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Queensland Raceway, QLD
JULY 27 - 28, 2013 →

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NEWSLETTER



A word from Shaz

Queensland Raceway Ipswich, QLD
JULY 27-28, 2013

ROUND 4

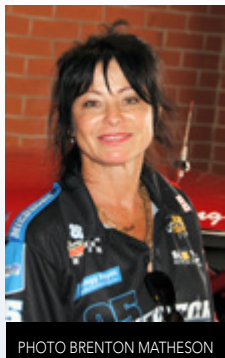


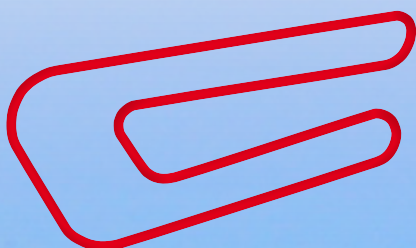
PHOTO BRENTON MATHESON

Sunny Queensland would be where this round of the Touring Car Masters would be decided. As with Perth and Darwin a long haul from Adelaide means the logistics of getting the team and our fellow South Aussies to the track are full on. Bob the Builder would be a b double combination

behind the very showy Coronado from Daimler Trucks. The Queensland raceway is in close proximity to the Amberley Airforce Base so we kinda had a free air show whilst they would take off and land regularly.

The b double departed early Tuesday, the Builder meeting up the highway with Yogi towing the Savy Motorsport transporter from Melbourne.

Prior to this however, Mark Birdman had a hefty job list for both the cars



Queensland Raceway
Ipswich, Queensland

Opened
1999

Length
Turns 3.12 km (1.95 mi)
6

The 85 King Springs Whiteline Camaro - Mark King

The Truck Factory repaired the right front guard and both doors, new upper front ball joints were fitted, clutch repairs to address the issue experienced in Darwin, gear ratio and diff ratio changes to suit Queensland Raceway, removed and replaced all four shockers for testing.

The 95 Lubrimaxx Whiteline Camarao - Andrew Miedecke

Extensive body repairs by The Truck Factory to replace the right hand front guard and right hand door skin, an engine change was carried out, front shock and suspension repairs, diff ratio change to suit Queensland Raceway and the rear shocks were tested.

As for Andrew, immediately after the Darwin round he headed off to Europe for a month long holiday, taking in Paris and sailing Croatia – check out other business for info and pics.

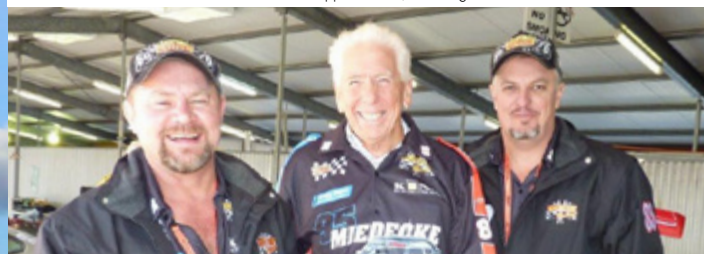
Birdman flew in Thursday morning to assist with setting up the unload and pit area with Mark King on hand also – Thanks to Western Star Callie and his son, Kyle assisted over the weekend and as you will read were kept very busy.

Thanks must go to Wil Riddock for allowing Callie to be part of the team and for providing a vehicle to get the crew to and from the track – really appreciate the support !! Makes the logistics of shuttling the crew around just so much easier. Not to mention he and his wife Cheryl giving up their Sunday to take us to the airport.

Thursday night the balance of the crew arrived and so the scene was set for the weekend of racing.



Our accommodation was full of luxurious appointments, the lounge was 2x swivel office chairs !!



Kingy with Jason and his father in law trackside

PHOTO DIRK KLYNSMITH



PHOTO DIRK KLYNSMITH

Friday two practice sessions were scheduled

The first an early morning session at 9 am. Andrew completed 11 laps with the best time achieved on the 8th with a 1.1941 however, it was apparent something was wrong – the 95 machine was not running on all 8 cylinders. Further investigation by the crew would discover a serious engine failure and with the spare engine still being rebuilt the team was exploring its options. Further inspection revealed the cam followers or roller lifters were the catalyst for the problem, when a cam follower fell to bits damaging the cam – several others were at the point of failing also. Thankfully, respected and successful engine developers KRE based in Queensland came to the rescue, putting three mechanics onto the job of rebuilding it. 11 pm Friday night they completed the rebuild with the crew accessing the track 6 am to refit into the Camaro. On our side also was the later scheduled qualifying session, giving the team sufficient time to do the refit. Qualifying was 11.30 with the engine started up at 10.30 – whoo, hoo !!

As for Mark in the 85 King Springs Camaro Mark took part in both sessions. The first clocking up 10 laps with the best on the 3rd with a 1.1988. Kingy and the boys were chasing a bad understeer issue which they contributed to the heavy sway bar – this was changed and the crew continued to tune the suspension to counteract the problem.

As for the 2nd practice held at 12.40, Kingy got in 11 laps the best on the 10th with a 1.1969 a slight improvement on the previous session, but Kingy commented it was hard to read due to the scrappy tyres they currently had on the car – all of the changes made were designed to achieve more grip and a firmer suspension, as the roll previous was that bad it was scrubbing out the tyres !! For qualifying the restricted, new tyres would be fitted, giving a true indication if they were heading in the right direction.

Qualifying was held at 11.30 and for the team there were anxious moments wondering if the engine repairs and install was successful given there had been no chance to test prior to the session.

For Andrew in the 95 Lubrimaxx Camaro five laps were completed with the fastest on the 2nd lap with a 1.1827 – this placed him off the second row in 4th for the first race, with the big fords of Kassulke and Bowe 1 and 2 with Jason Gommersall in 3rd in his Holden Torana. A far cry from last year when Andrew broke the track record, which still stands with a 1.174. This year we seemed to be lacking straight line speed.

For Kingy in the 85 King Springs Whiteline Camaro frustrating times as he was lacking power to the ground and drive out of the corners – resulting in 9th quickest with a 1.1884 on the 3rd of 6 x laps. The other issue for Kingy all weekend was chronic lower back pain which just gave him merry hell. The crew fiddled with set up just trying to find a solution to his handling issues on the track.

Race 1

Race 1 was held at 2.45 and over 12 laps. The boys started out of their qualifying positions. The race got underway, with Andrew uncharacteristically getting a blinder of a start and Kingy, not a good start, but as he had the inside run was able to make up a few spots on turn 1, the first lap Bowe and Kassulke dominated up front with Andrew in 3rd and Kingy in 11th. On the 2nd Kingy had made up good ground but ran wide to avoid colliding with the 33 Porsche of Keene on his inside, which resulted in losing four placings as the pack around were better placed. The front runners with Andrew still in 3rd were consolidating their lead, but Andrew was acutely aware of the very fast Holden HQ of Les Walmsley right on his tail. The third lap was entertaining with Kassulke closing the gap on Bowe on the back straight, however, Bowe maintained his no 1 spot. Mid race the pressure on Andrew from Walmsley eased with Kingy only able to regain two spots resulting in Andrew finishing in 3rd and Kingy 10. On return to the pit, Mark commented that his 85 camaro was very loose in the rear end and for Andrew, it was “the best we could do on the day.

The crew continued to check and ‘tinker’ for the rest of the afternoon in readiness for two races on Sunday.

Friday night we had a great meal at the Jets Leagues Club, so headed there again Saturday night – we were all to bed early – the guys all reckoned they were going to watch the Hungarian Grand Prix qualifying but on quizzing them all in the car on the way to the track – it’s pretty evident they were all counting zzzzzzzzzzz’s and missed the sessions.

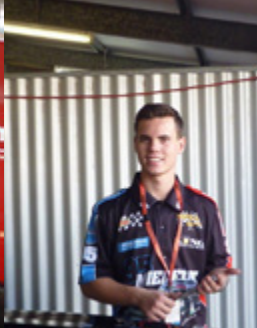


The #95 engine rebuild





Ray was there to lend a hand and we definitely made sure he was kept busy - sorry Ray !!



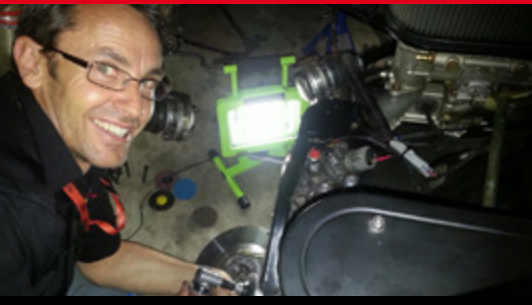
Callie from Western Star brought along son Kyle to assist pitside



Birdman hard at it



Jason on spanners with Elmo supervising



Stu from KRO Racing found himself in the thick of it, seen here helping out mate Craig on the Skye Sands Entry, guess Stu figured if I lend him a hand we can go 'play' earlier !!!



Birdman - "all in a day's work" .jpg



Jason on tools

Race 2

Race 2 was held at 9.00 a.m. and over 12 laps. It was a reverse grid of the top 50%, given the depleted field it meant the top 9 were reversed not 10 – had it have been the top 10 which is usually the case, Kingy would've started out of Pole.

As it would be however, Kingy due to a form up error started out of 12 ! Andrew out of 7. Green light given both the boys got good starts. Jimmy Richards immediately had a nice lead, but Bowe was moving fast through the field. On completion of the first lap the Whiteline team were 8th and 9th. On the 2nd Andrew in the 95 Lubrimaxx Camaro started his moves through the field with a great pass on Crick on the 2nd. On the 3rd things got messy when Greg Keene in the 33 Porsche and Andrew had a coming together which triggered Keene to spin off field, Crick taking evasive action and in doing so, Kingy got caught up in it, with both Crick and Kingy sustaining substantial damage. Greg Keene and Andrew had no damage as it was more a case of rubbing, sadly for Crick his day was over and whilst Kingy's body damage was bad it was not enough to stop him. Also having a great race was 88 Karanfilovski in his magnificent Ford Mustang, staying 2nd behind Jim for the entire race until the last lap when he lost control and went infield. This now meant Bowe was behind Richards with Kassulke in front of Andrew when on completing the 9th lap for the final corner to the straight to start the 10th Kassulke slid off the circuit which now meant Andrew was 3rd. Kingy was having a great race, making an excellent passing move on O'Brien on the 9th and was behind Andrew when Kassulke left the track, but only momentarily and was able to recover and resume the track just before Kingy could follow Andrew through. The finishing order was Richards, Bowe, Miedecke, Kassulke and then Kingy, so a 3rd and 5th for the team was a great result.

On return to the pit the damage was assessed – the door damage to Kingy was significant and needed to be repaired in time for the final race – out came grinders, the porta power, hammers and good ole red racing tape. The boys did a great job and Kingy took his place in the 3rd race.



Good mates, Bruce who was trackside to lend a hand with Andrew



Western Star's Callie



Amanda Sparks with Stu keeping a watchful eye as her very fast little porsche is loaded up for the journey back to Adelaide



PHOTO DIRK KLYNSMITH



The boys try to free up the door damaged when Kingy become entangled with Crick

Andrew - Pics Craig Sportspics



The engine unbolted, the fork was sent in to lift the motor out

Mark - Pics Craig Sportspics

Race 3

Race 3 was held at 12 pm and was over 12 laps. The starting order was aggregate points from the previous races, which meant Andrew was in 3 and Mark out of 5. The field was given a start, only for disaster when the 95 Lubrimaxx Camaro flooded on the line. Talking with Andrew after the race he commented he just grimaced and was expecting the worse. Fortunately the rest of the field missed him and a yellow as triggered. Andrew managed to get started and was on a mad chase to catch up to the field before the race was restarted, which was a great effort but still saw him some 500 metres behind the last of the cars. Mark got a good start and had maintained his fifth position starting point. Andrew went on a mission to make his way through the field, however, the 10 laps remaining after the safety car exited meant he would have to be content with 7th behind team mate Kingy in 6th.

Overall for the weekend, Andrew would finish 2nd and Kingy 3rd in his class.

The team got busy loading up the cars, tools and tyres, as there was a window for Bob the builder to get out of the track late afternoon rather than have to wait until well after the V8 race had finished.

With about 15 minutes up our sleeve we made the deadline and this made a great start for Bob who travelled several hours up the road making his start for Monday a lot easier.

For the rest of us, hugs, handshakes, kisses and all of that 'stuff' as we all reflected on what had been a weekend full of highs and lows and a lot of hard work by the crew – but both the boys rewarded the team with great drives.

As always as a team we have a lot of fun and enjoy spending the time together. Our next round is Eastern Creek for the Muscle Car Masters – we look forward to sharing with you our adventures on the track.

For further information:

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0418 826 272
shaz@wline.com.au



Bob with the transporter - Pic Mile Maker Photography



Kingy picks up 3rd in his class for the Round - Pic Mile Maker Photography



PHOTO DIRK KLYNSMITH



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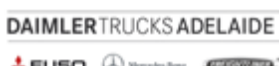
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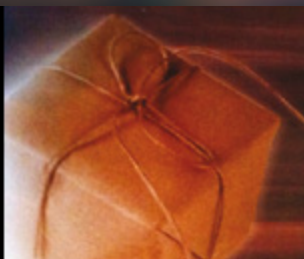
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PRODUCT TEST

STEEL WHEEL STANDARDS

STORY BY ALLAN WHITING, PICS BY GLYNN HELGESON

ARE YOUR STEEL WHEELS AS TOUGH AS THEY LOOK?

Strength standard compliance is essential for safety

Many serious off-roaders opt for steel replacement wheels when they're making their 4x4s bush-ready. Their aim is to fit wheels that have greater strength than the wheels that most 4x4s roll on when they leave the factory, or to replace split-rim wheels with wheels that can safely mount tubeless tyres.

It's understandable that people who intend to load their vehicles and use them on rough roads may feel that ex-factory wheel and tyre equipment is marginal for heavy duty use and in many cases they'd be right. However, just as 'oils ain't oils' there are great differences in the material quality and strength of replacement steel wheels and it's impossible to tell how well a wheel is made by just looking at the paint finish.



Cheap steel spoked wheels begin with cracks between the cut-outs.

The cracks join up and the wheel rim and spoked section falls off.

Steel 'spoked' wheels are not actually spoked: they're disc wheels with shaped 'cut-outs' that give the appearance of spokes. Typical failures of cheaply-made steel spoked wheels generally begin with cracks propagating between the cut-outs. In the case of extreme failures the cracks join up and the wheel rim and spoked section falls off, with the tyre, leaving the nave still bolted to the hub.

Because most 4x4 stud patterns are standardised, these non-compliant wheels are often replacements that can bolt to virtually any brand of 4x4 and to many trailers and caravans.

There are several types of cheaply-made steel wheels in the Australian market and some of these have failed catastrophically, with wheels flying off moving 4x4s. Several wheel importers have had to recall batches of product from the marketplace and many mining companies and government agencies have bulletins that list preferred wheels - including ROH steel wheels - and forbid fitment of non-compliant wheels.

Steel wheels that comply with Australian and International Standards have that compliance stamped into the wheel rim.

ROH steel wheels are tested in accordance with Society of Automotive Engineers' SAEJ328 procedures and International Standards Organisation's ISO3006 to off-road load capacities between 850kg per wheel to 1250kg per wheel. These capacities can be increased by 10 percent when fitted to axles on non-driving trailers.

The message when buying replacement wheels is: safety first; price second.

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Kassulke takes maiden pole at home race in Queensland

27, July, 2013



Kassulke and the Outbound Racing XB take pole in Queensland

The star continues to rise for Queensland local, Keith Kassulke, who has today taken his maiden pole position with the Touring Car Masters, at his home circuit, with crew and his family watching on. With two Masters entries on track, Kassulke's calm focus at the wheel of his Wheels.com.pg Ford XB Coupe, has taken the Papua New Guinea based businessman to the top of the time sheets, and there's a promise of more to come.

Having joined the series in 2010, Kassulke spent his debut year at the wheel of his, now second entry, the Outbound Racing 1971 Holden HQ Monaro, now driven by good friend Les Walmsley. Posting consistent performances while on the great learning curve of the challenging muscle car series, Kassulke stepped from the red to the blue side, purchasing the ex-Jim Morton, Glenn Seton driven, 1974 Ford XB Coupe to enter season 2012. The series' lone international travels from home in Papua New Guinea for each meeting, and has been taking advice from mentors including fellow Master, John Bowe, to keep the learning curve growing, and it's paying off with strengthening results, including a third outright at home at Queensland Raceway last season.

At the last round in Darwin, Kassulke showed he would be a force to be seen a lot more, with an entry that would cement its place in the strong front of pack challengers, and having now come home to Ipswich once again, a confident yet calm approach has seen all the work pay off, as Kassulke explained,

"This is a pretty incredible feeling, even more so being in my home town with almost the entire family here. I like this track, but I was making mistakes and the team were groaning, so then I went back out for a second run in the session and put in a great lap.

"I still can't believe the result! I made two mistakes on that fast lap but it still ended up as my quickest, so I imagine I've got a bit more in it which is promising.

"We (Outbound Racing, Walmsley and Kassulke) had an extremely good weekend here last year, second and third overall, a great team effort, and now we're looking forward to a big weekend and some really good finishes here.

"In Darwin I placed high expectations on myself, and as result, made mistakes and paid for it, but I've come here very calm for this first time in all my race meetings, and I'd said to Dick (Savy, Engineer, Savy Motorsport), that I felt great and was looking forward to a big lap, so hopefully that will transfer through to the rest of the races.

"Having two cars here again is great, and Les (Walmsley) loves that Monaro more than I do. He's a fantastic driver, and to do it part time and always be up the front, I hope he does very well.

"I'm really happy with how I've been going. Dick (Savy) has helped a lot with my driving and the car, with John Bowe helping last year also, and Dick's on-going input has been incredibly helpful - he may have never raced, but he knows so much about driving and I'm respectful of that. I'm still learning and we're going to keep getting better.

"Having taken pole here in Queensland, it will only spur me on to bigger and better things. Put simply, to be on pole in Queensland - a fantastic feeling!

PHOTO DIRK KLYNSMITH



One more makes 55 wins for Bowe as Miedecke's engine holds strong and Walmsley charges forward

27, July, 2013

Lining up for the opening race of Round 4 of the Touring Car Masters, Kassulke had taken an impressive maiden career pole, with the dominant Bowe now sitting adjacent on the front row. With 12 laps ahead, the competitive grid was ready to race, and with battles breaking out across the field, it would again be Bowe bringing home the glory, while Miedecke's engine, rebuilt just hours earlier made the grade, and part time Master, Walmsley returned to prove his place at the head of the pack.

Off the line and it was Bowe away to retake the leading craft so often displayed, a four wide charge following the Mustang to the first turn as Crick's Charger smoked away. On debut, Tobin wanted in, taking to the outside around Vining and O'Neill, Gomersall's Torana with its mirrors full of the Walmsley HQ as they headed for turn four. Bressington and Alexander were side by side, while King dropped wheels in the dirt at the exit of five as he took to the defensive on Richards.

Kassulke was back on his game, closing in on the Mustang in front as they made the run to three, while Sparks looked to have the move on O'Brien, but eyes were following the Sprint of Richards, in a rare movement, dropping four places in the opening lap. Karanfilovski's latest Masters entry's opening race was a true racing introduction with wheels in the dirt early as Crick moved past to head their battle. Bowe was up for a challenge, the XB of Kassulke pulling alongside as the pair approached turn three, but for Tobin it was an early departure from the tarmac, a rear brake line coming away to leave the HQ with no brakes and no choice but retirement.

As O'Brien took a spin on the run to turn two, Sparks was now on Mason, taking a look under the Mustang at turn three, the horsepower winning out as the pair headed through the centre straights of the circuit. Walmsley was pushing hard, keen to repeat last year's Queensland success, putting the HQ through the dirt, while King was all over Alexander as he closed in on the Monaro ahead.

Soon a three way battle had broken out in the leading pack, Miedecke leading Walmsley, with Gomersall joining the fight. Kassulke was looking for the lead, driving his Ford hard but controlled, looking to close in on Bowe in the braking zone at the top of the circuit, Bowe's experience winning out to keep the gap and the lead. The challenges

across the pack were as strong as those at the helm, French, Vining and O'Neill nose to tail to close out the field. Still pushing his freshly rebuilt engine to the max, Miedecke was on the defensive, and back in the pack, Vining used the horsepower to take a look under the Porsche of series debutant, French.

Leading in the Pro Sportsman entries was Keene, holding his own as the Richards and King muscle car battle closed in, the Porsche nimble through the corners and looking strong inside the top ten. It was on for the lead once more, Kassulke going for the outside, taking to the cross over, but Bowe again pulled away to maintain his lead.

Alexander would have a big moment at turn three, Richards having made the gain on King, now through under the HT Monaro and into the top ten, as Alexander recovered to have Mason all in his mirrors. Karanfilovski versus Crick was continuing, the fresh Mustang going side by side with the growing experience of the Charger, while further back, Vining had made it through on French. The horsepower would win out, Richards now under Keene on the back straight, as the battle between Karanfilovski and Crick heated up, locked side by side once more, both locked up into turn three.

While making her way towards the top ten, Sparks took a spin, recovering for 15th, while husband Keene was now under attacked from the King Camaro. Miedecke was still looking the goods, bouncing over the curbs, while Alexander went sideways out of the final corner on the run to the main straight, allowing Mason to close in to take 12th, while O'Brien joined the action. Bressington and Richards were now in a dual, Richards trying the slipstream, but the HQ would lead on until a move under at turn four to see the Sprint keep moving forward.

With three to go, the door to door action was on again, Karanfilovski and Crick fighting for a place in the top five, the Mustang pulling alongside the Charger at turn three, looking to make the switch back on the run to turn four, again side by side, but Crick would hold on to fifth. Gomersall had a lockup and went wide at the final turn, the Torana wanting in on the great battle unfolding ahead on the



Bowe made it four in a row at Ipswich

road. As Vining spun in the centre of the track, French and O'Neill were putting on a show, the Porsche duo in their own side by side challenge through the turns and drag racing along the straights on the closing laps. Kassulke began to fall back to the battle of Miedecke and Walmsley on the final lap, but Bowe would go on to win his fourth straight race at Ipswich, to take his 55th series victory. Kassulke had again been strong for second, Miedecke KRE Race Engines rebuilt power plant taking him all the way to third, with Walmsley, Crick, Karanfilovski, Gomersall, Richards, Bressington and King rounding out the top ten. Right on the verge of the top ten of muscle, Keene led home the Pro Sportsman, with Mason, then Alexander, O'Brien and Sparks crossing the line in pack formation, leaving French and O'Neill to cross the line together and Vining recovering for a finish.

The win became a fitting celebration as Bowe unveiled an updated livery for co-major partners, Dunlop Super Dealers, the reigning champion saying,

"It was a real tribute to the boys in my little team that we won the opening race, despite only 6700rpm and more than 1680Kg to muscle around the place.

"I had a good battle with Keith (Kassulke), and given that I used to assist him with advice last year, I was also very proud of him, even if I think now, I may have taught him a bit too much!

"My guys work incredibly hard to infinitely improve the car with the penalties applied to it, and I am very fortunate to have them so everything we achieve is achieved together and we can be really happy with the result."



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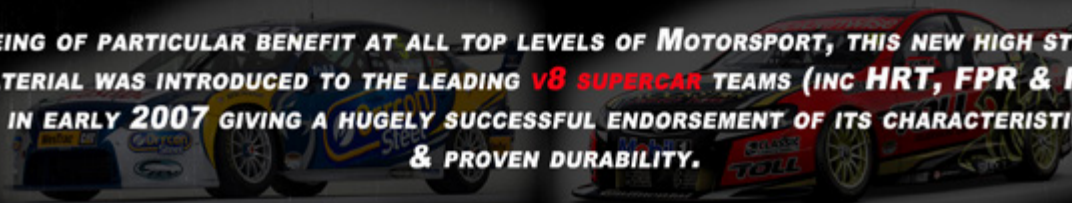
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A race of attrition sees Richards take victory before Bowe storms home in final 28, July, 2013

Taking to the grid for the second race of the weekend, Adam Bressington would start alongside Jim Richards as the front half of the field was reversed for the Race 2 scramble. A race that would take high attrition rates as muscle cars and classic exotics fell to the demons of the sport, Richards going on to secure the victory, before lining up for the final 12 laps where Bowe and Richards proved experience moves you forward, Bowe taking his second race win of the weekend, and the round to extend his series title lead.

Off the line for Race 2 and it was Richards leading them away, Crick's Charger bogging down, while Walmsley had a flying start, Sparks and O'Brien took to centre track to make their moves further into the pack, and Bowe was immediately on a charge. Kassulke was determined to make a good weekend into a great weekend, taking to the outside of his other car with Walmsley at the wheel, Walmsley off at turn three and heading for pit lane with a split brake line, while Bowe looked under Kassulke at turn four in a close call, going on to place the Mustang ahead of Bressington for third.

Kassulke and Crick were pushing forward, streaming past the Porsche of Keene, but it was Richards well ahead. Mason had his Mustang filling the mirrors of King, with Miedecke right on Crick, finding a way under at turn four. Kassulke made a move around Bressington on the run to turn six, out wide, Keene looking and taking the position on the main straight. Alexander and Gomersall took to a drag along the straight, but it was contact between King and Crick that would signal the start of the non-finisher stories as Crick retired to pit lane on just lap two.

Gomersall had been looking to make a comeback from a bad start, but getting hooked up on the curb at turn five and unable to restart courtesy of a flat battery, left to wait out the race from the grass. Mason was pushing sideways through the final corner, King all over the rear bumper as they continued to challenge, Sparks now looking to join in. French had begun to reel in Alexander, Keene and Tobin took to a drag past the pit wall, the Porsche holding strong to keep Keene ahead. Miedecke was looking to go under Sparks at four, taking the place to go on and take Bressington at turn six; meanwhile Bowe continued his charge through the pack, closing the gap to Karanfilovski's Mustang. turbo system, both driver and team confident that this weekend will see a strong performance against a full list in the Production Sports series as Kassulke moves from muscle cars and classic exotics to tackle Lamborghinis, Porsches, Mitsubishi's and more.

King began to pull away, Mason now battling with Sparks, while Alexander made the move under O'Brien at turn three, the HQ joining the retirement list in a billow of smoke. French was now all over the rear of the Alexander Monaro, pushing the Porsche to pull alongside on the straight, but the Holden horsepower pulled away. With six laps to go, flames from Mason signalled the battle was still on, while behind it was a very close call for French and the pit wall after a tag had his Porsche and Alexander spinning at the start of the pit straight, the Porsche lucky to keep off the wall. As both entries recovered to re-join the racing, for Tobin, it would be an early exit as his series debut weekend ended in smoke, a broken conrod leaving a great hole in the side of the engine.

For O'Neill, that same lap would be his last, pulling off of the circuit at the exit of turn two. Bressington was now in the mirrors of King, while the newest Mustang in the field, Karanfilovski was holding strong to keep Bowe behind while Richards drove on up ahead. Miedecke was pushing hard, wheels in the dirt at the exit of turn five, while Kassulke's strong run hiccupped as the XB Coupe spun at turn six, returning to the race, still in fifth.

Bowe was now dropping from the battle, but Karanfilovski was on the hunt, having reeled in the Falcon Sprint of the leader, taking a look at turn six as the horsepower roared along the straight. With a lockup from Mason, Sparks was closing in, with Vining and Keene trading position behind. With the final lap to go, a keen move from Karanfilovski took him to the outside of Richards at turn six, the move too eager and leaving the Mustang debutant stranded, from second to sand trap as Richards drove it home for the race victory, saying,

"Starting on the front row helped me to get a buffer, then Tony (Karanfilovski) was closing in and it was a shame to see him outbreak himself but that's a great car and the move could've been done. When you're out on your own, you can lap quite quickly and hold strong, so it's good to get the win."



Bowe made it 42 wins in Mustang Sally to extend his series lead

Going into the final race of the weekend, Kassulke had required a gearbox replacement, while O'Neill's crew looked to repair the Porsche entry to give O'Neill higher than fourth gear and replace the carburettor bolt that had departed to leave a fuel leak in the last outing. With Crick's Chrysler copping front right suspension damage, O'Brien and Tobin having weekend ending engine problems, the Masters took to the tarmac for the final challenge.

As the track went green, Miedecke stalled on the line, Sparks and Vining taking to the grass to make a way around the stranded Camaro, Richards took to the lead, while Gomersall and Karanfilovski began to battle it out. As the safety car was called to recover the Miedecke machine, a tow recovery saw the Camaro come back to life, circulating to chase the field now under safety car. Mason fell to the back of the pack, a throttle line issue now putting power to the ground in the Shelby.

Off the restart, Walmsley looked around Keene, the Porsche closing the door under brakes into the opening corner, and for Vining and French, Karanfilovski and Alexander it was a side by side start. Out front, it was a Ford battle, Sprint versus Mustang, Richards versus Bowe just like the good old days. Bressington and Kassulke were locked in a tussle with King having a look, Walmsley dropping wheels to the dirt on the run to pit straight, before taking the place from King under brakes at turn three.

Sparks was being hunted by Karanfilovski and Gomersall, the Mustang going under at four, with Walmsley making a move on Bressington's HQ around the outside. Miedecke was making his force felt in recovery mode, moving past the Mustang of Vining, while at the helm, Richards and Bowe were battling on, nose to tail, a look and a closing door. Miedecke continued the moving and shaking, a drag along the straight with Alexander. Mustang versus Porsche, and Keene had the braking, but Karanfilovski had the horsepower on the long straights, leaving Keene to battle with Gomersall.



PHOTO DIRK KLYNSMITH



PHOTO DIRK KLYNSMITH

Still showing his craft in the Masters, Walmsley put the HQ side by side with its owners XB, diving under Kassulke at the last corner to take third position and push on to hunt down Richards up ahead, Bowe having taken the lead of the race. O'Neill couldn't make the Porsche last, leaving the circuit to wait before returning to the pit safely away from the pack. A group battle had broken out with King, Karanfilovski and Gomersall, with Mason on the tail of the fight still a lap down trying to recover a finish.

Bowe continued to lead, Richards keeping with his fellow champion, and Walmsley was still looking good though losing ground through the corners. Gomersall locked up at turn four, Bressington was again going defensive on Karanfilovski, who tried the switchback along the straight, as King joined in on the action, but for Richards, the final lap came with dropping through the pack to settle for eighth.

Bowe would cross the line for a second win of the weekend, enough to secure the round victory for the reigning champion, Walmsley taking second, with Bressington, Karanfilovski, King, Miedecke, Richards, Gomersall and Keene closing out the top ten, Keene also taking the Pro Sportsman race honours.

Touring Car Masters Round 4 results, Queensland Raceway

Class A, Outright

1 John Bowe	176
2 Keith Kassulke	156 - Class A Pro Am winner
3 Andrew Miedecke	140

Class B, Pro Sportsman

1 Greg Keene	172
2 Steve Mason	161
3 Amanda Sparks	160

Rare Spares Achievement Awards,
Queensland Raceway - Les Walmsley

Greg Keene

#33 SportsMed SA 1973 Porsche 911 RS, Class B Pro Sportsman round 4 winner

"It's certainly nice to pick up a win, especially after we had troubles in Race 2 which hurt us with damage and an off, but we recovered for third in class. Steve (Mason) had similar throttle issue as I did in Darwin so that hurt him, but he wasn't able to recover as well as I was today, so at the end of the day I've picked up the win.

"Steve has been driving really well, and we're dicing for the Class B title, so we'll grab our wins when we can. It's nice to bounce back and pick up a round win when you thought the weekend was all over after the second race.

"I think the way this series runs is great, all the cars have a chance, and with the Porsches, we gain in the corners while the bigger cars have the horsepower on the straight runs, so it all sits well and makes for great racing for those who watch, and for those of us on track."

John Bowe

#18 Dunlop Super Dealer/Wilson Security, 1969 Ford Mustang Trans Am, Race 3, Class A Pro Sports round 4 winner

"It's always nice to take a win, but to win in Queensland where I spent a lot of great times with Dick Johnson Racing back in the day, is even more special for me.

"I love racing against Jim (Richards), Andrew (Miedecke) and Keith (Kassulke), guys who all race hard and clean and are pushing me to go harder each time we go out. Queenslanders are such great race followers and we have huge support for the series here.

"I'm very proud of my guys, with Steve (Makarios, fellow TCM racer) from Synergy Race Engines, Sammy from Maranello Motorsport and Ralph, for their endless work and staying ahead of the game, and Mustang 'Sally' has won 42 races now so sometimes I wish she was a race horse and earned me a few dollars back!"

Keith Kassulke

#52 Outbound Racing/wheels.com.pg 1974 Ford XB Coupe, Class A Pro Am round 4 winner

"This weekend just kept getting better! I thought the feeling after getting pole was pretty special, but I raced really well and yes, I made a couple of mistakes that had me drop back when I was trying to chase and keep with the front runners, but the car was brilliant.

"We changed the gearbox after breaking it in Race 2, but then she went really well again and I had every confidence in the car, and by staying calm, in my driving too. Dick Savy and I have been over video and track maps this weekend, and I've really been sure to keep focused, deep breaths, and it all transfers onto the track - it's the first time I've pulled together three good starts. I feel like I've crossed the barrier of nerves and it can only keep getting better.

"I love this circuit and with most of my family here - it's the only place in Australia that they can be and knowing they're here barracking, it really spurs me on so to have a win at home is, just the best feeling."



PHOTO DIRK KLYNSMITH

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The Truck Factory

In June 2004 The Truck Factory commenced business in Wing Street at Wingfield. Mark Menzie had been operating a business of the same nature on someone else's behalf, however felt it was time to branch out and begin his own heavy vehicle smash repair business.

The business grew rapidly in the 12 months to follow & it wasn't long before the move was made to a new workshop on Angle Vale Crescent at Burton. The workshop in Wing Street was no longer large enough to cater for the ever growing flow of work that was coming through the doors.

Along with the move came even more growth. As time went by the number of staff increased, and the purchase of our first tow truck was made. This expanded the business from one providing customers with a specialised smash repair service to one that could offer them a one stop shop. We can tow their vehicle from any where in Australia at any time & carry out repairs to any extent should the need arise.

Not only that we offer services to refurbish your tired old girl should she be getting on, or we can paint your new vehicle into your fleet colours to match the others you have already on the road.

Our most recent addition and the 'pride of the fleet' is our new Peterbilt tow truck. She shows our trademark orange & blue paint work with the Tassie Devil ready to go to work. It's a pleasure to see it on the road and is testament to Mark's dedication & hard work during the last 7 years.



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Other News

For Sale

It was difficult on the walk from the hotel to dinner not to partake in some of the retail therapy on offer – here is an example – novel way to advertise !!!!! (check the spelling)



Go Freo !

Whiteline has long been associated with the Freo Surf Club. Whenever Bob and I are in Perth we try to get to the beach to see Jodie Harwood and her surf life saving buddies go through their training and racing drills. It is always exciting and awesome to watch and these kids do a great job in keeping their beaches safe.



Special Honour

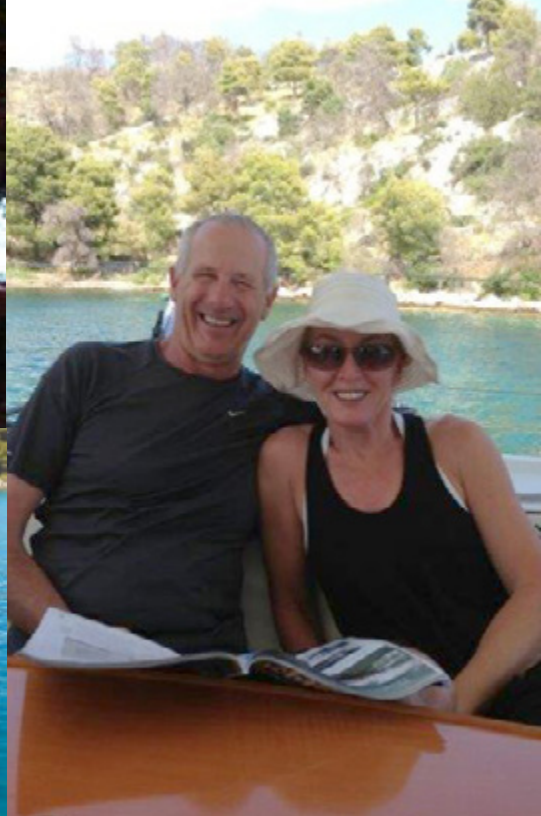
The attached number plate is a honour that is available only to the brave !! Jodie Harwood recently completed a swim in the annual Fremantle to Rottnest Island swim, with Dad Terry and a couple of mates of Jodes there on hand in the support boat. These plates will look very specky on the girl's new car !! Good work Jodes - there is nothing this young lady won't give a go and word is the time to do the crossing was very competitive !!



Baby Shots

When the day's work is done at the track, as a team we enjoy our quality time together over a red to talk about all the other things that make us tick – this includes sharing our 'baby' photos. Big tough Kingy just loves his baby Tia – any resemblance – they say dogs and owners look alike !!! She is surely one pampered pooch with a tad of attitude !!!!!





Andrew and Jenny's
European Adventure

In between Darwin and Queensland
Andrew and Jenny packed their bags
and headed overseas for some R & R.
Going by the happy snaps a great
time was had !!



Crew Spotlights

Jason Walsh

Owner and operator of Hurley's Smash Repairs

Brought the business in 2003

Started racing motor cross at age 12

Raced at national level till I was 18

Started racing cars at the age of 21

Raced HQ's till I was 29 at a national level

At 31 I meet the Dr Anton Metchler (Doc) who was racing Production cars, I helped him and we race in the Procar series, this is where I met Mark, we raced against him, but he was always a better cheat than us

The Doc did that series for a couple of years and decided to race the state series

Mark asked if I would be interested in helping him do the Manufacturing series so I did, we ran second, only just, if we didn't blow a tyre on the last lap of Bathurst going through the chase while leading we would of won

After a couple of years of running Dr Anton Metchlers team he offered me a drive and till this day we share and race his car together

I currently race in the NSW state series as they have 4 mini endures and co drive with the Doc

Mark and I have raced together in the Bathurst 12 in 2008 in an Evo 8 and again in the Eastern Creek 8 in 2010

Mark asked me to Darwin to help him when he raced in the HQ, that's when Bob offered him to drive the red Camaro

Hopefully in the next couple of years Mark, Doc and I will race in the 12 hour race at the Hungaroring

My other passions are Snow skiing and motorbikes

I have a BMW S 1000rr which is a track bike, I try and do at least 1 track day a month at either Eastern Creek or Wakefield Park, funny thing is that I am faster around the track on my bike than in the race car???

I also have a KTM 530 enduro bike which I use in the state forests to go endure riding

I have been Snow Skiing since I was 11 years old, and have worked as a ski instructor

In February This year I went Heli Skiing in Canada, that was just a surreal experience, being dropped off at the top of a mountain , being told to get out of the left hand side of the Helicopter as there is a 5000 foot cliff on the other

Jason - In the words of Mark King

Jason has been involved with motor racing back when we were racing Gt Performance, he was involved with another team and later we became friends via this involvement, Jason is also a very good racer and we have shared endurance drives at Bathurst and Eastern creek in Mitsubishi Evo's with mixed results as well as Jason has always helped as a volunteer and his valuable time is always appreciated as crew during a season in the GT performance and now with us in the TCM.

We both look for and enjoy the challenge of motor racing and it gives as a great escape from our busy business commitments.

Mark and Whiteline Racing value and appreciate the work that Jason and his business Hurley Smash Repairs put in to making the team the success that it is. In addition, he's an all round top bloke.



Great mates at and away from the track, Jason and Kingy

Mark Birdman Peacock



Crew Chief #85 Camaro #95 Camaro

2010 marks my 40th year in motorsport. Having built my first race car as a teenager in 1970, I quickly discovered that I was a lot better at building cars than driving them so from that time I have concentrated on the engineering side of the sport.

Being competitive in this sport requires on going development and the most important lesson I've learnt in the past 40 years is that there is always a lot more to learn.

Being a self taught engineer has required a lot of reading, a lot of nights at the drawing board and a lot of time researching and understanding all the relevant technologies.

Past Endeavours

1970 Built my first race car – a Cooper "S" for dirt speedway. Also my first experience at understanding and applying specifications laid down by a controlling body.

1971/72 Worked on a Formula 3 Elfin Mono competing in Adelaide and Victoria and sponsored by Motorlab Tuning (who I later went to work for) and was driven by Bob Collinson. I have recently completed a long term restoration of Bob Collinson's last race car, an A.S.P. Clubman and he is back on the track after a 15 year break.

1973/74 Started working with Jim Doig and his Motorlab ASP Sports Car which I still look after to this day after 600 + races and 250 + wins. Also crewed and maintained a T.C. Cortina Sports Sedan for Vic Wilson – also sponsored by Motorlab. During this time I totally redesigned and rebuilt this car. Vic Wilson later raced a Capri G.T. in the then popular 3 Litre Touring Car Series. Preparing and developing this car was my first taste of production based touring cars, experience I find myself drawing on today 35 years later for the Biente Series.

1975/77 Became involved with bitumen speedway and John Hughes. – The first of a series of cars I built for him was a fuel injected HJ 4 door Monaro which we campaigned very successfully in South Australia, Victoria and Tasmania - including winning the first SA Bitumen Speedway Title.

1978/81 Back to dirt speedway – built the first full fabricated chassis sedan style car in SA – An E.H. Holden with a hybrid Holden/Ford 6 cylinder engine. John Hughes raced this car with great success over the next 3 years at Speedway Park and most country tracks - doing as many as 26 meetings a season.

1981/95 Started building customer cars to suit the new super sedan class – including two Detomaso Panteras for John Hughes and numerous Pontiac Firebirds for racers both in Adelaide and Victoria. Started a long term relationship with John and Brad Scotcher, which yielded several state titles across SA, Victoria and Tasmania and an Australian Title – The top rung of the speedway sedan ladder. During this time my business evolved from a mixture of road and race to race car only engineering. Supplying chassis and parts to customers, all of which were designed and produced in house.

1995/98 This period marked the beginning of my involvement with Whiteline Racing. Having done some speedway work for Bob, he asked me if I would like to prepare a Nascar for the Thunderdome in Melbourne. At that time dirt speedway in Adelaide was in a state of decline so Nascar seemed like an interesting challenge. It certainly was! With the level of damage, on going maintenance and the addition of a second car this turned into an almost full time job.

1999/2000 During a lull in our Thunderdome commitments, I rebuilt the Camaro sports sedan that Bob had acquired some 15 years earlier. Bob raced this car at the 2000 Le Mans event on the Adelaide GP circuit and later as time permitted at Mallala.

2001 With the closing down of the Thunderdome I converted the 2 Whiteline Nascars to full road course spec. We campaigned the 2 cars in the Power Tour series throughout Australia and with Andrew Miedecke joining the team Whiteline Racing became the dominant force in Nascar.

2002 With Bob moving over to Supertruck racing Chris Templar joined the team to drive the second car and Whiteline again led the way in Nascar road course.

2003 Bob was becoming more and more competitive in the Supertruck (leased and later purchased from Inky Tulloch of New Zealand). When asked if I would build a new Supertruck from the ground up I thought this would be a challenging project – it was! Not only from an engineering point of view but given the time frame, (17 weeks) an organisational challenge as well.

2004/09 Bob first raced the new truck in New Zealand with reasonable success. But with some development and the work of our 2 Kiwi Mechanics Jeff Kernohan and Terry Honey, Bob and The Cat Supertruck became the pace setter in Australian truck racing resulting in 4 National Championships.

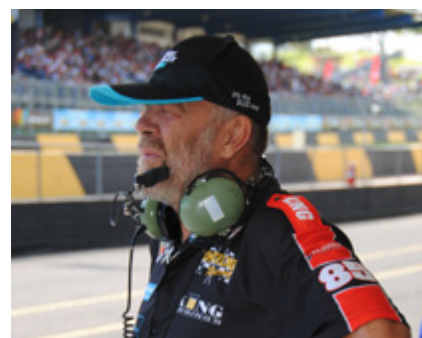
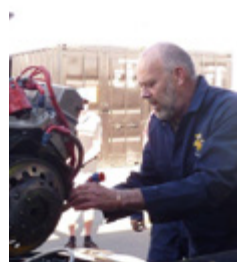
2008 At the urging of John Bowe, Bob decided to enter the Biente Touring Car Masters Series – another toy to build! We built the Camaro race car from a 40 year old road car and while building race cars was not new to me, doing a full restoration at the same time was resulting in a build time nearly twice as long as estimated.

2009 Very much a learning year in a new category with a new car. But we made significant progress.

2010 Saw Mark looking forward to the challenge of preparing two cars, with the arrival back to the Whiteline Racing Team of Andrew Miedecke and development of a new car imported from New Zealand. At the time Mark commented, that Despite being well and truly on the wrong side of fifty, I'm still passionate about what I do which sometimes means I'm uncompromising in dealing with other people but at the end of the day I am an engineer not a PR consultant. In life everyone should do something competitive, something creative, something mentally challenging and something charitable. For me motorsport ticks at least three of these boxes. When it ceases to do so I will know it is time to go fishing.

2011/13 Mark continues to prepare two cars, the 95 entry for Andrew Miedecke and the 85 entry for Mark King, but in the past had prepared 85 for Bob Middleton and Bernie Stack. Mark also continues his involvement in circuit racing too. Mark has seen both cars compete at a high level with Andrew coming third in successive years in the Touring Car Masters.

Post race days, Mark will sit quietly with a beer and a puff on a cigar and is famous for the 'handbag' he carries in transit topped up with all sorts of essential items – not to mention the panadeine fort for the aches and pains that inevitably are present after a weekend of racing !!!!!



Series Results

TOURING CAR MASTERS

Class A 'Outright'

Position	Driver	Series Points
1	John Bowe	673
2	Jim Richards	588
3	Andrew Miedecke	583
4	Greg Crick	438
5	Mark King	402
6	Keith Kassulke	395
7	Gavin Bullas	327
8	Jason Gomersall	276
9	Michael Almond	258
10	Adam Bressington	250
11	Wayne Mercer	225
12	Eddie Abelnica	224
13	Tony Karanfilovski	171
14	Graham Alexander	160
15	Brad Tilley	156
16	Les Walmsley	146
17	Paul Freestone	132
18	Cameron Tilley	102
19	Brett Youlden	93
=20	Garry Treloar	72
=20	Cameron Mason	72
22	Steve Makarios	35
23	Tony Edwards	0
24	Bill Pye	-

Next Round

Round 5

Muscle Car Masters
Sydney Motorsport Park, NSW
August 30 - September 1

Round 6

Sandown
Sandown Raceway, VIC
September 13 - 15

Round 7

Mount Panorama
Bathurst, NSW
October 10 - 13

Round 8

Phillip Island
Phillip Island Grand Prix Circuit, VIC
November 23 - 24

Class B 'Pro-Sportsman'

Position	Driver	Series Points
1	Steve Mason	661
2	Greg Keene	624
3	Chris Stillwell	340
4	Gary O'Brien	331
=5	Rory O'Neill	310
=5	William Vining-Falvey	310
7	Amanda Sparks	308
8	Nigel Benson	164
9	Rusty French	138
10	Mick Wilson	42
11	Leo Tobin	0
12	Tony Hunter	-



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