Gulf Western Oil Touring Car Masters series takes an eight-week break between now and the third round of the championship, scheduled for a return to Sydney Motorsport Park on May 1-2.

## STANDINGS - After 2 of 6 Rounds

John Bowe 304 (ProMasters Leader)  
 Marcus Zukanovic 287  
 Cameron Tilley 256 (ProAm Leader)  
 Ryan Hansford 239  
 Steven Johnson 212  
 Adam Garwood 198  
 Ryal Harris 196  
 Andrew Fisher 190  
 Jim Pollicina 190  
 Tony Karanfilovski 189  
 Mark King 181  
 Peter Burnitt 161 (ProSports leader)  
 Cameron Mason 89  
 Gerard McLeod 89  
 Wayne Mercer 86  
 Aaron McGill 85  
 Jeremy Gray 77  
 Jamie Tilley 61  
 Paul Freestone 56





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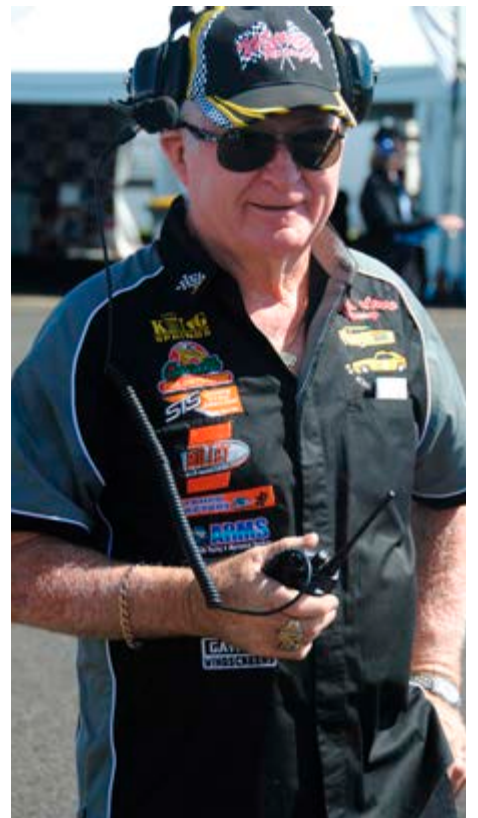
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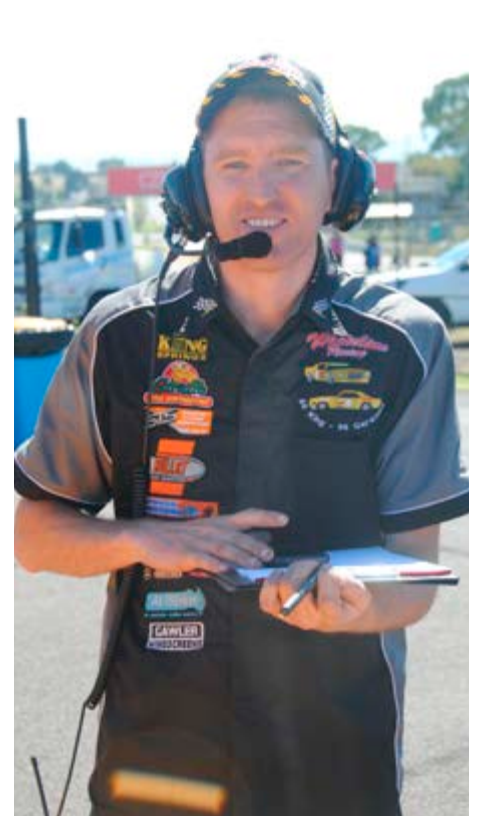


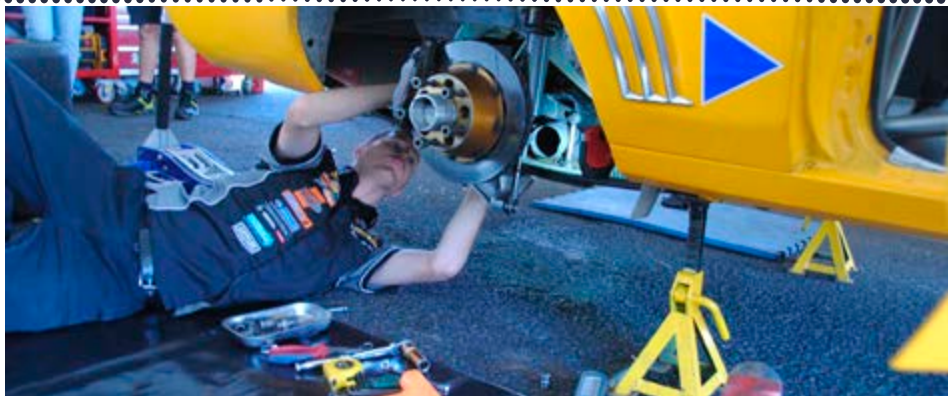
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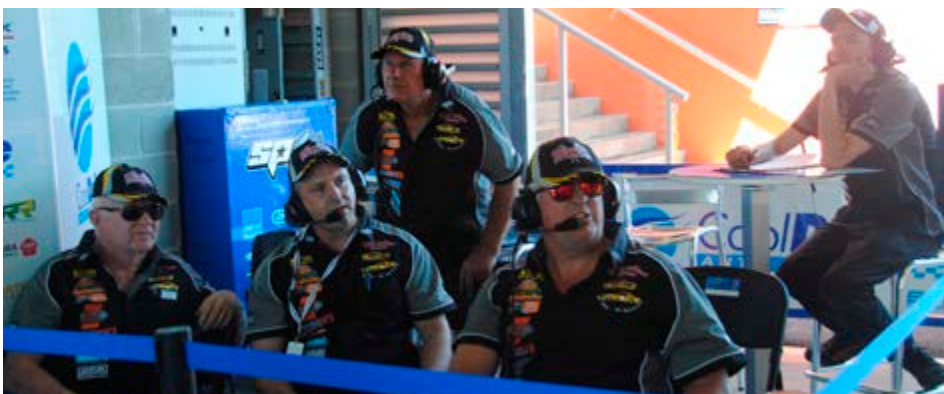
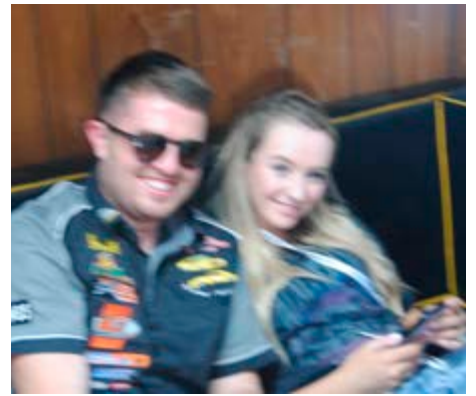
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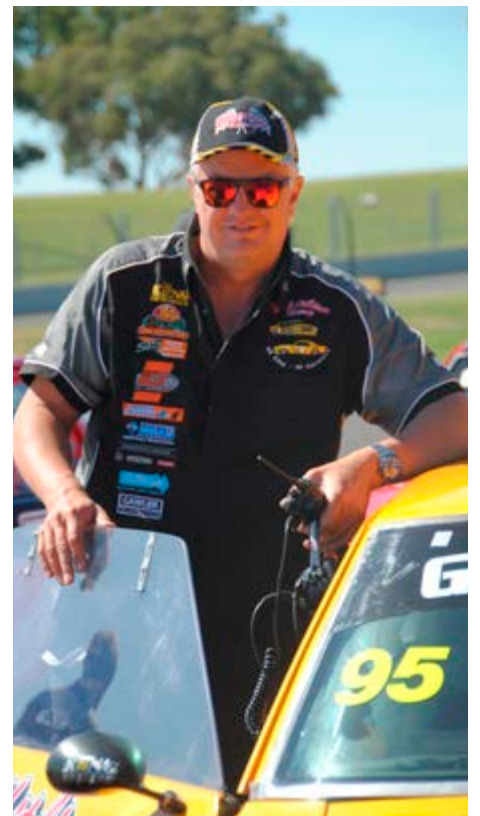












# UPDATES & OTHER News



## WELCOME BACK BRESSO

Round 3 sees the return of Bresso to Whiteline Racing, campaigning the 85 Camaro at Sydney Motorsport Park April 30 to May 2 - Look for the yellow machine with CP Competition partnering to see a TCM favourite return.

Will be great to watch Bresso and team mate Mark King in the 95 Camaro out on the track together.



## INTRODUCES JOELENE

The team at NTI are truly amazing - apart from all the awesome work they do for the trucking industry, the work they do for MND is mind boggling. It is a project they all get behind and participate in.



### TICKETS NOW ON SALE FOR NTI'S NEXT TRUCK RESTO FOR MND RESEARCH

Tickets are now on sale for NTI's electric blue 1946 Jailbar truck, the latest to be restored by Australia's leading transport and logistics specialist insurer, and the fourth to be raffled off to raise much-needed funds for Motor Neurone Disease (MND) research. One lucky punter will claim the truck when the winner is drawn live on the last day of the 2021 Brisbane Truck Show, Sunday 16 May 2021.

The truck dubbed "Joelene" took 1,500 hours to restore and was more difficult than the previous three vehicles because of the restrictions imposed under COVID-19, says NTI's Restoration & Special Projects Lead, Don Geer.

"I'm very proud of the result, which is a lovely mix of old and new technology allowing for "Joelene" to be driven every day," he said.

Money raised from the "Joelene" raffle will be donated to MND and Me and MND Research Australia to fund NTI's official research grant.

The University of Queensland's Dr Shu Ngo and Dr Adam Walker were the recipients of last year's NTI research grant, which was funded through the auction of NTI's 2020 restoration truck.

"We're making mini-3D spinal cords in a dish so we can understand how all the different cell types in the spinal cord might interact to drive the death of neurons in MND," Dr Ngo said.

"The research that we do here at the University of Queensland is an important part of a bigger puzzle. We work collaboratively with MND researchers around the world, asking questions that aren't being replicated anywhere else, in the hope when all the pieces come together, we'll be able to find the answer to MND."

NTI CEO Tony Clark said the company had raised almost \$534,000 for MND research in the last five years, in honour of late CEO Wayne Patterson who was diagnosed with the condition in 2015 and later lost his battle.

"It's vital we find a cure for MND as every day in Australia two people die from the debilitating condition," Mr Clark said.

Two people a day are also diagnosed with the disease, while more than 2,100 Australians live with MND, which can affect adults of any age.

"The commitment NTI has shown to funding MND research is unique in Australia and means researchers can continue their work to find a cure or effective treatment for MND," Mr Clark said.

"But none of this would be made possible without our industry partners who jump on board each and every time with the same level of commitment and enthusiasm. It's a team effort."

Tickets for "Joelene" are now on sale online, with 100 per cent of proceeds going to medical research.

<https://www.raffletix.com.au/?ref=4r63y>

Want to find out more about the 2021 Brisbane Truck Show?

<https://www.brisbanetruckshow.com.au>

# SPEEDY RECOVERY BOBBY

Post Bathurst Bobby found himself undergoing surgery to repair a painful shoulder injury - cuff and rotor clean out and some pins to tie the tendons back in the bone - here he is post surgery, recovery going well and looking to be fit and ready for Sydney !!



# KINGSLY NO. 1

6th March was such a sad day for us all at Whiteline. Long term Perth runner Kingy Bowley passed away. An incredible career spanning 40 years, 18 with Whiteline and completed some 4 million incident and accident free kilometers. Kingy had an awesome send off with sons David, Mark and Robby not to mention a large gathering of family and friends, laugh, cry and celebrate all things Kingy. Kingy, or number 1 as he preferred to be known would've been pleased having his truck on display and his much loved motorbike. The outpouring of messages when the news was made public that Kingy had died was nothing short of incredible, with all messages reflecting on his professionalism, his sense of humour and how much he would be missed.

I know all of us at Whiteline miss him greatly, but are thankful he was part of our lives for so long.  
RIP Kingy xx





## BATHURST WRAP UP

What a weekend! Full of highs and lows but at the end of the day its Motorsport!

Friday unfortunately started off with missing the scheduled practice session due to fog, so it meant we rolled straight into Qualifying, which worked well for me, but meant I only had 20 minutes to refamiliarise myself with the track/car but also trying to qualify on pole... Luckily the car felt great straight away, and didn't need to do any adjustments etc. I had clear track in front of me so I could get into a rhythm. Halfway through the session we were sitting P2, so I let Ryan Hansford pass so I could use him as a gauge to improve my time, which it did, putting us on Pole Position with 6 mins to go. We parked the car to try and save some tyres for later in the weekend.

### Trophy Race -

With no major things to be changed, we started last for the trophy race with only a roll centre change to see if we could get any improvements out of the car. The race was unfortunately shortened a couple laps, but I made sure we stayed out of trouble and just finished the race to save the car for the rest of the weekend. I finished around 6th or so right behind Kingy as we did a bit of a formation finish across the line.

Overall an awesome day with my first Pole in TCM, the car was feeling great straight away and knowing it had plenty in reserve if needed!

Quick spanner checks overnight, put the roll centre back to where it was, and we were ready for Race 1 - what it could have been!

Unfortunately, on the way to the Dummy grid to get ready for race 1, the engine had a failure which meant we couldn't take part in the race! The whole team was gutted, but unfortunately these things happen in Motorsport. Pete and Tim were straight on to putting the spare engine in for the remainder of the weekend.

Race 2 - After a big afternoon of the boys getting the spare engine in, we were ready to go again, but off the back of the grid! We started last and finished 7th behind Ryan Hansford, we were able to work together and get as far up the field as possible. Again, the car felt great, and we had to fastest 2 sectors, up and across the hill, but we were lacking a heap of HP. No set up changes in between races, only adjusting the Jets to try and lean off the engine, as it was running rich.

Race 3 - I got off to a great start and moved up into P4 after a couple laps. I closed in on the 3-way battle for the lead, had a couple attempts at getting past Ryal Harris. Unfortunately, on lap 5, we had another engine failure just as the battle was heating up! Another big blow for the team, as we were leading the championship heading into the weekend and we only would have further extended it throughout the weekend if we didn't have the failures.

A huge weekend of ups and downs, but that's what happens in Motorsport, hopefully the engines aren't damaged too badly and Pete can have them repaired.

A big thank you to the team for their efforts over the weekend, but it wasn't meant to be unfortunately!

## GARWOOD #85

# WELL WHAT CAN I SAY

Anytime to have the opportunity to drive a race car around Bathurst is just the best thing you can do in Australian motorsports!

For me escaping from work and having a change catching up again with the team and enjoying the weekend with good friends is always something to look forward to and enjoy.

This year as before just having the comforts of a house walking distance from the track and Brenton doing a great job cooking up a storm made the weekend even more relaxing as not having to worry about doing anything after the race day was finished just made it even better.

The racing started with first session being cancelled due to fog so straight into Qualifying, I did hope for the chance to run the car around as Glenn Seton (With Thanks) had offered up some rear shocks to test and it would have been nice to run the car around in a practice session to try them and tweak it a little if needed.

So really for me weekend was about trying to get myself comfortable in the car, try some set up changes with the new shocks to try and improve, learn a little more and most of all enjoy the drive and finish with the car in one piece.

Thanks again to Bob and Shaz, you guys put in such a great effort to have everything prepared and race ready and team for your dedication. A special thanks to Jason for his great Uber service for all of us return trip to Sydney airport, always appreciated.

Bobby, I heard you are going in for shoulder surgery later this month so I hope all goes well for you and lets hope for a speedy recovery.

So Thanks Again.

## KINGY #95

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WHITELINE  
RACING  
IS PROUDLY  
SUPPORTED  
BY



# 2021 STANDINGS

POS	DRIVER	POINTS
1	John Bowe PAYNTER DIXON / Payce   #18   Holden Torana SL/R	304
2	Marcus Zukanovic Action Motor Industries   #71   Ford Falcon XD	287
3	Cameron Tilley Tilley Racing   #60   Valiant Pacer	256
4	Ryan Hansford Multispares Racing   #6   Holden Torana A9X	239
5	Steve Johnson Full Throttle Custom Garages   #17   Ford XD Falcon	212
6	Adam Garwood Whiteline Racing   #85   Chevrolet Camaro RS	239
7	Ryal Harris EFS 4x4 Accessories   #58   Chevrolet Camaro SS	196
8	Andrew Fisher Jesus Racing   #9   Ford Falcon XY GT HO	190
9	Jim Pollicina MoCOMM Motorsport Comms   #7   Holden Torana A9X	190
10	Tony Karanfilovski TIFS Third Party Logistics   #88   Ford Mustang TransAm	189
11	Peter Burnitt The Lighthouse Hotel   #12   Holden Torana A9X	161
12	Cameron Mason Toronto Hotel   #33   Ford Mustang Trans Am	89
13	Gerard McLeod Motorsport Parts Australia   #50   Holden VB Commodore	89
14	Wayne Mercer Lindways Builders   #74   Ford Falcon XY GT HO	86
15	Aaron McGill McGill Motorsport   #75   Ford Falcon XW GT	85
16	Jeremy Gray Bilstien / JMG Racing   #67   Ford Capri Perana	77
17	Jamie Tilley Gulf Oils   #29   Ford Mustang Coupe	61
18	Mark King Whiteline Racing   #95   Chevrolet Camaro SS	59
19	Paul Freestone Vawdrey Trailers / Castrol   #25   Chevrolet Camaro	56

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.

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