

WesTrac

CAT

TOURING CAR MASTERS

WHITELINE RACING



Round 1 17-20 March 2011

Clipsal 500 Event, Adelaide, South Australia

3.22 kilometre

2010 was an exciting season for the Whiteline Racing Team with the expansion to a two car team and the reformation of a racing line up that proved highly successful years earlier in nascar racing, with Andrew Miedecke campaigning the 1969 WesTrac Camaro and Bobby Middleton starting out in a new car imported from New Zealand, being a 1970 Camaro.

Andrew from the onset in 2010 immediately stamped his presence within the TCM series by taking out a podium finish, a spot he frequented throughout the year. However, a couple of d.n.f's with a gear box issue and a flat tyre, would mean for the year, his overall standing would be 4th, not bad in a 35 + car line up and first season on the circuit !!

Bobby's season got away late due to the delayed importation of the car from overseas and then the subsequent work required to meet Australian CAMS racing standards. His season debuted in Darwin, but with a car only partially set up for racing conditions, development would continue throughout the year, when in a final blow, a major engine failure at Sandown would add to the work load !!

The team at the TCM presentation would see Andrew win 4th, Rookie of the Year and the Best Presented Cars, Crew and Team award.

2011 - The Season Ahead

Andrew has committed to another season and so too Bobby but with the added strength of Bernie Stack, Group 2 Outright winner 2010 joining the fray and with Bob likely to campaign the Super Truck at various events this year, Bernie who is finalizing some commitments of his own, has started testing with the team and will likely take over behind the wheel of the 85 1970 Camaro.

Both entries are nominated for all rounds, which take in each of the mainland states, with three of the events, Clipsal, Indy and Homebush street circuits, to which suits Andrew very well.

The Whiteline Racing cars and the Porsche's of John Nelson and Rory O'Neil will now be transported in a newly purpose built trailer by Aldom.

Changes to the 2011 Touring Car Masters Series

Put to task to make the various 'group's' of vehicles more transparent by adding more visible identification to the vehicles, the following changes have been made. As the previous grouping was numeric, i.e. 1, 2 or 3 it conflicted with individual car numbering and therefore the new format will revert from numbers to alpha classes being A, B & C. The three classes are established on capacity as they have previously been with Class A for cars up to 3500 cc, class B will be cars 3501 cc to 5100 cc, Class C will be cars 5101 cc to 6000 cc.

Based on this the 95 1969 Car driven by Andrew Miedecke will be a class C car and the 85 1970 Camaro driven by Bobby/Bernie will be a Class B car.

There will be the continuation of the performance adjustment process, with 1st, 2nd and 3rd place getters in each class receiving a 300, 200 and 100 rpm limit reduction respectively in each race over the weekend.

Reverse grid races will be reverse of the top 10, not the top 8 as in previous years.

Development

Andrew's 1969 WesTrac Camaro has had a new brake package fitted all round, in the hope this will deliver a more consistent braking performance. Many other small changes have transpired to address minor issues that arose last year, with a fresh, powered up motor by Gregg Hayes Performance Engines installed.

Bobby's 1970 Whiteline Transport Camaro has had the work required to the back end completed, with an updated rear end to full floating hubs and cambered rear wheel set up complete.

Fitment of new engine which is now dry sumped, thus requiring the addition of a dry sump oil system. Update to fuel system and minor changes to rear suspension. In other words, this car is now in full race trim.

Testing

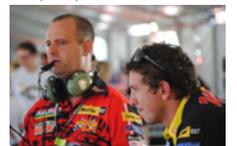
Thursday, 10th March, 2010, the team took the 85 machine to Mallala for a testing session. Both Bobby and Bernie completed some laps as the session went on, with Bernie enjoying the transition from a Porsche to the Camaro. On return to the pit, the crew was concerned by a noise coming from the engine and immediately shut it down. The news was not good. The block and brand new crank were ready for the scrap heap.



Long time mate and racing legend Gary Reuter has a chat with Bobby (pic Brenton Matheson)



The people you run in to when at the track, Matt (left) and Liam enjoy the atmosphere (pic Brenton Matheson)



Paul and Harry contemplate the race ahead (pic Brenton Matheson)



Paul busy getting the red machine ready to race



Andrew and Mark weighing things up. (Pic Brenton Matheson)



Mark's face cannot hide the disappointment when the 95 Camaro of Andrew's had engine problems (Pic Brenton Matheson)



Andrew in his 85 machine before the engine problems

There are two theories as to what may have caused this, one being the carburetor was leaned off, so the fuel mix to the engine was incorrect, or possibly a spike in the ignition timing causing it to advance. A pull down of the engine would show that whilst the block and crank were beyond repair, most of the parts attached to the engine were okay. Work got underway to rebuild another engine in time for Clipsal. As the engine was pulled down, the crank and block were cracked, a burnt piston and 2 destroyed conrods were found.

Given the work needed for the 85 car and that two practices were scheduled for Thursday at Clipsal, the testing scheduled for the 95 car was deferred, as this was mainly to bed in brakes which could be done by Andrew in the first practice session.

Our headaches however, prior to Clipsal were still with us. Mark spent the weekend prior to the event installing the rebuilt engine into the 85 car, finishing on Monday, which was a public holiday in Adelaide. Tuesday when Mark completed the install, Gregg attended the workshop for the 'start up'. The engine had a great sound about it, however a bad oil leak was noticed and was found to be coming from the rear main seal and to get to this the engine had to be removed AGAIN !! Needless to say the boys worked into the wee hours of the morning with the engine going back into the car on Wednesday. In the meantime, the transporter was taken into the track to meet bump in requirements and the 85 Camaro later transported in by car trailer.

There had also been a considerable amount of work to do in terms of fitting out the spares back into the completed transporter. It had been gutted for the rebuild, so this was a big task which Bob spent hours at, because everything has its 'home' !!

Andrew flew in from the States, where he had been overseeing son George's nascar career with Marcos Ambrose taking off. George's race on the previous Saturday saw him finish second, refer to other news section for a more detailed account.

Crew members Paul and James flew in Wednesday, so the team was coming together. Brent and Lachlan from Adelaide also rounded out the crew for the weekend. Hands on was Engine Developer Gregg who was kept to task all weekend.

Clipsal Schedule

The Touring Car Masters were set for 2 x Practices on Thursday, Qualifying and Race 1 Friday, with a race on Saturday and Sunday.

Apart from bump in Wednesday, Bobby had p.r. commitments at Prince Alfred College, where the topic was simple mechanics – tools, ways to achieve what our hands can't – what tools are used, how they are applied, outcomes of using these tools, strength resistance. Jim Richards, Amanda Sparks, Gavin Bullas and Alistair Maclean were also there and the kids interacted really well with the drivers.

Prince Alfred College who are right smack bang in the middle of the Clipsal epi centre have chosen to embrace the race week, by bringing the racing into their classroom, turning around whatever inconveniences may be caused by access, noise etc by teaching and involving the school – a great initiative that TCM has enjoyed being a part of. Mon Saunders has been the driving force behind this at the College and doesn't mind admitting that she and her family have become 'rev heads'.



Andrew in the 85 machine getting ready for a start on Sunday.



Double trouble pic Rob Lang

The driver visits to the school are followed up by the students with visits to the track also.

Thursday we participated in two practice sessions. The first, held at 12.15 pm, Andrew used to bed in brakes and shake down his 95 1969 WesTrac Camaro. Completing 9 x laps, Andrew's fastest was on the sixth with a 1.34.4. Meanwhile, Bobby took to the track in his 85, 1970 Whiteline Transport Camaro and completed 10 laps. His best time was achieved on lap 8 with a 1.39.91 but had developed an oil leak and had some handling issues, which was rectified by the crew on return to the pit.

The 2nd practice was held at 4.40 where track conditions were fine and warm. Andrew would complete 10 laps and in the 8th would clock a blinder placing him 2nd fastest, just a smiggen off JB's time with a 1.32.2. Obviously the team was pretty pleased with this result and the signs were great for Friday's qualifying session.

The 85 1970 Camaro had also improved with changes made to the sway bar and roll centre to offset lack in turning in ability, grip and transfer of weight. Bobby found himself 17th fastest in a field of 29 with a 1.37.7 achieved on lap 11 of 11 completed.

Thursday night all the boys feasted on racks of lamb and headed off for a good night's sleep.

Qualifying was held at 10.30 and were given 20 minutes to come up with the goods, however, after the excitement of Thursday's practice session, we were quickly brought back down to earth, when on lap 2 the 95 1969 WesTrac camaro was running on 7 cylinders – Andrew was 5th fastest with a 1.32.87 with JB, Brad Tilley, Jim Richards and new comer to the series Eddie Abelnica 1 – 4 respectively. On return to the pit, the news wasn't good. On investigation when the rocker was removed it was found No. 2 cylinder rocker was broken and the valve had pushed up past the valve spring – the team continued to take the head off, where it was found the top of the valve had broken off and had caused slight damage to piston and valve seat. Gregg that night would take the head home where he would fit new seat, valve stem, new valve which made us able to run the car if need be, however, decisions about race 1 later in the day would need to be made.

When Bobby was notified of Andrew's issue, he returned to the pit after lap 9 to preserve the 85 machine.

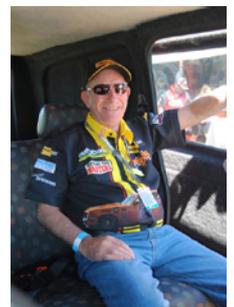
Given Andrew is cross entered in the 85 1970 Camaro, the rush was on for the paperwork to be approved, the channel 7 cameras to be swapped, reduction by 30 kilos of weight, rechip of the engine to 7500 rpm moving the car from Category B weight to Category C.,

Huge disadvantage was because Andrew had not qualified in this car, he would be forced to start rear of field – 29 cars !!

Naturally disappointed, such is Andrew's professionalism his focus turned to making the most of the opportunity to run, albeit from the back – I guess the advantage was he knew what he had to pass to make his mark !!



Gregg Hayes (left) and Gary Reuter in deep discussion with Bobby keeping an eye on things in the back ground, pic Rob Lang



Top shot of Gazza (pic Brenton Matheson)

At 1.20 and over 10 laps, the race got underway. Quick off the grid was Bowe, with Tilley and Richards in hot pursuit. Tilley passed Bowe making the order Tilley, Bowe and Richards – Andrew had an amazing start and was already into 18th on completion of lap 1. Andrew was really charging forward, making up one spot in on laps 2 and 3, another 3 spots on lap 4, then another place on the 9th lap finishing in 9th position. Up front Tilley, Richards, Bowe and Abelnica were putting on an excellent show, particularly in the dying stages of the race, dicing for positions, with Brad Tilley taking out the race, followed by Abelnica, Richards and Bowe. It was a great effort on Andrew's behalf to come from 29 to 9 – 20 positions. Andrew's quickest lap was on lap 8 with a 1.34.2.

Friday night the team would discuss and weigh up the pros and cons of Andrew continuing his weekend in the 85 machine, or whether he would revert back to the 95 machine with Gregg's work on the engine overnight. Of course if he went back behind the wheel of the 95 car, in race 2 he would again be required to start rear of the field and there was also the cloud would the engine hang in there. The decision was made to park up the 95 Camaro and run the one car.

Friday night a series welcome for the teams was held at Rory O'Neil's Wine Underground. It was an excellent night – the category whilst fiercely competitive on the field do enjoy each other's company socially and a good time was had by all.

Race 2 was held at 1.30 and was over 10 laps, with Andrew starting out of 9. Once the race got underway, Abelnica was fast off the line, but Bowe would successfully pass him to lead by the completion of lap 1. The front four entries would remain unchanged for the entire race, with Andrew improving on his position by 1 spot on the 2nd lap, then another on the 9th to finish in 7th. Andrew's quickest lap was on lap 6 with a 1.34.09.

Saturday night the crew would join WesTrac for a dinner at Enzo's on Port Road. Troy Sweeney and Terry Harwood hosted customers and crew from the John Bowe and Whiteline Racing stable for a dinner, but again with racing early Sunday the team headed off early for a fresh start.

Race 3 was held at 9.00 a.m. and again over 10 laps, conditions were overcast, but luckily they would complete their race without rain. It was a reverse grid race of the top 10, which resulted in Andrew off the 2nd line. The starters light was shown and they were away and unlike the two previous races for the weekend, Andrew didn't get the best of starts when his left wheels were on the lawn and found himself running 6th after the completion of lap 1. JB, Jim Richards and Brad Tilley were advancing forward with MacLean and Mason maintaining their 1st and 2nd position when on the 5th MacLean got a little taily and ultimately spun, so by the end of the 5th Mason was in front with JB in 2nd and Andrew in a great drive had got himself into 3rd. Mason and Bowe continued an entertaining battle when on the 7th Bowe got around Mason. On the 8th Richards managed to get around Andrew and whilst the dicing was transpiring JB had developed a gap. From laps 8 – 10 the first 4 positions would remain the same, with JB winning, Mason 2nd, Jim Richards 3rd and in a fantastic drive Andrew 4th. Andrew's quickest lap was on the 7th with a 1.33.65.

Whilst a roller coaster weekend, the overall results were pretty pleasing with Andrew finishing 6th for the event. The season ahead is a long one and the points achieved from this event could make all the difference.

Work is underway to prepare the cars for the Perth round on 30th April/1st May, mostly under the bonnet with just the odd 'love tap' to be panel beated out !!!

Andrew, Harry and James flew out to Sydney Sunday afternoon, whilst after the pack up we headed up to the WesTrac facility to watch the V8 super cars which delivered an excellent result with Mark Winterbottom on the podium, in what had developed into pretty tricky wet conditions.

We're pretty excited to have the season underway and welcome as sponsors to the team Aldom, Fuch's and The Truck Factory.

The Advertiser managed to capture a pretty spectacular shot of Andrew in action – all wheels airborne – guess it's fair to assume he was having a go !!!!

Look forward to touching base after Perth.

Kind regs,

Shaz

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Bobby catches up for a laugh with the Hayes family (pic Brenton Matheson)



Paul left and Lachlan right get into the nitty gritty, pic Rob Lang



Bobby and Bernie Stack enjoying a chat (pic Brenton Matheson)



Andrew and Mark compare notes pic Rob Lang



Clipsal 2011



Bobby and Bernie (pic Brenton Matheson)



Andrew doing some undercover work ! pic Rob Lang



Clipsal 2011



Bernie and Shaz pit lane (Brenton Matheson pic)



All eyes on the big screen (pic Mark Crossing)



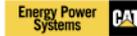
Paul, Shaz and Harry on the 'dummy' grid



Gary Reuter (left) and Mark from Aldom discussing something pretty in depth !! Pic Brenton Matheson



Bobby and Andrew - Whiteline's dynamic duo Pic Rob Lang



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WHITELINE RACING

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Touring Car Masters start round one with a bang, or two



John Bowe Clipsal 500, 2011

Day one of the Clipsal 500 Adelaide saw the Touring Car Masters hit the streets of Adelaide

with the entertainment and appeal we have come to know and adore.

Practice 1 was not only action on the track, but brought pit lane alive as the field made the necessary tweaks to be ready to push even harder come the afternoon session.

Bullas set the early pace, posting a 1:32.9295 on his fifth time around the Adelaide parklands circuit, as the field swapped fastest times behind him.

On the following lap, Kassulke took his new HQ investment too hot into turn nine and spun, with McAlister not far behind, also taking a spin as a pack led by Miedecke entered the corner, narrowly missing the stranded Mustang.

Bowe showed why he's always in the leading championship group, posting the new fastest time on lap seven, with a 1:32.6426, while Mason appeared to be treating the circuit as a drift track, stepping out the rear of the Camaro through the Senna chicane to the delight of the fans.

Bullas ended the session finding the brakes not so responsive, his footwork disrupted, the brakes simply could not stop the inertia of the Mustang and so there was contact between Bullas and Miedecke, while Bowe stayed safe, remaining at the top of the time sheets to the end of the first session.



The dummy grid



Brenton hands on for race weekend



Bobby getting into the Zen prior to his race pic Rob Lang

An action packed qualifying, with Brad Tilley taking the win in an epic Race 1 Ford lockout!



Brad Tilley, Falcon XY GT

Day two of round one for this series of gentlemen's classics was nothing like a slow daily drive.

Miedecke took to the drivers' seat of team mate Middleton's Camaro after an engine failure in his own, and was pushing hard from the green light, bouncing off the curb entering the infamous turn eight, taking a wide slide towards the wall, and that was only lap one.

You could've been excused for thinking the session was hard racing, with the usual suspects firing the quick times, first Richards posted a 1:32.5646, only to see Bowe again make his mark at the top posting a 1:31.2072 on the next lap.

The field was clearly keen to set the tone for an unforgettable race, with King joining the growing list of power-sliding machines as he took the XA GT on a very fine line in the confines of the concrete canyon.

While it was Tilley versus Tilley, hot on their tails was the XY GT of Westwood, with Alexander laying down his own quick times in the HT Monaro, but reigning champ Richards was back to pit lane and out of the car after only two laps, obviously comfortable with his 1:32.5646.

Still on track there was a race worthy battle raging between the HQ GTS of O'Brien and the Escort of Showers, as O'Brien charged through the field, looking to impress. Mason too was impressing firing down the pit straight and taking Senna chicane with complete commitment and confidence, before taking his Camaro through turn eight at full throttle, ensuring he too would put in a flying lap.

Abelnica was having an outstanding debut in the XB Coupe, having clearly dialled in both machine and driver in the minimal track time of the weekend and a short test just the week before, and continued to place himself near the front of the pack in fourth, but as time ticked on, the session would end with Bowe taking his first pole of the season, while Waddington sat beached in the East Terrace sand trap.

It may have seemed action aplenty already on the streets of Adelaide, but it was soon time for race one to kick off with 28 cars to be led off the line by the experienced Bowe, with Brad Tilley alongside, champ Richards waiting to pounce from third, and rounding out a top four Ford lockout, Abelnica, a man itching to prove why he's back.



Andrew Miedecke, Chev Camaro RS

Never failing to excite, the field launched off the line with a great start off the front row from Bowe, as Miedecke, who had started rear of grid thanks to his mechanical dramas, began season

2011 in spirited motor racing fashion, gaining eight places on the first lap of the race.

It wasn't long before Westwood speared straight ahead at turn four, with the pressure on across the field, as Mason took Abelnica up the inside and it was three abreast heading for the fastest corner on the circuit, turn eight. After touting that it would be near impossible to catch the Mustang of Bowe, Brad Tilley found a gap into turn nine and passed Bowe for the lead.

Battle packs broke out across the 28 strong field, seeing Abelnica, Cameron Tilley, Mason and Alexander fight to join the leading group, as Brad Tilley went power sliding through turn seven trying to keep Bowe and Richards at bay, as Richards pushed up the inside of Bowe for second.

As Waddington's HQ came to a steaming stop on Brock straight, a five way battle for the lead broke out between Brad Tilley, Richards, Bowe, Mason and Abelnica, who was all over the rear of the Mason Camaro, taking looks to pass at every turn, seeing Mason cut the chicane to hold position.

The pressure at the front saw Richards' hunt for Brad Tilley take a setback when he locked the brakes, and he wasn't the only one under pressure, by now the five way battle for the lead had been joined by a four way challenge back in 19th between Westwood, Wilson, Keene and Whiteside all gunning to move through the positions.

In 12th, Nelson looked up the inside of McAlister, there was slight contact, but the power of the Mustang Coupe allowed McAlister to pull away again on the front straight.

It was on again with Abelnica finding a slight gap and taking the chance to push up the inside of Mason, making contact and putting the first damage on the pristine XB, something Mason had said he would not like to be the first to do. By now Miedecke had entered the top ten with an outstanding charge, while the freight train of muscle cars continued to monster around the streets of Adelaide.

Abelnica, clearly striving to be back at the front of the field in his return race with the series, shot up the inside of Bowe to take third with two laps to go.



Berne, Mark and Shaz all eyes on the big screen (pic Brenton Matheson)

Keene was a little too keen taking some looks up the inside of Wilson, watching both ahead and behind of his Porsche, with O'Neill and Whiteside right on their tail and ready to pounce.

Bowe found an opportunity to regain third, but couldn't make the pass under a local yellow flag for the stranded Waddington car. There was contact between Abelnica and Bowe as Abelnica enthusiastically defended his position as they entered the final lap, Bowe's lights ablaze, he wasn't finished yet.

The challenges across the field were continuing as each and every competitor was in their own fight to the finish. A clean final lap saw Brad Tilley power slide the final corner to take the chequered flag and the first win of the new season, while Abelnica shot up the inside of Richards through the final turn to take a very impressive second place, Richards in third, and pole sitter Bowe, brought home the Ford lockout in fourth.

Brad Tilley

"Great feeling to win again, I haven't done that in a while. We got a good start off the front row, JB just pipped us to the first corner but it was all mine from there on.

"It's hard to put a finger on the differences from last season, there wasn't anything in particular we've modified, it's all just working well as a package.

"I couldn't quite clinch a victory last year, but I tell you what, it feels really good.

"Hopefully we can keep this up, with some of the other tracks being even better for our car really, so we'll see how we go.

"I hadn't had a chance to shakedown the car, so the only miles the car has done since Homebush was a ride day but I broke the gearbox, and other than that we haven't done much, maybe it's the driver!

"It's a really good feeling, especially with so many guys that put in a lot of time. I do all the work myself with my Dad and son away from the track, but then I have so many good friends on hand at the track, and its really good to come back and see the smiles on their faces."



Bobby willing Andrew on (pic brenton Matheson)

Eddie Abelnica

"Everything's going to plan, we've been taking practice, qualifying and race one pretty hard and using it to learn, but I admit I'm disappointed to get the first damage on the car.

"The field is so competitive, you've got to fight every inch of the way to gain ground and there's not too much room out there, none of us like to be passed.

"Our car felt really good at the end, I could see the others going off, so it's just a matter of keeping it all together.

"I'm happy with the results, but I still don't know if Richards let me go past on that last corner..."

John Bowe

"Great to qualify on pole, but I suffered from massive axle tramp under brakes from about the third lap, a bit dangerous and certainly debilitating to my drive.

I'm not sure if we can fix this before race two, so I'm more than a little frustrated which I guess is a good thing that I still want to do this pretty seriously, but the car is fast."



Gregg and Andrew access the engine troubles with the 95 Camaro pic Rob Lang



Bobby and Mark (pic Brenton Matheson)



Striving to be Number 1 !! Shaz and Andrew (pic Brenton Matheson)



Bowe takes a convincing win, while the field battles on



John Bowe
Clipsal 500, 2011

After an epic race to start the season, the Touring Car Masters returned to the track for race 2 at the Clipsal 500 Adelaide.

Abelnica launched his XB Coupe for a shattering start to take the lead from Bowe before the first corner, while further back Whiteside was being forced wide as they came three abreast through Senna chicane.

The sad story continued for the debuting Torana, blowing smoke soon after the green light, again limping back to pit lane, as the pack continued to roar past, with Bowe enjoying his positive run, wrapping up Brad Tilley along Brock straight, before taking a gap up the inside line of Abelnica through turn nine, going from third to first in just two corners.

Lap three saw the XA GT of King brake an axle then park on the run up Wakefield Street, safely reversing the car into the run off and out of danger, while out on track the Monaro of Kassulke was being hunted by Westwood, with Nelson ready to pounce.

The lone lady of the series, Sparks was on the limit chasing down the GTHO of Nittis, the rear of the Porsche hanging sideways onto the main straight, while husband Keene watched the battle rage ahead as he made time on his wife.

Eddie Abelnica, Clipsal 500, 2011



Richards in fourth, had pressure applied from the elder of the Tilley brothers, while he was on a charge to take third from the race one winning Falcon of Brad Tilley.

The challenges of Class A saw a battle erupt between Showers and Karanfilovski who took the opportunity through turn eleven, firing up the inside of McAlister before the power of the Mustang pulled away down pit straight.

Contact between Keene and Westwood on lap seven left the GTHO stranded, and entering the blind section of the track, Nelson simply had nowhere to go, causing a big shunt on the Westwood entry, leaving both potentially terminal. The incident could have added names with Wilson having a close call in his Charger, followed by the battling McAlister and Showers.

With two laps to go, Bowe had stretched his lead to more than five seconds, and behind him, Tilley was all over the rear of Abelnica, with Richards gaining time on the two while Tilley tried for second under brakes but didn't have enough.

Bowe took the chequered flag and a convincing race 2 win in a battle of one, while the action behind became a drag race for second between Abelnica and Tilley, the XB Coupe passing the line to secure another second position and putting Abelnica at the head of the Class C and overall round points.

Sparks and Keene made contact on the final lap as they chased down the powerful GTHO of Nittis, and it was another drag to the start/finish line with Keene going wide and the grunt of the Nittis Falcon holding on to take the battle for twelfth, but Sparks would secure the lead of Class A.

Tomorrow sees the Touring Car Masters hit the track for the final race of the weekend, as the top ten reverse for race three to open the final day of the Clipsal 500 Adelaide.

John Bowe

"I was really punishing the brakes, but I have to say, everything was fantastic, just awesome today. It's the best the car has ever been. Now I feel justified having spent all that money on it, having it all rebuilt, stem to stern".

"I'm very grateful to Dick Savy and his team for working so hard to cure the braking problems. These cars are never going to be brilliant under brakes, but yesterday it was trying to kill me everytime I tried to stop!"

"I managed to get a gap, and of course, the others guys scrapping amongst themselves always helps the leader".

"To win is ace of course, but we have also learnt a bit about the car this weekend and, I'm a bit of a tech head, so I'm pleased from a few perspectives".

Tony Karanfilovski

"Had a great stoush with Phil (Showers) and Macca (McAlister), probably passed Phil about four times".

"Coming through turn five, I took a lot of the bump and when it landed, the car just turned off so its just an ignition wire that's fallen off. This is the second time here that I've had a failure from something so simple."

John Nelson

"We were going really really well then unfortunately, I was having a dice with a Monaro and GT and it was all looking really good, then one hit the other and spun and left me with absolutely nowhere to go, so as a result of that I think I might be out for the weekend."



Bernie suited up for testing at Mallala prior to Clipsal.

Greg Keene

"I was about three spots back on the grid, had a good start and lucky to catch up with Amanda (Sparks) but I just couldn't get past her, I had a couple of go's, I think we even rubbed at one stage but in the end she drove better than me, drove really well".

"I think she's leading Class A now so I'm really proud of her and am sure there'll be more battles to come for us, although there's a couple of dents in the cars, but we'll argue about that later!"



Amanda Sparks

"My unblemished record has gone totally out the window this weekend with two doors totally gone.

"It was great having a dice with him, but I had to make sure that orange car was in my rear view mirror! It was all over me, but it was good fun even with a slight touch but that was only rubber so no panels dented thankfully."

Tony Edwards

"The misfire is now cured, so the problem we've had until today is now cured, but the power overpowered the diff and bent a bracket on it unfortunately".

"We'll fix it overnight again and have yet another crack at it tomorrow but it hasn't been the easiest of debuts with the car."



Grand Prix week saw celebrations for St Patrick's Day - Recognize the little green elf on the left, Kevin Small - GKR Transport and mate, Garry Wadd from Rentco Doing an Irish jig at the Arkaba

Bowe's back in another epic race on the streets of Adelaide



John Bowe and Steve Mason

It was an all in with the reverse grid of the top ten, finding Benson and

Kassulke off the front row as the Touring Car Masters (presented by Autobarn) started off for the final ten laps of the Clipsal 500 Adelaide.

No sooner the lights went green, both Sparks and Keene fired their Porsche's to the opposite sides of the main straight in possibly an attempt to gain position, or maybe to avoid any more contact between the family stable, while out front it was Miedecke taking to the grass as another epic race hit top gear from turn one.

There was early contact between Mason and Cameron Tilley, as Mason went on a charge moving from sixth to third in just the first two corners, but it was MacLean streaking away in his Camaro SS with the GTHO of Brad Tilley not far behind after Benson went wide and opened a gap.

Ceasing the chance, Miedecke snuck to the inside of Benson, but he fought back, before Miedecke consolidated fifth position with Richards manoeuvring the Sprint to also make a move on the Benson HQ.

Bowe coming off a Race 2 win, was hot on the tail of Kassulke's HQ Monaro, Miedecke and Richards also in the hunt. Richards saw an opportunity up the inside at turn 14 but dropped back in behind as up ahead Bowe had made it to fourth by the end of lap one, and drove on to take third from the Tilley Pacer through turn 14, posting times some 1.5 seconds faster than second placed Mason.

At the head of the field the MacLean versus Mason battle was at full strength, corner after corner the pressure continued with an outstanding display of skill in these classic machines. The news wasn't so positive for Edwards with his Torana again parked in pit lane after the power steering rack failed, while Cameron Tilley's Pacer gently ended the weekend on Brock Straight on the run to turn eight.



Coming into the final corner of lap four, MacLean dropped the left onto the grass and couldn't pull up his beastly Camaro and speared off towards the wall, a lucky save but a big lose, handing the lead to Mason who was busy holding off the charging Mustang of Bowe.

Left, right, left, Bowe was all over the back of Mason, but this battle wasn't ending too soon as Mason held Bowe at bay even after Bowe got a look as the Camaro took a wide berth through turn 14, ending lap six with a drag race along Pit Straight.

The pressure was taking its toll on Mason incredibly wide and across the curbs at turn seven, keeping it off the wall, but Bowe shot past to take the race lead with four laps to go, while Miedecke and Richards had joined the lead group. Richards made a late braking move under Miedecke to take third.

Further in the field, King was all over the back of Keene's Porsche, making a bold pass before power sliding through turn seven as they hunted down Sparks who was in her own tussle, again fighting the Nittis GTHO. Westwood, determined to make up lost ground from Race 2, made a move under King's XA as Kassulke spun from eighth, making a smoking return at turn nine and joining the Keene versus McAlister challenge before again leaving the track and making a re-entry in a close call with the Charger of Wilson.

Bowe was driving away as he crossed the line to start the final lap in another show of the prowess of the machine he calls Sally, while Richards was right on the bumper of Mason right through to the chequered flag.

Coming from tenth to first, Bowe had fought through the most competitive field to ensure a positive end to the first round of the Touring Car Masters season, and a great start to his 2011 championship campaign.

Finishing twelfth outright, Sparks wrapped up the Class A title ending an outstanding and dramatic weekend for the Sportmed Porsche team, while O'Brien secured his win in Class B crossing the line in tenth position after a great battle with the GTHO of Westwood.

Impressive performances by Nelson to achieve a 19th after extensive damage in an unavoidable crash in Race 2 meant an overnight fix to get the suspension right and bypass the second oil cooler, with Westwood taking out 9th after he too suffered big damage in yesterday's on track action.

John Bowe

"It's always nice to win, especially now that we've got the car working better, behaving better.

"She's has a whole makeover since season end, but that wasn't finished early enough for us to test and we came here fresh so a few little issues but mostly quite good.

"The first race was really unstable in the back under brakes, but the boys worked to correct that and then we were really strong.

"I couldn't pass Mason or MacLean without them making a blue, and that's all part of racing with the pressure of competition. It was really awesome to drive against Mason, for someone without the star name, he does such a good job and I really enjoyed the battle – we had four corners side by side and not a mark on the paint!"



Alistair MacLean

"Had a good start and I was second by turn one, and in the lead by turn two, so I tried my best to get away as I knew

the others were going to come on hard and fast.

"I was looking in the mirror too often, then dropped the wheels in the dirt and that was it. I came back on with vengeance but had lost it."

Gary O'Brien

"This was our fifth race in the car as part of our eight race program so the car is well sorted and up to speed with all the good bits.

"We came here ready to race, having tested and had a full service so in the first sessions I was learning the track.

"I was driving the wheels off it out there, looking pretty strong for the year, so it's great to start the year at the head of the class."

News Straight off the line



Hey guys,

It was definitely an up and down weekend for us! We were really strong in practice, but we drew badly for qualifying (3rd of 30 cars, and the later the better as the track is cooler and faster) and got caught out.

Some vintage cars had been out before us and left oil on the track, and the speed-dry they put down to soak it up wasn't much better for grip than the oil would've been I think! It really slowed us down and was all gone by about 5 cars after me, so we only managed to qualify 11th.

I was pretty confident that the work Lee (McCall, my crew chief) and I had done in practice meant we would have a really good car for the race, so I wasn't too worried - just that the guys up the front would be able to look after their tyres while I was having to pass cars trying to get to them.

The car was great though, and after a patient first 30 laps we were able to start moving through the field, arriving in 2nd with about 20 laps to go of the 150 lap race. My car was really good on the long runs, and a couple of late cautions meant that it was a sprint to the finish, which we weren't suited for.

Having to pass 10 of the best late model drivers in the country was an experience though! The car pace was great throughout the race though.

<http://www.youtube.com/watch?v=AzzvZe25GQ>

It was cool having Marcos there too, with the launch of JELD-WEN Australia Racing. I'm pretty sure he was excited with our result straight out of the box, and has started talking about what we need to do to start organising my career from here on in and how we are going to get to the next level (assuming we continue to run as well as we have).

They won't all be like this but it has been a great way to start the season and an awesome debut for the team and my crew!

Thanks for your interest,

George Miedecke

Whiteline

TRANSPORT AUST. P/L

Whiteline Scoop The Pool

The South Australian Road Transport Association held its annual conference and dinner on Saturday, February, 19, 2011 at the Convention Centre in Adelaide. As part of the evening are the annual awards which proved highly successful for Whiteline, when Michael Cavanagh won Driver of the Year. Michael has professionally and without incident completed an Adelaide to Perth return road train trip for 19 years clocking up several million kilometers along the way. Congratulations Mick, seen in the photo with his proud wife Beryl, with Shaz and Bob. Shaz also had a special moment when awarded the "Outstanding Contribution to Transport" honor. Shaz has been involved in road transport for 28 years and for nine years has sat on the Board of S.A. Road Transport, 3 of which have been as Vice President. So there were smiles all round. Mick will head to Canberra in May, where he will represent South Australia in the National Awards – watch this space.



Gourmet Goodies

Gourmet Goodies distributes a range of gourmet foods produced in South Australia by South Australian family owned businesses. We are proud to be promoting these products from the Barossa Valley, Mid North, Clare Valley, Riverland, Limestone Coast and Adelaide Hills.

The range of "goodies" includes biscuits, fudge and slices, chutney, jam, sauces and marinades, mettwurst, olive oil, dukkah, olives, fruit and nuts, salts and seasonings, noodles, old fashioned soft drinks and cordials, tea, coffee and drinking chocolate, curry, pickles and relish, honey and honey centred chocolate!

There's something for everyone! Goodie Baskets are also made to order, for any occasion, and you can choose your favourite products. Of course, you can purchase items individually for your own culinary enjoyment!

Coming soon is a website which will showcase all products. Look out for www.gourmetgoodies.com.au which will also include an online shop where wholesale and retail customers will be welcome.



In the meantime all queries will be happily answered by Karen who can be contacted by:

Phone: 0412 354 271

Fax: 08 8524 4828

Email: karen@gourmetgoodies.com.au



In Memory Of Quentin John Landre

It is with great sadness that we must advise the tragic news of Quentin's passing.

Quentin sadly lost his life on 13th February, 2011 as a result of an accident on his motorbike in his home state, Western Australia.

All those that knew Quentin, will agree he was a true gentleman, friendly, caring, interested, capable and much loved. He was an all round 'top bloke'.

We will all miss seeing him at the racing events hosted by WesTrac and I know he is and will continue to be greatly missed by all the team at WesTrac.

Quentin's farewell was well attended just a further indication of how much he meant to so many people.

Our deepest sympathy goes to his wife Margaret, their extended family and all of his work mates at WesTrac.

Bernie Stack To Debut At Barbagallo

The 2010 Group 2 Series Winner Bernie Stack will have his debut race in the 85 Whiteline Transport 1970 Camaro at Barbagallo in Western Australia. Bernie brings a wealth of experience to the team having competed in many categories, including the V8's. The dynamic duo of Miedecke and Stack campaigning for Whiteline Racing is the beginning of a very exciting phase for the team.



TCM Series Points Score

CLIPSAL 500 Adelaide



James gets to work prepping the tyres, pic Rob Lang



Pic Brenton Matheson



Pic Rob Lang



Pic Brenton Matheson

Class	Car No.	Driver Name	R1	CBP	R2	CBP	Totals Round 1
A	33	Amanda Sparks	56	6	60	6	128
A	33	Greg Keene	52	6	56	6	120
A	13	Rory O'Neill	48	6	52	6	112
A	91	John Nelson	60	6	0	0	66
A	4	Phil Showers	45	6	48	6	105
A	88	Tony Karanfilovski	42	6	0	0	48
A	26	Ross Almond	0	0	0	0	0
A	73	Terry Lawlor	0	0	0	0	0
B	19	Gary O'Brien	56	5	60	5	126
B	5	Ian McAlister	60	5	52	5	122
B	43	Mick Wilson	52	5	56	5	118
B	74	Wayne Mercer	45	5	48	5	103
B	68	Andrew Whiteside	48	5	0	0	53
B	6	Chris Stillwell	0	0	0	0	0
B	85	Bob Middleton	0	0	0	0	0
B	76	Trevor Talbot	0	0	0	0	0
C	28	Brad Tilley	60	16	52	15	143
C	48	Eddie Abelnic	56	16	56	15	143
C	18	John Bowe	48	16	60	15	139
C	1	Jim Richards	52	16	48	15	131
C	3	Steve Mason	45	16	45	15	121
C	60	Cameron Tilley	42	16	42	15	115
C	14	Alastair MacLean	36	16	36	15	103
C	95	Andrew Miedecke	33	16	39	15	103
C	9	Keith Kassulke	30	16	33	15	94
C	83	George Nittis	21	16	27	15	79
C	11	Mark King	39	16	0	0	55
C	22	Nigel Benson	27	16	30	15	43
C	62	Doug Westwood	24	16	0	0	40
C	16	Gavin Bullas	0	0	0	0	0
C	15	Bill Pye	0	0	0	0	0
C	57	Graham Alexander	0	0	0	0	0
C	56	Brett Youlden	0	0	0	0	0
C	19	Greg Waddington	0	0	0	0	0
C	88	Tony Karanfilovski	0	0	0	0	0
C	20	Garry Treloar	0	0	0	0	0
C	30	Glenn Seton	0	0	0	0	0
C	10	Tony Hunter	0	0	0	0	0
C	9	Tony Edwards	0	0	0	0	0
C	27	Matt O'Brien	0	0	0	0	0
C	55	Michael Acheson	0	0	0	0	0
C	75	Elliot Barbour	0	0	0	0	0

The Touring Car Masters is proudly presented by Autobarn, and supported by Shannons Insurance, Rare Spares, Unique Cars Magazine and official suppliers Hoosier Tires and Australian Sports Marketing.

www.touringcarmasters.com.au

