

# news letter

## BUMPER EDITION



### RARE SPARES PHILLIP ISLAND TROPHY

ROUND 8 PHILLIP ISLAND GRAND PRIX CIRCUIT

NOVEMBER 20 - 21, 2015

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TOURING CAR  
MASTERS



### CLIPSAL 500

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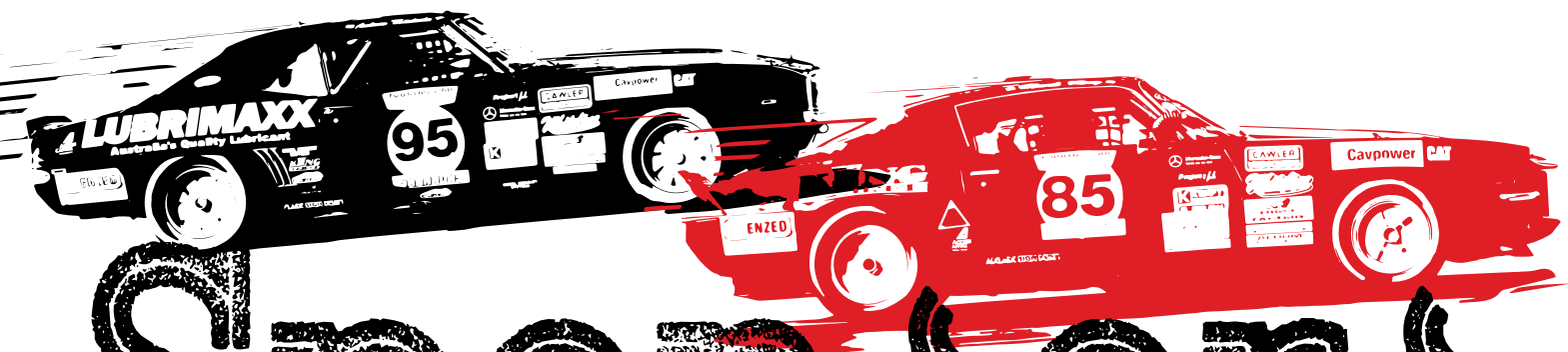
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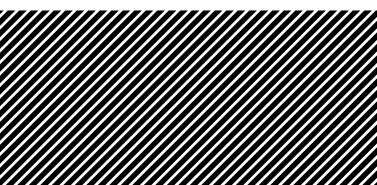
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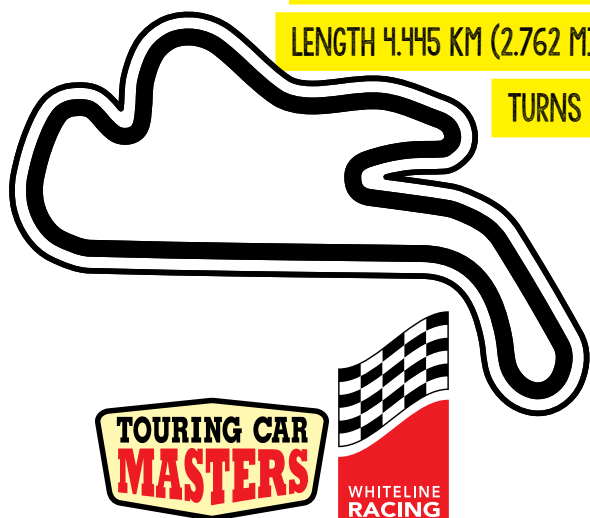


# RARE SPARES PHILLIP ISLAND TROPHY

PHILLIP ISLAND, VICTORIA

LENGTH 4.445 KM (2.762 MI)

TURNS 12

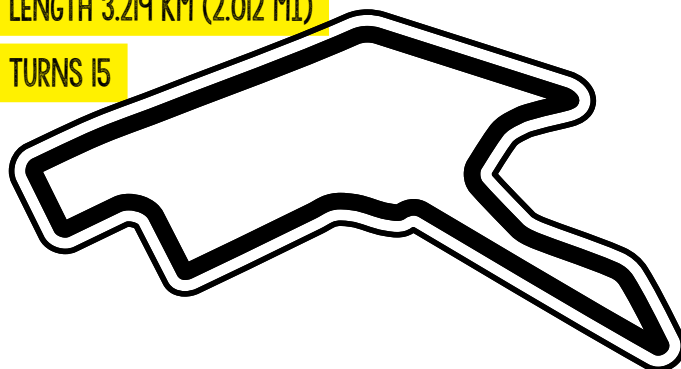


# CLIPSAL 500

ADELAIDE, V8 SUPERCAR CIRCUIT

LENGTH 3.219 KM (2.012 MI)

TURNS 15



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# A WORD FROM SHAZ

RARE SPARES PHILLIP ISLAND TROPHY

PHILLIP ISLAND GRAND PRIX CIRCUIT

NOVEMBER 20 - 21 2015

The 2015 season came to a close at Phillip Island. After a disappointing Bathurst round, the team was keen to unite and put in a good showing and given in between round 7 and 8 the boys had also enjoyed some serious R & R in Las Vegas attending the SEMA show the signs were good.

I asked the boys to sum Sema up in their own words :

Jason : "What time is it ?? The sun up yet ??"

Paulie : "Let's take the mono rail"

Birdman : "Schoolies week for grown ups"

Kingy : "I better go to bed, because I have to work tomorrow"

Bobby : "Sensational time, totally exhausted, not sure I could survive Another one"

Hmm, I guess what happens on tour, apparently stays on tour !!!

Mark 'Birdman' Peacock also went to Vegas so was glad the preparation work for Phillip Island was manageable with the time he had.



## 85 - King Springs Camaro

Minor body repairs were carried out so too diff ratio changes to suit Phillip Island with a spring change completed also.

## 95 - Lubrimaxx Camaro

The diff ratio changes were made as per the 85 car and there were some repairs required to the right hand front guard.

Bobby who also went to Vegas, but also fitted in some Whiteline linehaul driving was under the pump getting the cars and spares loaded for a departure on Wednesday of race week.

The bump in for transporters was 10 am Thursday with Melbourne based crew member Tim Ede heading down to lend Bobby a hand, the rest of the boys flew in Thursday lunch time for the drive down to Phillip Island.

Thursday night's tea was at one of the locals with a busy Friday scheduled two practices and qualifying the boys headed to bed early.



**Friday** they were greeted with bad weather conditions and a very wet track. Given the forecast for the remainder of the weekend was dry, not too much was going to be learnt today setting up the Camaros for the wet when in fact racing would be in the dry.

Practice 1 was held at 9.45 and was a 20 minute session. For Andrew in the 95 Lubrimaxx Camaro it was a poor session, lap times well off the pace and found himself uncharacteristically in 14th position with a 2.03.51 achieved on lap 5 of 5.

Kingy was also struggling in the 85 King Springs Camaro, back in 18th with a 2.10.499 achieved on lap 3 of 3.

Practice 2 was held at 11.15 again a 20 minute session, but no joy to report - in fact both boys had further declined down the field, 95 Lubrimaxx Camaro now in 16th with a 2.02.1 achieved on the 7th of nine laps. The 85 King Springs Camaro was now in 20th with a 2.08.34. Whilst for both boys the times were better than practice 1 the rest of the field had also improved.

**Qualifying** was held at 1.30 and was meant to be a 20 minute session, however, a crash involving Rusty French resulted in a long recovery and the session was red flagged with most drivers only logging one or two laps. It was deemed not sufficient laps were run and as such the times from practice were amalgamated and this would determine starting positions for race 1 on Saturday. As you have just read both Camaros did not have good practice sessions so this decision would impact. Prior to the qualifying session being red flagged Andrew in the 95 Lubrimaxx Camaro had found some pace and on the one and only lap achieved 2.00.79 to be ninth, Kingy also in the 85 King Springs Camaro had now charged up the field to be 11th with a 2.0195.

So all in all the team really just fiddled with tyres and tyre pressures and called it a day.

Pub meal and drinks back at the hotel finished off Friday.

I arrived from Adelaide Friday night.



PHILLIP ISLE PICS BY PAULIE







**Saturday** we were early to the track to prepare for the two races scheduled, the first at 9.35 in cloudy and cold conditions, it was meant to be 10 laps but was shortened to 6 laps. Both boys as I mentioned had struggled in qualifying and resulted in Kingy starting out of 19 in the 85 King Springs Camaro, and Andrew in the 95 Lubrimaxx Camaro out of 14 – both clearly had their work cut out for them. Reporting on the race was hampered with no trackside vision, so once they passed the start finish line it was a guessing game, but post race they both reported good starts and judging by the lap chart had progressed well up the field with Andy in 8th by the 3rd and Kingy in 11th, however, with a mechanical fault for the 24 car, which saw the track covered in oil, the field ran under safety until the 5th, but due to racing time constraints was a sprint only as the chequered flag was given on completion of the 6th, seeing Andy further progress and finish in 6th in the Lubrimaxx Camaro and Kingy finished in 11th in the 85 King Springs Camaro. The race winner John Bowe put in a blinding record lap on the 2nd lap. Jobs for the crew prior to the 2nd race included diff ratio adjustments, minor body repairs to both cars and a spring change for the 85 camaro.

**Race 2** was held at 11.35 and to be contested over 10 laps, with the starting order for the boys, Andy in 95 out of 6 and Kingy in 85 out of 11. Again, for the crew it was difficult due to no track footage, so once out of sight of the start finish line as to what was transpiring was anyone's guess. The first three, Bowe, Johnson and Abelnica stamped their authority on the race right from the start, 1 – 3 respectively and were never threatened, running in track lap record times, meanwhile behind Andy in the 95 Lubrimaxx Camaro had moved into fifth by the first couple of laps had been completed, moving on 88 Karanfilovski on the 3rd to now be in 4th, with a fast moving Ritter in car 10 in his mirrors. On the 6th Ritter successfully moved on Andy, however this was short lived with Andy regaining 4th on the 9th and this is where he would finish. Kingy having started out of 11 in his King springs Camaro wasted no time, improving one placing by completion of the 2nd, but really moved and grooved when he jumped two placings getting by Gomersal and Fisher to now be in 8th on completion of the 6th lap. Ritter in the No. 10 entry was a d.n.f and this allowed Kingy to move up another placing to finish in 7th which was a pleasing result for the team. On return to the pit Andrew commented the Camaro was fast through turns 1 and 12 and felt if he could get behind the first 3 he would be able to be assisted by their slip stream. Checks back at the pit revealed a split in the muffler of the 95 car with more tweaks required to diff settings – chasing more mumbo down the straights.

**Race 3** was held at 12.30 on the Sunday, the final event for TCM for the weekend and for the year – was meant to be 10 laps, but was again shortened with on track incidents, Andy in the 95 Lubrimaxx Camaro was out of 4 and Kingy in the King Springs Camaro out of 7. It was a clean first lap, but didn't take long and the yellow was triggered with Mercer and Alexander sustaining damage that would see them d.n.f. Despite the presence of the yellow, when racing was green the first 4 TCM cars of Johnson, Bowe, Abelnica and Ritter really put on an entertaining tussle, as did the group of Karanfilovski, Kingy and Richards, however for Kingy in the 85 Camaro, 4th lap in the gearbox just started breaking up tooth by tooth, lap by lap so he did well to finish so high up the order in 8th. Andy in the 95 camaro was experiencing exhaust issues, but managed to go over the line in 5th in what was again a record time race with Johnson now taking the lap record off J.B. The race was shortened to 8 laps and that was the close on another series.

After pack up was done, we all headed back to our motel – it was a really pleasant sunny Sunday arvo and we enjoyed some time out for a laugh and were booked in for our team dinner to wind up the year – there were special awards and trophies to be distributed.

In addition, a huge congratulations to Mark King for another year of consistently competitive racing, finishing 3rd in the TCM Series Standings.

Check out the photo gallery for happy snaps !!

The transporter and crew all departed early Monday morning for the journeys home Aust wide – always a tad emotional when we say our goodbyes because there is no doubt this team works and plays together just so well.

Time now for all to prepare and enjoy xmas and new year celebrations and work toward a plan for 2016.

Special thanks at this point to all who have sponsored, supported and cheered on the boys and girl at Whiteline Racing !!!!

Kind regards,

**SHAZ**

For further information:  
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## BOWE WINS RACE

## ONE SPRINT

NOV 21, 2015



**JOHN BOWE** has edged out Steven Johnson to take victory in a shortened first race in the Rare Spares Phillip Island trophy this morning.

Greg Ritter led the field from pole into turn one however his race unravelled as he entered the Southern Loop – his gearbox breaking as he shifted into third gear, ending his race on the spot.

Ritter limped the Chevrolet Monza back to pit lane as the leaders flew past on the opening lap.

Johnson was the big mover, making a stunning start and leaping from fifth to third before the field got to turn one. Third became second when Ritter expired and from there the Ford Mustang driver shadowed Bowe for the remainder of the race.

A safety car was called at the end of lap two when Royston Evans' Pontiac GTO expired at turn one – dropping fluids on the circuit and parking on the exit of the corner.

A one lap dash to the line saw Bowe hold out Johnson and Eddie Abelnica to take the victory – his 10th of the season. Abelnica's third place was his 10th podium finish of his consistent season.

With only six of a scheduled 10 laps completed half points were awarded – provisionally handing Bowe a one point lead heading into race two later this morning.

Tony Karanfilovski finished fourth and Jim Richards fifth in the Shannons Insurance AMC Javelin.

Andrew Miedecke was the big mover – storming the Lubrimaxx Chevrolet Camaro from 14th to 6th in the few laps of racing available. Andrew Fisher finished seventh, Tony Edwards a season-best 8th in the XA GT with Jason Gomersall and Adam Garwood completing the top 10.

Mark King stormed from 19th to 11th position in the King Springs Camaro.



DK

## BOWE SWEEPS TO

## SERIES LEAD AT

## PHILLIP ISLAND

NOV 21, 2015

**JOHN BOWE** has swept to the lead of the ENZED Touring Car Masters series after taking two race victories in the Rare Spares Phillip Island Trophy today.

The multiple TCM champion now narrowly leads the series ahead of Sunday's finale' after sweeping to a pair of victories at Phillip Island ahead of teammate Steven Johnson and the ever-consistent Eddie Abelnica.

Today's wins were Bowe's 10th and 11th of the season and helped him edge away from erstwhile leader Jim Richards, who managed finishes of fifth and sixth in today's two races. Bowe also broke the lap record in both races, though both Johnson and Abelnica were under the existing benchmark in race two.

Race one was a shortened affair thanks to a lengthy safety car when Royston Evans' Pontiac GTO expired at turn one – Bowe holding out Johnson and Abelnica in a one-lap dash to the line.

Race two ran the full distance with the three leaders pulling a large margin to the remainder of the field as they dived for the lead. While Bowe convincingly won both races, Greg Ritter was arguably the star performer despite unreliability hampering his performance aboard the Sunliner Chevrolet Monza.

Starting race one from pole, Ritter led the field into turn one however his race unravelled at turn two just moments later when his gearbox failed and left him slowing as the field flew past. Starting from the back of the field in race two, the long-time V8 Supercars enduro co-driver stormed through the field – leaping from 23rd to 12th in the first lap and into the top ten by the end of lap two. Ritter climbed as high as fourth and was closing on the leaders before a throttle cable broke on lap eight – ending his storming drive through the field. Abelnica's pair of third place results were his fourth and fifth in a row and took to eleven his total number of top three results this season.

On home turf, the Melbourne's Cheapest Cars XB Falcon Coupe was regularly the quickest in a straight line and was clocked at 281km/hr in race two as he chased Bowe and Johnson in an exciting three-car battle for the lead.

Andrew Miedecke was another starring performer today as he was another to work his way through the pack in the opening race – jumping from 14th to sixth at the finish. He moved forward two further places in the second race to grab fourth, ahead of Tony Karanfilovski and Richards after a furious race long battle with the trio. Mark King started race one 19th and finished the second sprint in 7th place while Tony Edwards ended a strong day with a pair of strong eighth place results – the best of his season.

Porsche ace Sven Burchartz and iSeek Racing Torana driver rounded out the top 10 in race two: the latter having a spin mid-way through the race after a lengthy battle with Andrew Fisher's Jesus Racing Falcon GTHO. Fisher finished a strong seventh in race one however failed to finish the second with some oil pressure issues. Holden Monaro drivers had contrasting fortunes today: Leo Tobin recorded a strong 11th in race two, while Brett Youlden failed to make the starter when a fuel pump failed on his car before he could even take to the track.



DK



# JOHNSON WINS, BOWE SEALS TITLE DEAL NOV 22, 2015

STEVEN JOHNSON won the battle but it was John Bowe winning the war in the final race of the 2015 ENZED Touring Car Masters season today at Phillip Island.

In a final 10-lap dash to end the year, Johnson got the jump on Bowe off the front row and led his old sparring partner and family friend home to win the race – the tenth of his season.

Johnson also set a new Phillip Island TCM lap record – besting Bowe's benchmark set in race two yesterday.

"It's been a pretty cool weekend and an awesome year," Johnson said.

"It's one of those years that you don't expect: For Wilson, Payce and all the sponsors who have come on board, along with the John Bowe racing team, JB, Hamilton and the crew, it's been really cool and so much fun.

"(This year) it's been something that's given me the passion again. I've always loved the driving but the whole social aspect of this category is fantastic – and the fans love it.

"It's a good way to finish it off. I was pretty gutted after qualifying when we were on pole but the grid reverted back, but two seconds and to win the last race is really cool. To top it all off with the lap record is even better.. I'm pretty sure JB is a bit upset but that's OK!"

Bowe was forced to battle furiously with Eddie Abelnica, Andrew Miedecke and Greg Ritter for second and for a time it looked like Johnson would win the round – Abelnica powering to second place following an early Safety Car.

The Melbourne's Cheap Cars driver held on to the spot for several laps before Bowe was able to work his way back to second place and secure the round win by just a handful of points.

He also edged out old rival Jim Richards for the TCM title, his fourth 'outright' title since joining the championship.

"We've had a terrific year," Bowe said.

"The Torana has exceeded my expectations and the guys that built it at Bendigo Retro Muscle Cars did an

awesome job with it. It allowed me to give Stevie a go, because I felt he'd been hard done by in the V8 world. I've known him since he was a kid and I think he's a fantastic driver so it was opportune to let him drive it. "We've had some help from Wilson security and pace and a few of Steve's personal supporters to make it happen and hopefully I can do the same next year – that's the plan.

"I know it doesn't matter to Jim Richards much either, but the championship doesn't overly concern me – but someone has to win it and we did our best to do so. I wouldn't have been overly concerned if Jim had won it. I have huge respect for him.

"I think the category has really come of age. We've got Greg Ritter in there now and he's a very fine driver. We've got Eddie who did a bloody great job, Andrew is always there, Tony Karanfilovski is doing a great job and there's more cars being built for next year."

Steve Johnson acknowledged Bowe's efforts at the front of the field this season.

"I'm stoked with him for the championship because he missed that round with me filling in at Symmons Plains," he said.

"He's an amazing competitor. If you get to know the guy and what he lives, sleeps and breathes every day its motorsport, racing and wining. That's why he's the champion and he works harder at it than anyone and it's why I've modelled my career on him since I was a kid."

With Abelnica a storming third – his sixth straight third place finish this year - Greg Ritter stormed from last to fourth place to finally secure his first TCM race finish after a day of disappointment yesterday.

After a broken gearbox in race one, and a broken throttle cable in race two, Ritter stormed to seventh in just one lap in the final race and ultimately just missed the podium – passing Miedecke's Lubrimaxx Camaro in the closing laps to secure fourth in the Chevy Monza. With Miedecke fifth, Tony Karanfilovski finished sixth and capped off his outstanding weekend with a round victory in the ProAm division. Jim Richards, Mark King, Jason Gomersall and Cameron Tilley completed the top 10.

Tilley's final race finish sealed him the ProAm title for 2015 in the car affectionately known as 'the world's fastest Valliant Pacer'.

Leo Tobin won the ProSports division in his HQ Holden Monaro GTS 350.

Today's third race was marred by an early Safety Car when several cars were caught up in dramas at Lukey Heights on the second lap.

Wayne Mercer ended with damage to his Falcon GTHO while Graham Alexander also ended off the road in his HT Monaro GTS.

Andrew Fisher failed to finish after five laps, TransAm contender Andy Clempson after four in his Ford Mustang.

## PODIUM FINISH - MARK KING, KING SPRINGS CAMARO 85

Again proving performance and consistency throughout 2015, Mark was awarded 3rd place in the 2015 Pro Masters Championship – pretty nice piece of silverware – Congratulations to Kingy and his track Crew Chief Jason, team member Paulie and Birdman for pre race engineering at Adelaide Whiteline Racing Headquarters – Add to the collection Kingy, sorry Ros, more dusting.



# 2016 SCHEDULE



## 2016 TOURING CAR MASTERS SCHEDULE

1. CLIPSAL 500 ADELAIDE (SA) MARCH 3-6
2. SANDOWN SHANNONS NATS (VIC) APRIL 1-3
3. WINTON SUPER SPRINT (VIC) MAY 20-22
4. SKYCITY TRIPLE CROWN (NT) JUNE 17-19
5. COATES HIRE IPSWICH SUPER SPRINT (QLD) JULY 22-24
6. PHILLIP ISLAND SHANNONS NATS (VIC) SEPTEMBER 9-11
7. SUPERCHEAP AUTO BATHURST 1000 (NSW) OCTOBER 6-9
8. MUSCLE CAR MASTERS (NSW) OCTOBER 29-30







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# other news

## 007 EAT YOUR HEART OUT !!

Weekend of 14/15 November father and son team Andrew and George competed in their Aston across the water in New Zealand. First communique from the boys post Saturday was disappointing with a power steering leak in the first race on about the 10th lap put them out for the afternoon race. George had set the fastest lap of the weekend Saturday morning and was moving through when the seal let go. Andrew said that they have the Aston really hooked up and the extra aero loads stressed he guessed. The big race, a 3 hour race was Sunday with Andrew reporting back, they were fast and George was really fast !! Ran top 8 all day. There was a restart 20 minutes from home, when George had a touch with Tony Dalberto's Ferrari while passing for P5, this damaged the steering, off the road, but could've been worse. They were fastest in the morning, second fastest lap of the race.

Andrew also commented the track was great and the people are good - always welcomed !!



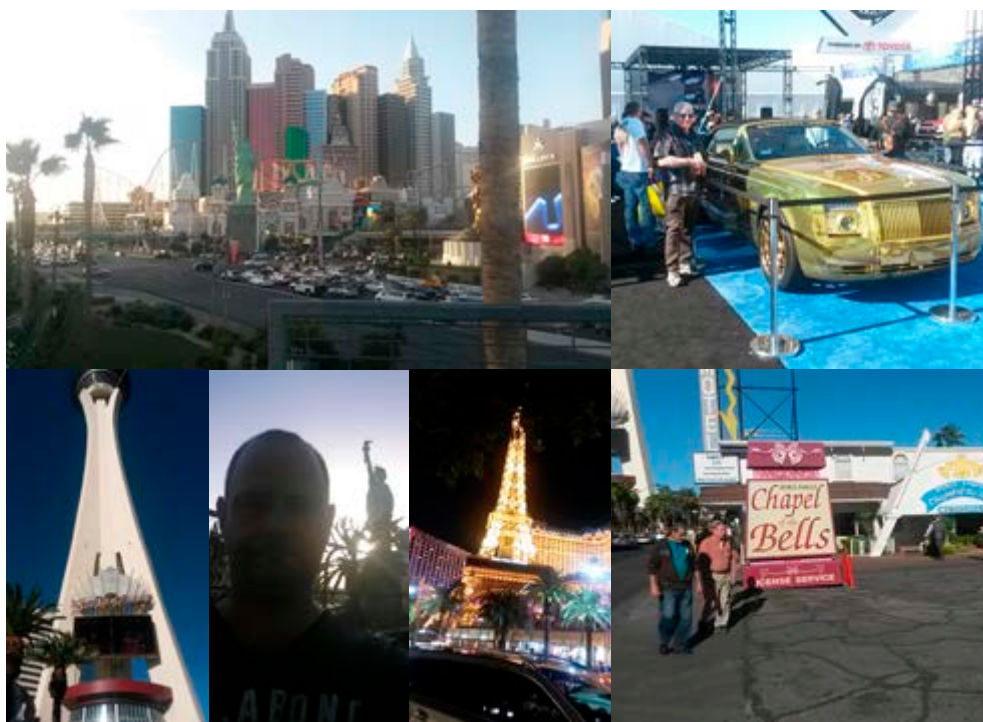
## WHITELINE'S 2015 AWARD NIGHT

Shaz, Bobby and Andrew presenting Chief Crew Chief of the Year, Mark Peacock (Birdman) with his trophy. Such a hit was this blown glass trophy, Birdman's partner Jakki has insisted Mark bequeath this to her in his will !!!!!



## WHITELINE RACING VISIT VIVA LAS VEGAS

For King Springs the annual Sema Trade event in Las Vegas is an important time for Director Mark King to network with customers from all over the world, but for the rest of the Whiteline Racing boys it means a hell of a good time together. Bobby, Jason, Paulie and Birdman all went over and for Bobby another birthday on 2nd November was shared away with the crew. There's no doubt the show has so much on display for the boys to investigate and they made sure they enjoyed some of the famous nightlife going to a Circus and a David Copperfield show. Paulie's pics tell a story !!







# A WORD FROM SHAZ

## CLIPSAL 500

## ADELAIDE PARKLANDS CIRCUIT, SA

MARCH 3-6, 2016

### 2016 Series Return

End of season, Christmas and New Year came and went at the speed of clicking your fingers it seemed, but here we are three months on from the season closer at Phillip Island to the 2016 opening round in the home town of Whiteline Racing, Adelaide.

Adelaide is always a very social affair for us and with the crew all based at Bob and Shaz's home, we get to have some fun times together in between the serious stuff of making the racing happen !!

Birdman was busy on the off season and here's a summary of work carried out on the 85 King Springs Camaro and the 95 Lubrimaxx Camaro :

**King Springs 85 Camaro** - diff and gearbox ratios changed to suit Adelaide, new gear box fitted, minor body repairs from Phillip Island, new top wish bones were fabricated and fitted to take advantage of new regs, some interior trim removed also in line with the new 2016 rules. All mechanisms were removed from the driver's door and door filled with safety foam, the throttle pedal was redesigned and remade.

**Lubrimaxx 95 Camaro** – the diff and gear box ratios were changed, minor body repairs were carried out, some interior trim removed, the driver's door was filled with safety foam and the exhaust headers were repaired, which were broken at Phillip Island.

The crew from around Aus, Kingy, Paulie, Jason, Timmy, Andy all arrived in Adelaide on the Wednesday. They were picked up in the "Georgie-fied" Devil Bus and taken from the airport straight to the track. The boys set up their pit and started tinkering !! There was no track time until Thursday, so was a pretty relaxed day just checking through everything.

That night, we just had rack of lamb roast for dinner, early to bed for early departure – to get the boys and the bus in the track, you need to be at the gate by 7 am before the track is closed to traffic.



**Thursday** there were two practice sessions.

The first was at 9.35 a 20 minute session to shake down the cars and get a feel for the circuit. Kingy in his 85 King Springs Camaro put in 10 laps and the best time achieved was on the final lap with a 1.32.2396. As for Andrew in the 95 Lubrimaxx Camaro, 10 laps were completed, best time on the 2nd with a 1.32.3244.

The second session was held at 1.50 and was also a 20 minute session, Kingy completing 10 laps, the best time was achieved on the 4th lap with a 1.31.9340, so better than the first session, but the rest of the field had also improved, likewise with Andrew, 10 laps in his 95 Camaro, best on the 9th, time was 1.31.4056, so yes much improved from P 1, but not much improvement on the order, 9th quickest. Abel-nica, Seton, Bowe, Gomersall all setting the early pace.

On review of the two sessions, Kingy commented his 85 King Springs Camaro felt quick, but in reality compared to the rest of the field wasn't, although reflected he was running quicker than last year. Jason and Paulie just continued to make adjustments with bump stops fitted on rear shocks to settle down kerbing bounce. As for 95, Andrew, the rear shockers looked unstable, so Birdman and Timmy worked through solutions and adjustments to rectify that issue.

The boys reported back also, new Grandfather Andrew did enjoy a poppy nap in the arvo !!

The boys prepped the cars for Friday, which involved an early morning qualifying session at 9.20 followed by a race at 4.30.

Tea was at the Matheson Clan's home, please check out other business for the goss and picks on that !

When we go racing, we are always hopeful of fine weather conditions for the racing, although that said I know Andrew likes to play in the wet, anyhow, Adelaide just turned on extreme heat taxing equipment, crews and the drivers. High 30's for the event – track temp always well in excess.

A drivers meeting held on the Friday recognised these extreme conditions and given the cars in the TCM category are the glorius old girls of yesteryear, the seed was planted about reducing the races from 12 to 10 laps to avoid any overheating issues.

**Qualifying** was held at 9.20 and was a 20 minute session. For Kingy in the 85 King Springs machine, 8 laps were completed and the best time was on the last with a 1.30.176. The session was not without some drama when Kingy went into a very specky spin, 85 just got a tad unstable into turns 1, 2 had air underneath her and round she went – fortunately no damage and good value for television instant replays ! Kingy was really pleased with the session and the crew continued to make minor adjustments, particularly with regard to Kingy's foot pedals for comfort in the race.

Andrew in the 95 Lubrimaxx Camaro completed 10, his best time also achieved on the 8th with a 1.29.6799, so massive improvement since practice yesterday, but reckons he had more in the tank, just found he could get clear laps without coming up on traffic – felt the time achieved did not match the capability of the 95 machine.

Glen Seton was quickest out there putting in a record time lap of 1.29.330 – so as you can see between positions 1 – 8 you could throw a blanket over them.

A long break before race 1 and the heat took its toll – some of the boys took advantage for a siesta.





**Race 1** took place 4.30 ish and as I reported earlier was reduced as a precaution to combat the heat, but then was further reduced to 8 laps. Andrew in the 95 Lubrimaxx Camaro was out of 6 and Kingy in the King Springs Camaro out of 8. Was not a good start for Andrew, who found himself balked on the inside lane which slowed right down to about 40 klms before it got going, which with the gearing selected meant the Camaro just took too long to pick up the pace and resulted in Andrew losing several positions as the field went around the outside, including team mate Kingy, so by the end of the 1st, Andrew was back to 12th. This, combined with missing a gear found Andrew in unfamiliar territory. Kingy did get off the line well and was maintaining his qualifying position in the top 10. The start also created entertaining moves with Ritter, Seton and Bowe all wanting to lead the pack. The race was not without plenty of action with Karanfilovski making contact with the tyre wall at turn 1 which triggered the safety flag, other casualties who did not finish were Mercer and Tilley. Kingy thought he'd try to capitalise on an opening to move on Fisher on turn 9, but misjudged giving Fisher a 'love' tap which resulted in some minor guard damage to the left, Fishers right guard, however, both Whiteline boys would have to be content with finishes just in the top 10 with the 85 King Springs Camaro finishing in 8th, ahead of team mate 95 Lubrimaxx Camaro of Andrew. Ritter won the race in the Monza with JB, Seton, Richards 1 – 4 respectively. The shortened race laps would make the job of improving on position pretty difficult, so much smarter to notch up the consistency of finishing – it is early days into the season.

On return to the pit, the boys got busy preparing the Camaros for their scheduled 11.05 am race.

Jobs done, the boys board the "Devil" bus and headed out to Whiteline Racing headquarters at Green Fields – the team enjoyed a few drinks together checking out the racing memorabilia before enjoying a nice dinner together at Mawson Lakes.

Saturday's weather was just stinking hot, really muggy too absolutely testing man and machine !!

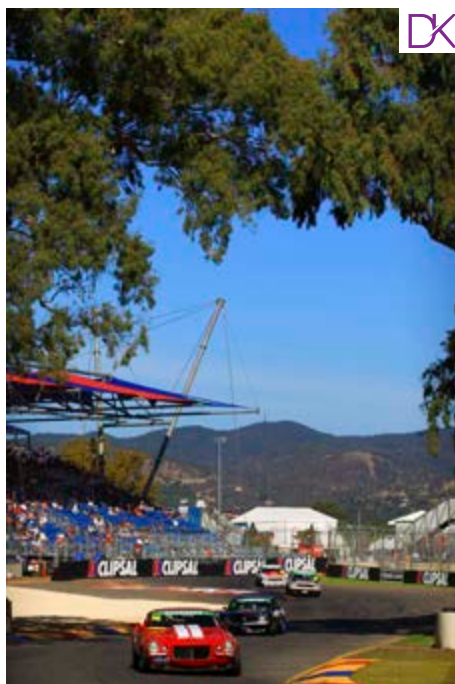


**Race 2** - The 10 lap second race got away at 11.05 and was over 10 laps, Kingy in the King Springs Camaro 85 out of 8 and Andrew in the 95 Lubrimaxx Camaro out of 9.

With the race underway the excitement of the front row dual of Bowe and Ritter and who would lead the group was a great start, with Ritter coming off best when the left side of JB's car just clipped the tyre barrier. Kingy got around Freestone early in lap 1 and was initially pleased with his choice of break pad, but once they got hot they wained and Kingy found himself having to rely on gear changes to slow down his No. 85 King Springs Camaro and as a result lost position to Freestone on the 4<sup>th</sup>. Meanwhile, Andrew in the 95 Lubrimaxx Camaro was on the charge and impressively worked his way through the field from 9<sup>th</sup> to finish 4<sup>th</sup> with Ritter, Abelnica, Bowe 1 – 3 respectively. The race was run under blitzing times, with Abelnica setting a new lap record.

The boys got busy preparing the cars for Sunday's race and were keen to head out from the track early afternoon to enjoy a day together boating, swimming and eating South Australian Prawns and Oysters – check out the pics in other news !!! It was a hot and balmy night in Adelaide and was a relaxing time for all.

Sunday's race was held at 11.00 a.m. and was a trophy race. The field would start in a reverse grid format putting the faster qualifying cars up the rear, gaining points for starting and finishing only. It is a new racing initiative for the Category with TCM Sponsors Waeco fridges sponsoring the race with trophies and prizes.



**Race 3** - It was to be 10 laps, but was reduced to 8 laps, again the conditions were extremely hot and the boys were starting way up the back. The race got underway and it didn't take long for mayhem to set in when entrant 46 Leo Tobin had a jammed throttle cable, which triggered the safety car – the domino effect could've been a lot worse, but it took until the 4<sup>th</sup> lap to get the race back underway. The restart was clean as it was indian file – the initial start was slow for Andrew in the 95 Lubrimaxx Camaro due to traffic and Kingy in the 85 King Springs Camaro had got a good start and had Garwood's Capri in his sights, but then the yellow came out. Andrew's run was most impressive coming from 16 to take out third place and Kingy was running well in 11<sup>th</sup> but saw no point in pushing any envelopes in the final event of the weekend.

A presentation took place, with Andrew collecting his 3<sup>rd</sup> trophy and Waeco cooler box for the last event and took the opportunity in his acceptance speech to thank Whiteline Racing and the crew for all the effort over the years, as this was his final race in the TCM Category until further notice. Andrew will concentrate on racing his Aston with son George.

This was an extremely emotional moment for the team as we have shared so many memorable moments together, enjoyed incredible success and together have been great ambassadors of the TCM Category.

**SHAZ**

For further information:  
0418 826 272 - [shaz@wline.com.au](mailto:shaz@wline.com.au)





# TCM MEDIA TOURING CAR MASTERS RELEASE

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## 2016 TCM SEASON TO LAUNCH AT CLIPSAL 500 MAR 1, 2016

**STEVEN JOHNSON is set to return to Touring Car Masters competition this weekend at the Clipsal 500 Adelaide as the 2016 season launches in style.**

Johnson's return to the category comes as former V8 Supercar ace Greg Ritter joins full-time and a host of potential title contenders' front for what is expected to be a highly competitive 2016 season.

Johnson returns to the category for the Clipsal 500 after a part-time campaign last season where he successfully drove John Bowe's Ford Mustang Trans-Am to four round victories.

The Queenslanders will remain blue-oval based this year however has switched to a Ford Falcon GTHO owned by Tony Karanfilovski and prepared by Steve Makarios' Synergy Racing outfit.

Meanwhile, a trio of former V8 Supercars / Australian Touring Car Champions all return to the series in three different brands of muscle car to kick off the 2016 title fight.

Bowe (Holden Torana SL/R 5000), Jim Richards (AMC Javelin) and Glenn Seton (Ford Mustang Coupe) are expected to be amongst a host of outright contenders for this year's TCM crown for classic muscle cars built between 1964 and 1976.

The three have a combined seven ATCC / V8 Supercar titles to their credit – not to mention the last six outright-class TCM titles being split between legends Bowe and Richards.

Bowe will continue to race the Payce Holden Torana SL/R 5000 in which he won last year's series – though he's yet to race the car at the Clipsal 500.

Richards will return in his remarkably popular Shannons Insurance-supported AMC Javelin while Seton will suit up for the blue oval in the Thunder Road Racing Team Australia Ford Mustang Coupe he raced last year. Whiteline Racing's Andrew Miedecke – a five-time Clipsal 500 TCM race winner – and Mark King, who has won once on the Adelaide streets, return in a pair of Adelaide-based Chevrolet Camaros with the popular local outfit looking to continue their strong home-town form.

King was the quiet achiever in 2015, consistently scoring strong results to end up third in the Pro Master championship behind only Bowe and Richards while Abelnicia is second only to Bowe in race wins at the Adelaide Parklands circuit.

Another Aussie racing legend – Rusty French – will also be back on track in a re-built Skye Sands Ford Mustang following a hefty crash in the final round of 2015. Former Ford Performance Racing and Garry Rogers Motorsport V8 Supercar ace Greg Ritter returns, with the former V8 Supercars regular joining the championship full time this year driving a Chevrolet Monza coupe.

Ritter made his TCM debut at Phillip Island's 2015 season finale and was instantly impressive: qualifying on pole before a race weekend hampered by niggling reliability issues saw him fail to finish the first two races of the event.



He stormed from last to fourth in the final race of the season to serve notice that the Monza would be a contender despite never having previously having troubled the outright scorers. Last year's ProAm title winner Cameron Tilley is also back in his incredibly popular Cannon Trailers Valliant Pacer Hemi. Dubbed 'The world's fastest Pacer', Sydneysider Tilley finished second outright on the Adelaide streets in the second race of last year's Clipsal 500 TCM round and is famous for always driving the six-cylinder car as hard as it can be driven.

TCM stalwarts Eddie Abelnicia (Adelaide's Cheapest Cars Ford Falcon XB Coupe), Tony Karanfilovski (Ford Mustang) and Jason Gomersall (iSeek Racing Holden Torana SL/R 5000) all return having each raced at the pointy end of the pack last year. Gomersall finished third in the ProAm division – behind Cameron Tilley and Tony Karanfilovski – while Abelnicia was fourth in the ProMaster division behind only Bowe, Richards and Mark King.

The iSeek Racing Torana will again be prepared by V8 Supercars development Series outfit, Matt Stone Racing.

Sydneysider Tony Karanfilovski will return to the scene of his maiden Touring Car Masters victory: the Ford Mustang driver nailing his first win in the category two years ago on the Adelaide streets only to fail to turn a single lap last year when an early engine drama ruled him out of competition.

Jesus Racing's Andrew Fisher is also back in his popular Ford Falcon GTHO and ready for a big season after a learning 2015, as is 16-year-old Tasmanian teenager Adam Garwood (Holden Torana).

Adelaide-based husband and wife combo, Greg Keene and Amanda Sparks, will return to the series with their Porsche 911 RSs, two of the five-strong local contingent that includes Rory O'Neill (Porsche), Graham Stewart (XA Falcon) and Nigel Benson (HQ Monaro).

Last year's ProSports class winner Leo Tobin has a new Ford 'Boss' Mustang ready for his 2016 season, switching from the HQ he raced last year.

Paul Freestone (Camaro) returns in his Chevrolet Camaro, while Victorian Wayne Mercer's Ford Falcon GHTO is expected to make the event in time after a lengthy rebuild in the off-season.

The Touring Car Masters field will tackle three races across the Clipsal 500 Adelaide weekend.

Every session from Practice two to the final race will be broadcast live on FOX Sports Motorsport (Channel 506). Coverage will also air on Network Ten across the weekend with final details to be confirmed.

The Shannons / Rare Spares Touring Car Masters paddock will be located in the centre of the circuit precinct with fans welcomed to check out the cars and meet the stars of the series across the four days.

## SETON EDGES BOWE IN ADELAIDE QUALIFYING THRILLER MAR 1, 2016



**A THRILLING duel for the first pole position of the 2016 Touring Car Masters season has gone the way of Glenn Seton by the smallest of margins.**

The Thunder Road Racing Team Australia Ford Mustang driver quite literally saved his best for last by jumping to the top spot on his 11th and last lap of the 20-minute session, crossing the line after the chequered flag to grab pole for Ford.

Bowe had laid down an impressive 1m28.39s lap late in the session, the time a full 1s underneath the existing TCM qualifying record – already held by Bowe – on the Adelaide parklands circuit.

Having banked the lap Bowe pitted his Wilson Security / Pace Torana content with his effort but the last gasp charge from Seton saw him edge Bowe by just 0.06s on his final lap.

It's the first time since 2009 that Bowe hasn't qualified on pole at the Clipsal 500 and ends his run of six straight Adelaide TCM pole positions.

The most competitive TCM Qualifying session in years saw several drivers hold top spot throughout the duration – one of them Chevy Monza driver Greg Ritter. Having scored pole on his TCM debut at Phillip Island last year, Ritter looked likely to take his second straight pole today before first Bowe, then Seton, bested his otherwise impressive 1m28.68s benchmark.

Jim Richards took the Shannons Insurance AMC Javelin to fourth (1m29.05s) with Eddie Abelnicia's XB Falcon Coupe fifth and the last car within 1s of Seton's pole effort.

Andrew Miedecke was another contender in the Whiteline Racing Camaro and will start race one from sixth position, just ahead of Steve Johnson in the XY GHTO Falcon. Mark King (8th), Jason Gomersall (9th) and Andrew Fisher rounded out a fiercely competitive top-10.

# RITTER RACES MONZA TO MAIDEN TOURING CAR MASTERS WIN

MAR 4, 2016

**GREG RITTER HAS CHARGED FROM THIRD ON THE GRID TO WIN THE OPENING RACE OF THE 2016 TOURING CAR MASTERS SEASON, THE FIRST VICTORY FOR A CHEVROLET MONZA IN THE SERIES' HISTORY.**

In just his fourth ever TCM race start, Ritter had to battle his way to the front of the grid through some of the sport's biggest names as he first passed Glenn Seton on the start and then John Bowe two laps later to take a lead he would ultimately never lose.

Having earlier beaten John Bowe to pole by the closest margin in TCM history – 0.06s – polesitter Seton was slow away from the rolling start in his Thunder Road Racing Ford Mustang, forcing Ritter to take evasive action and swerve hard right in avoidance.

A breathtaking slide towards the pit wall allowed him to pass the slower Ford before turn one and gain a position.

Then running second, he pressured Bowe across the opening lap before slicing nicely up the inside a lap later to take the lead at turn four.

A Safety Car was called soon after Ritter assumed the lead when Tony Karanfilovski clipped the tyre bundles at turn one.

The impact immediately broke the steering on his Ford Mustang, spearing it into the tyre bundles at the famous turn one-two-three chicane and out of the race with damage to the left front corner.

Once the race resumed Ritter controlled it from the outset and was able to lead Bowe and Seton home to record his first win in a slightly shortened affair.

Just off the podium, Jim Richards continued his consistent opening round of the championship and finished fourth in the Shannons AMC Javelin, one place ahead of Eddie Abelnica's XB Falcon. Steven Johnson raced his way into the top six in the Falcon GTHO, just latching on to the rear of the leading group of five at the end of the shortened race.

Paul Freestone stormed from 12th on the grid to 7th at the finish in his Freetones Transport Chevrolet Camaro: the Victorian the biggest mover of the eight-lap race thanks mainly to a storming opening lap.

Mark King, Andrew Miedecke and Jason Gomersall completed the top-10.

The father-son combo of Adam and Greg Garwood finished 11th and 12th, respectively, Garwood Snr improving from 21st on the grid in the debut of the Ford Capri Perana in TCM competition.

Only three failed to finish the race: Karanfilovski after his crash, Wayne Mercer after a spin – following contact at turn 14 – and Cameron Tilley in the popular Valliant Pacer.

An unknown oil leak / surge issue on the popular Chrysler product has seen it complete minimal laps this weekend much to the frustration of the Sydney driver and his small team.

Earlier in the day, a thrilling for the first pole position of the 2016 Touring Car Masters season has gone the way of Glenn Seton by the smallest of margins.

Bowe had laid down an impressive 1m28.39s lap late in the session, the time a full 1s underneath the existing TCM qualifying record – already held by Bowe – on the Adelaide parklands circuit.

Having banked the lap Bowe pitted his Wilson Security / Pace Torana content with his effort but the last gasp charge from Seton saw him edge Bowe by just 0.06s on his final lap.

It was the first time since 2009 that Bowe hasn't qualified on pole at the Clipsal 500 and ended his run of six straight Adelaide TCM pole positions.

# RITTER BRINGS THE HEAT AT CLIPSAL 500

MAR 5, 2016



**CHEVROLET MONZA racer Greg Ritter has continued his perfect start to the 2016 Touring Car Masters season by taking race two on a sweltering Saturday at the Clipsal 500 Adelaide.**

Starting from pole thanks to his race one victory on Friday, Ritter and race one runner-up John Bowe ran side-by-side into turn one – Bowe clouting the inside tyre barrier and bending the steering arm on his Wilson Security / PAYCE Holden Torana SL/R 5000. The defending champion slowed briefly as he assessed the damage, dropping to fifth place before building up to speed.

Ritter pressed on in front and established a small yet stable lead en route to his second straight victory while behind them the contenders stacked up in the battle for second.

Glenn Seton held second place for the first three laps before a storming Jim Richards stormed past in the Shannons AMC Javelin.

Richards' would close in on leader Ritter however slowed dramatically on the ninth lap when a pulley on the front of the engine sheared off, taking the fan belt with it.

With no water pump, Richards was forced to shut off the engine before any permanent damage occurred, though he will be forced out of the remainder of the weekend.

That elevated the Adelaide's Cheapest Cars Ford Falcon XB Coupe to second place, Eddie Abelnica brisk in his pursuit of Ritter in the closing laps – setting a new TCM Clipsal 500 lap record at 1m29.8211s during the race.

The Falcon ultimately settled for a fine second place while John Bowe elevated himself to third at the line after taking advantage of first Richards, and then Glenn Seton's dramas during the race.

Seton's Thunder Road Racing team Ford Mustang sweltered in the Adelaide heat, the double Australian Touring Car / V8 Supercar champion slowing his car on the straights in the second half of the race, ultimately dropping to fifth at the finish.

Andrew Miedecke stormed through the field to finish fourth in his Whiteline Racing Chevrolet Camaro – having started ninth.

Steven Johnson finished sixth, despite dragging his exhaust home for eight of the ten laps when the mounts broke early.

Paul Freestone again impressed to finish seventh, holding off an incredible four car battle pack for the final spots of the top 10.

Mark King finished just behind the similar Camaro in eighth, Andrew Fisher ninth and Jason Gomersall tenth.

The four cars ran nose-to-tail for much of the race in an entertaining battle that often saw the group two or even three abreast at times.

Greg Keene failed to start the race after his Porsche 911 RS sheared the flywheel bolts yesterday, while Karanfilovski was unable to repair the damage he sustained yesterday.

Cameron Tilley again failed to finish in the Valliant Pacer with a recurrence of their oil pressure dramas.

# TEENAGER TAKES FIRST TCM VICTORY

MAR 6, 2016



**A TEENAGER from Tasmania swept to his first ever Touring Car Masters race victory at the Clipsal 500, while Greg Ritter and Paul Freestone took the major class honours in the opening round of the 2016 season.**

Adam Garwood took the first ever TCM WAECO Fridges Trophy race, taking advantage of the reverse-grid affair to sweep to a commanding victory ahead of Andrew Fisher (who started 11th) and Andrew Miedecke (16th) in an eight-lap affair.

Garwood also won his first ever class round victory since joining the Touring Car Masters mid last year, winning the ProSports class fight ahead off local Nigel Benson and Greg Garwood.

Paul Freestone won the ProAm class ahead of Jason Gomersall and Andrew Fisher, while it was Greg Ritter who swept to his first round victory in the ProMaster division thanks to his pair of race victories this weekend.

Ritter's triumph was the first for a Chevrolet Monza in TCM competition and came in just his second ever round.

Defending series winner John Bowe finished second and Eddie Abelnica – the new Adelaide Parklands circuit lap record holder – third in his XB Ford Falcon. Sunday's WAECO feature race saw a reverse grid where the top 55% from Thursday's qualifying session were reversed and then sent to the back of the field.

Racing had barely begun before there was drama – Leo Tobin having the throttle jam open on his Holden Monaro GTS 350 as he raced into the turn one chicane. Fortunately no contact was made with rival cars as the Orange Monaro was safely deposited in the gravel trap, bringing out the Safety car for a three-lap interruption.

On the restart some willing racing saw Fisher and Miedecke make the most moves early, working their way through the traffic towards the front of the field. Porsche racer Amanda Sparks, having started from the front row, ran strongly in the top three for the opening half of the race before mechanical issues sidelined her Porsche on the final lap.

Andrew Fisher climbed to second with four laps to go, however was unable to make any impression on the flying Holden Torana out in front of the field, Garwood holding on to win the race by four seconds.

The new points system in place for 2016 sees competitors awarded points based on their finishing positions (in class) in races one and two, while the Trophy Race pays points to start and to finish. Should competitors start the race they get an initial 25 points, with a further 25 awarded should they make the finish – keeping the incentive to compete in the reverse-grid affair.

The results across the weekend mean Greg Ritter takes a perfect 170 points into the second round of the 2016 series, to be held at Sandown on April 1-3.

John Bowe (158) and Eddie Abelnica (151) sit second and third, respectively, in the ProMaster class.

TCM will re-join the Shannons Nationals at Sandown this April, with Sunday's racing to be streamed live via the TCM website across the weekend.





## CHEERS TO ANDY

AFTER a lengthy stint right at the front of the Touring Car Masters pack, Andrew Miedecke has announced that the Clipsal 500 was his last round in the category.

The Port Macquarie-based car dealer (and new grandfather) will now shift his attention to racing an Aston Martin in Australian GT with his son, George.

Along with his fellow generation of Australian Touring Car and Open Wheel stars of the 1980s and 1990s, Miedecke's time in TCM played a big part in growing the category to where it is now.

To celebrate his time in TCM - and his more than 20 years with the Whiteline Racing team owned by Bob and Sharon Middleton - we've pieced together this small photo retrospective on Andy's time in TCM.

All the best to Andy in his future racing!

**TCM MEDIA  
RELEASE**







# Thanks for the Memories Andrew

Whiteline Racing's Bob and Shaz Middleton formed a relationship with Andrew back in the Bob Jane Nascar Thunderdome days in the 1990's – Andrew driving one of the nascars in the two car team, the other driven by Bob the Builder then Chris Templar when Bob moved on to concentrate and go on and win multiple super truck titles.

Bob also played a management role in Andrew's Porsche Racing campaign and then the team reformed when Andrew took over driving the 1969, No. 95 Camaro.

Andrew's racing career spans over 40 years, having driven in Formula ford, Formula 2, Formula 3, V8's, Rally just about everything and had been part of teams co driving with and alongside the greats, Brock, Moffat, Bowe, Richards, Seton just to name a few.

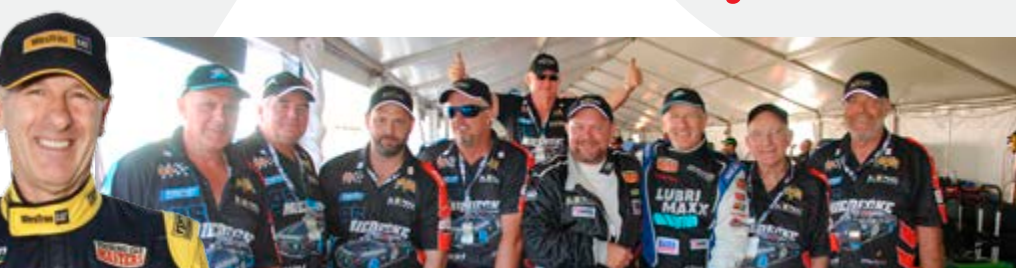
Apart from his incredible driving ability, his personable skills make him popular with his crew, race fans and sponsors – always generous with his time.

Our team past and present, are and will always remain close knit friends. Lots of wonderful times at racetracks around the country have been spent together, the highs and the lows that are part of motorsport have been shared.

Whilst the door has closed on TCM at the present, the Whiteline Racing Team and its association with Andrew Miedecke I am sure will be reignited by their passion for motorsport, loyalty and deep friendship.

Thanks for the memories Andrew and every good wish to you and George campaigning the Aston.

## Whiteline Racing







DK DIRK KLYNSMITH  
PHOTOGRAPHY



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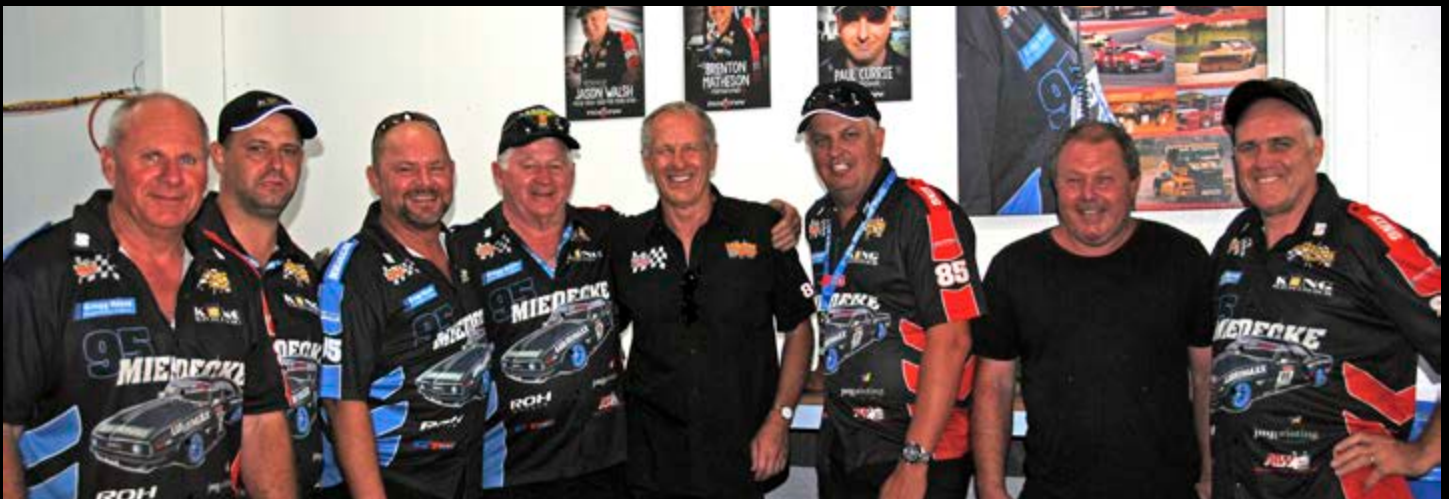
PICS BRENTON MATHESON



PICS BRENTON MATHESON



PICS BRENTON MATHESON







PICS BRENTON MATHESON



PICS BRENTON MATHESON



PICS BRENTON MATHESON





# other news

## FRASER ISLAND ESCAPE

Kingy enjoying some R and R



## WHITELINE RACING - CUTTING EDGE

Andy succumbed to the relentless pressure of the crew all giving him stick about his long locks !! Citing lack of time to get to the hairdressers, the usually short back and sides do was instead wavy locks - so to the rescue Angie !! Caped up Angie gave him a trim up and silenced the crew - who will they pick on now, no one is safe !!



## TEAM MATHESON HOST DINNER

Angie, Brent, Mitchell and Sophie Matheson put on a magnificent dinner for the team on the Thursday of Clipsal week. It started off with the best spring rolls we have all ever eaten, then Angie made the most delicious satay sticks, chicken curry, rice, noodles, Brent and Mitch cooked steaks on the bbq and Sophie made the cookies and cream cheesecake. We all gathered by their pool, enjoying drinks, fine food and great friends - a nice way to finish a day trackside

Thanks guys



## EVA MIEDECKE ENTERS THE WORLD

George and his gorgeous partner Kirsty have just delivered on a life long project with the safe arrival of baby Eva to the Miedecke family - as you will see by the pics, she is just beautiful and must say Georgie appears very relaxed and a very hands on Dad, clearly smitten by his little sweetheart.

Congratulations guys and ho, ho, ho, Andrew you are now a Grandfather !!





As has become the tradition, the Corvette Club of S.A. ran its annual event at the Port – whilst this is a fun event for all involved, the Club takes seriously its objective to be Community minded using this as an avenue to raise much needed awareness and funds for Mental Ill Health, running a raffle and entry gate donations. Thank you to the Board of Management and Members of the Corvette Club of S.A.



The crew enjoyed a memorable day and night aboard the Nuggett Lee escaping the heat having a few bevies and local seafood – the boys jumped over board for swims to cool off and much to our delight the local seal colony showed off as did a baby dolphin doing acrobats chasing a tug boat out to sea. Was a special time spent together. Cheers.



Georgie, Phil, Jimbo, Brenton & Shazzy got stuck into a project to revamp the Racing headquarters in Adelaide – check the pics out, the rework provides Birdman with greater space and user friendly facilities, plus heaps better on the eye. In the final stages of the project, Bobby and Shaz spent a day hanging up momentos of seasons gone by – looks great. Thanks to all the crew for the hard work and might I say through summer so was a challenge with the heat !!!





# WILD (MILD) HOGS TAKE ON THE GREAT OCEAN ROAD

5 – 8 February, 2016

A couple of years ago the gang headed off to the Great Ocean Road taking in the spectacular sights, having enjoyed it so much, another 'tour of duty' was slapped together and off we went. Meeting at the Old Toll Gate and Taillem Bend for breakfast, it was clear the group were set for a great time together. Old friend of the group and local to Taillem Bend, Lock McKinna risked his reputation and joined us for a coffee at the local BP – was great to catch up.

Day one we headed to Mt. Gambier to catch up with brothers, Michael and Doug Harrold from Glen Carron, we all enjoyed lunch together and have some great overhead shots of us arriving, as Michael organised a drone to capture our every move.

Lunch done, we headed off to Pt. Fairy our resting place for our first night. We headed down to the local in the main street for tea and the local café the next morning for breakfast prior to departing for Airys Inlet.

On our way down, we followed the coast road taking in the magnificent sights of the 12 Apostles and Apollo Bay with refreshments along the way. What was evident, that despite the fires, the country side was picture perfect and a place everyone should visit in their lifetime.

Once at Airys, Paul and Christine Freestone hosted us to a private gathering at their Diner – burgers, fries and a coldie were the order of the day. Paul and Chris showed us through their amazing museum and we all had just the best time – special thanks to them for showing us such a great time, great food, music and laughs.

The next morning we headed to Queenscliff, boarded the ferry and disembarked at Sorrento, following the highway in for retail therapy then back to Airys Inlet for the night. One of the many highlights was passing through Queenscliff where a Hot Rod Show was set up – wow, there were some amazing machines. Monday morning we headed home back to Adelaide through central Victoria taking in beautiful little country towns along the way, including Hamilton. Lunch was at the local in Naracoorte selected by Mark and Steph – which was home turf for them.

Our final stop together was at Taillem Bend where we all said our goodbyes and reminisced on what was another fantastic adventure together. Check out the pics.

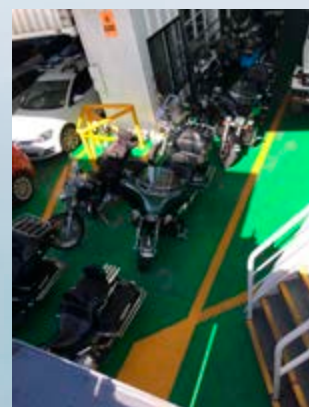
Special thanks go to Liam for again driving the support vehicle and towing the loan trailer from Ross Almond – Copyworld, on yuh Ross.

## Tour 2016 Included

Bob The Builder - Bob  
Rebel - Shaz  
Giggles - Steph  
Container – Mark, Crossy  
Humphrey - Carl  
Cookie - Barb  
Spyder Man - Gaz  
Red Back - Barb  
Iceman - Richard  
Red - Tracy  
Retread - Len  
Smythy - Andrew  
Fat Bas---d - Brian  
Galah - Liz  
Chook - Annette  
Sharpie - Pete  
Steppy - Shayla  
Mongrel - Steve  
Roadie - Liam



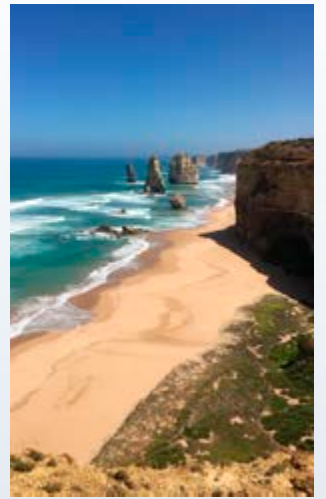
2 'OLD BOYS' OF INDUSTRY - PAUL FREESTONE AND BOBBY HAVE A CHAT AT PAUL AND CHRIS'S AMAZING DINER..



CHOOK, SHARPIE AND STEPPY







# WILDHOGS CALL IN ON GLEN CARRON

As part of the 'tour of duty' to the Great Ocean Road, the wild hogs called through and caught up with Michael and Doug at Glen Carron in Mt. Gambier.

They arranged for a drone to photograph our arrival and then enjoyed lunch at the local, but not before Michael and Chris showed us through their magnificent home – thanks so much for the hospitality and great few hours together.







## SERIES RESULTS

Round 1 Clipsal 500 Adelaide (SA) March 3-6  
 Round 2 Sandown Shannons Nats (VIC) April 1-3  
 Round 3 Winton Super Sprint (VIC) May 20-22  
 Round 4 Skycity Triple Crown (NT) June 17 - 19  
 Round 5 Coates Hire Ipswich Super Sprint (QLD) July 22-24  
 Round 6 Phillip Island Shannons Nats (VIC) Sept 9-11  
 Round 7 Supercheap Auto Bathurst 1000 October 6-9  
 Round 8 Muscle Car Masters (NSW) Oct 29-30



Class	Driver	R1	R2	R3	R4	R5	R6	R7	R8	TOTAL
PRO MASTER CATEGORY - 2015 ENZED TOURING CAR MASTERS										
ProMaster	Greg Ritter	170								170
ProMaster	John Bowe	158								158
ProMaster	Eddie Abelnica	151								151
ProMaster	Glenn Seton	147								147
ProMaster	Steve Johnson	134								134
ProMaster	Andrew Miedecke	131								131
ProMaster	Mark King	122								122
ProMaster	Jim Richards	48								48

The ENZED Touring Car Masters series is supported by ENZED, Rare Spares, Shannons, PWR, Meguiar's Unique Cars, Hoosier and Australian Sports Marketing.  
 For more information visit [www.touringcarmasters.com.au](http://www.touringcarmasters.com.au)

