



PHILLIP ISLAND



Round 2
25-27 May, 2012

Well after such a long break from Clipsal, this round almost seemed like the season opener !!

In a further development, days before round 2, Bernie Stack announced due to pressing business and family matters that he would have to withdraw. Obviously, this was a huge blow to the team strategy for the season and not a decision that came easily for Bernie. Obviously, Bernie is well liked by us all for who he is and respected by us all for his ability behind the wheel on the race track. We will miss his skill and friendship, but respect his need to prioritise at this stage in his life.

With racing looming, Bob the Builder decided he would pull on the racing suit and campaign Phillip Isle in the 85 Camaro. For Mark, this would mean some changes to suit, but then again since Clipsal quite a bit has happened in the workshop as detailed below :

For the 95 WesTrac Camaro, repairs were carried out to the front grill area, left hand guard and radiator ducting sheet metal. The dry sump oil pump was removed and modified to rectify an oil leak. New composite rear left springs were fitted, new billet alloy rear spring plate shock mounts fitted, new shock package fitted, double adjustable, new stiffer diff dampers fitted, diff ratio changed to suit Phillip Island, rain light system fitted as per the new regulations and extra ballast cast fitted as a result of the success at Clipsal.

For the 85 Whiteline Racing Camaro a new fuel cell was fitted to comply with changes in regulations, modifications to boot area to enable fitting on fuel cell, diff ratio change to suit Phillip Island. Gearbox changed at Clipsal as a precaution fitted. Body repairs carried out by Gawler Body Works, to rectify damage from Clipsal. New fibreglass grill surround fitted to save weight, new distributor fitted to correct air leak, rain light system fitted as part of the new regulations.

Friday was to be a private practice test day – with that in mind Bob headed off in the b double transporter – and given the conditions at the Isle got to say was pretty happy to have the modern conveniences of the A trailer !! Leaving Wednesday night to get as far as the border to park up for a decent rest making the rest of the journey in on the Thursday. On arrival the boys unloaded the cars and the pit equipment.

Paul Currie drove down in his mean ute from Myhou and Andrew flew in on his cirrus from Pt MacQuarrie. Birdman and Lachlan drove the Whiteline red van across.

Friday, the team were scheduled for three runs but what can be said about the weather – it was winter at it's best – it teamed rain and was freeeeeeeezing. So much so, mid afternoon the sessions were suspended.

Prior to this, the boys did get in two runs – did they learn anything ? Not a hell of a lot – the conditions were appalling.

Arriving Friday to crew for the weekend was Daimler Truck Sales Adelaide, General Manager Tim Ede and apprentices from the work shop Ben and Ben – upon their arrival it was fair to say they were kept busy !!

Andrew had Murray Coote from MCA Shock Absorbers down from Brisbane to provide some valuable advice with regard to set up. Whilst really wet, Andrew did indicate the signs were promising.

In the evening, Andrew had planned to fly to Essendon airport to take me to Phillip Island, however, the conditions where Andrew had the plane parked up were really bad and so the decision was made to abort that idea, instead, Murray was due to fly back to Brisbane at 6pm so drove the van to Tullamarine airport and swapped with me at the drive through pick up point and I drove back to Phillip Island – I felt like I was part of some kinda high tech heist !!



Ben Mavro apprentice from Adtrans – putting the finishing touches on the 95 Camaro (PIC ROB LANG)



Ice cream delivery was very welcomed !! (PIC ROB LANG)



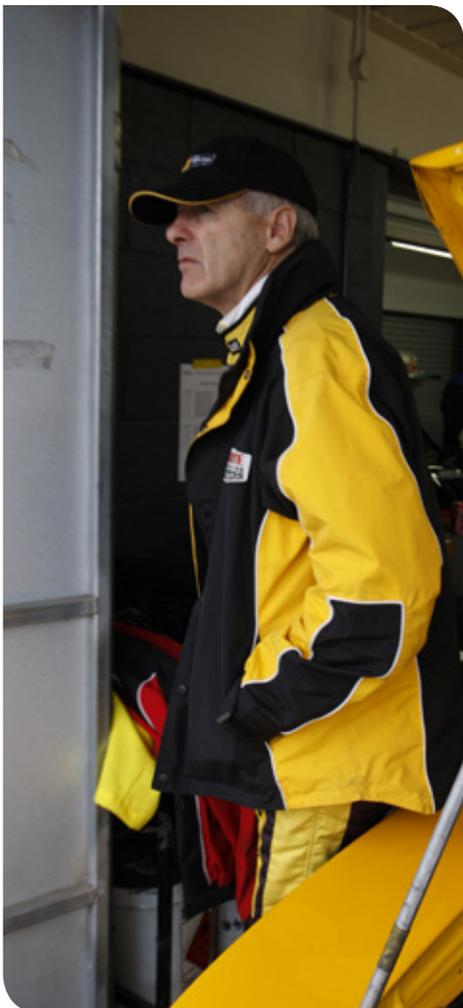
Tim Swept off his feet (PIC ROB LANG)



Andrew in front of the action (PIC ROB LANG)



Shaz must be asking Bob a curly one, seen here scratching his head ! (PIC ROB LANG)



Andrew deep in thought (PIC ROB LANG)

For me a bit of a slow trip down to the island – bumper to bumper out of the tunnels to the turn off point to the Island off the M1, then the rain and wind for the rest of the journey was average – but, like a true boy scout, or should I say girl guide I made it in time to catch up with the team at Pino's in the main street of Cowes.

Early departure from the rooms at 'The Waves' **Saturday** morning for what was meant to be 2 x practice sessions and qualifying, however, due to the suspended practice sessions yesterday, the organisers reduced our sessions on the Saturday to one practice and qualifying. Evidently, some categories yesterday did not get sufficient or no track time at all, so needed to make up for that.

The weather was causing some issues, because to begin with the rain was persistent, then nearing practice improved with a glimpse of sun, so both cars started off with dries, not long into the session the clouds opened up and we ended up with a wet track.

There wasn't sufficient time to do a tyre swap so we parked up.

Qualifying was to be held at 1.25 but didn't get under way until 1.55 – this time the reverse problem existed – wets on, but we needed dries. Both Andrew and Bob struggled to put in a good session and in uncharacteristic fashion, saw Andrew back in 7th, with Bowe, Richards, Abelnica, Kassulke (in the previously campaigned Ford of Glen Seton), 1-6 respectively. For Bobby having to get acquainted with the big red Camaro in these conditions was proving a handful and found himself back in 24th.

The crew managed to swap Andrew's tyres, but the rest of the set up wasn't in line with the tyre change, i.e. bars so handling was out the door. Bob came in for a tyre change also, but ran out of time to put any laps in.

What to do for Sunday ??? Look really until the weather conditions were established this was difficult.

Sunday, whilst the skies looked threatening apart from the odd drop it did stay dry for the three races.

Race 1 was held at 9.35 and over 8 laps. Andrew in the 95 WesTrac Camaro started out of 7 and Bob the Builder out of 24. Just prior to the green, Tony Edwards edged forward which would result in a penalty for him. It was a good start for Andrew, with Bowe leading the charge. By the completion of the first lap, the order was Bowe, Bullas, Richards, Kassulke in the ex. Glen Seton Falcon, Pye then Andrew in 6th. By completion of the 2nd lap, Bowe and Bullas had developed a comfortable lead, Jim was forced to pit, which gave us a one spot advantage. On laps 3 and 4 Andrew and Tony Edwards enjoyed close racing, with Tony into 4th by the 5th lap and Andrew behind him in 5th. Andrew dived with Bill Pye on the 7th & 8th, however, due to a bad vibration that had developed in the gear box was unable to get anything more out of the Camaro. Race one was taken out by Bowe, Bullas and Pye 1- 3 and Andrew whilst going over the line in 5th due to the time penalty handed to Tony Edwards for the jump start, resulted in Andrew finishing in 4th.

Meanwhile for Bob the Builder this was his first race in some 18 months, so needed to get reacquainted with the big Camaro. Having started out of 24, whilst initially dropping back a spot, by completion of the 2nd had managed to move up 4 places into 21st. Bobby continued to chip away at the field and managed to finish in 17th out of a field of 28, so his return to the category was quite respectable.

Post race 1 in the pit, the challenge was on for the crew. Andrew reported to Mark and the crew that the gearbox had seized, so work got underway to remove the old and replace with another. Legs were projecting out from all angles of the car. Fortunately the 85 Camaro was in good shape, so it was all hands on the 95 Camaro to ensure Andrew a starter in race 2.





Andrew and Bob – team Whiteline
(PIC ROB LANG)



PIC ROB LANG



Feeding of the Lions - lunch break



It was all hands on the deck when the 95 Westrac camaro needed a gear box change between race 1 and 2.



By the time race 1 had finished and Andrew returned to the pit the crew had 1 ½ hours to do the task. The boys worked hard. The category was called to form up. As the cars were circulating for their warm up lap, the jack went down with Andrew sitting in the car and he was away. The team were so up beat – what they had achieved in the short amount of time was amazing. As Andrew took his place in the field he reported back to the crew that he had gears, so that was just what they all wanted to hear. The green was shown and they were away for an 8 lapper. King, Collins and Youlden lead the group and were leading by the end of lap one, Andrew was in 7th, Bobby in 23rd. It didn't take long for Andrew to get in sync and by the end of the 3rd, was in third when the unthinkable happened, he was shown a black flag for not forming up in the marshalling area prior to the race – some confusion ensued as to requirement under the black flag, Andrew garaged and removed his helmet and was visibly upset – as we all were – I guess where is the reward for effort – the guys had worked their guts out and Andrew was rewarding them by putting in a great race, a real team effort all round. Bob the Builder was having problems of his own with his bonnet flapping and would have to be content with 14th, which given the challenges was a great result. Youlden would take out this event, with Mark King in 2nd and Tony Edwards in his very fast Torana taking out 3rd. There were several dnfs in this race. Bowe also received a penalty for his bonnet flapping and found himself uncharacteristically at the back of the field.

The third and final race for the day was held at 1.50 p.m. and again over 8 laps. The starting order for Andrew in the 95 Camaro would be out of 10 and for the Builder he would start out of 18. Andrew got off the grid well and by the completion of the first found himself in 7th spot. On completion of the 2nd lap had moved up another placing and by the 3rd had moved into 5th where he would stay for two laps, losing a placing to Jim winding up back in 6th, but on the final lap, Andrew managed to make a move on Bowe and would finish in 5th, behind Bullas, Edwards, Jim and Youlden 1 – 4 respectively.

Bobby started off pretty steady maintaining his position and it was on the completion of lap 5 that he had managed to get his 85 Whiteline Camaro up into 17th, with three laps remaining, moved into 16th and held that position until the chequered flag.

What a roller coaster the weekend had been – but that's how it pans out some times. As a team it was not without its challenges but overall a great effort and it was great to have Tim and his two apprentices Ben and Ben available to work on tools.

With racing complete the job of pack up got underway. With an endurance race on after our event, the track was closed for transporters to leave until early evening.

Once back in Adelaide on the Monday, with Bobby deciding to have a few hours at Coonalpyn on the journey home, the unload process took place with only a couple of weeks to prepare before Darwin.

Talk about one extreme to another with the weather – it was absolutely freezing at Phillip Island and Darwin no doubt will be stinking hot !! Cuppa soups and coffee will be cold water and ice cream !!

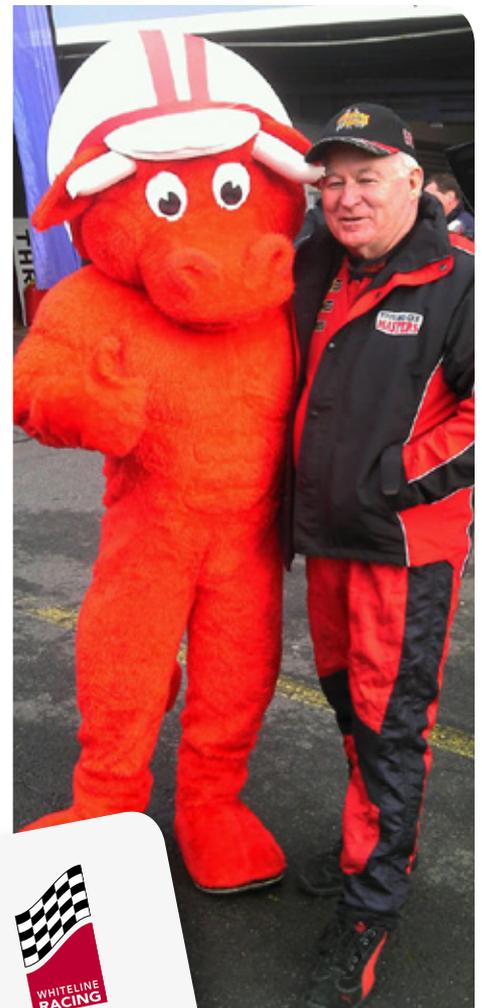
Both the Camaros are in pretty good shape, but Mark has some work to do rebuilding the seized gear box with parts en route from the States. Obviously every circuit requires a different set up, so this will form part of the pre event preparations.

I look forward to touching base with you all again on our return from the top end of Australia.

Kind regards,

Shaz

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Bobby - No Bull



Sponsor Pitstop

Supporting the teams that support us



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V8's at Barbagallo

Whilst in 2012 the Muscle Car Masters didn't run as support to the V8's this year, the activities for our team were pretty full on with WesTrac. Jim Walker CEO and his team put on a great event at Barbagallo. It started mid week with their annual facility function followed by a Cocktail party for race teams at Blue Water Grill, then their corporate facility at the track for the weekend. Jim ran a number of interviews with drivers from the various teams that fall under the WesTrac family umbrella, this of course included our very own Andrew Miedecke and Bob the Builder. It was very entertaining and well received by all.



Bradley Harwood kept the family flag flying with Mum and Dad, Vicki and Terry overseas with Andrew, Shaz and Bobby

Was sad that Terry & Vicki Harwood couldn't be with us, really missed their company this year!!

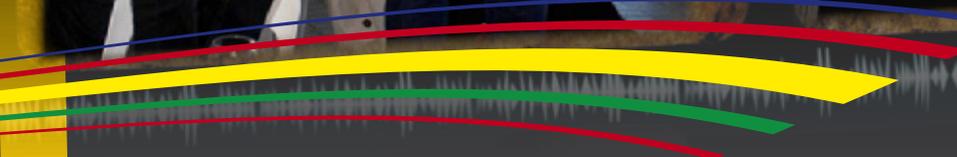
Shaz did the anthem trackside on Saturday and Sunday.



Andrew and Bob centre stage with WesTrac's CEO Jim Walker at Barbagallo raceway

Andrew and Shaz 'grandstanding' for a better view pic Rob Lang

6 9 000



Media Releases

TOURING CAR
MASTERS

Around the garages – Phillip Island post practice

It's been a wet and wintry opening to Round 2 of the Touring Car Masters at Phillip Island this weekend, as part of the Shannons Nationals Motor Racing Championships.

Having completed two sessions on Friday, both effectively rained out and seeing just a handful of competitors take to the track, times were showing the state of the conditions coming in some 20 seconds slower than when the series last ran here at Phillip Island in 2008.

After the weather forced schedule changes, the Masters were left with a lone 20 minute practice session to open Saturday's action. Bowe stayed true to form taking the top spot with a 1:52.42, Miedecke, Abelnicca, Kassulke, O'Brien, Bullas, Collins in his series debut, King, Youlden and Richards rounded out the top ten. Competitors knew the times would not be true indicators of the form across the field, many moving to half dry, half wet setup in order to make last minute adjustments pre qualifying.

So what did the competitors have to say about the crazy, interrupted weekend so far...

#48 Tony Edwards

"We put the wets on knowing conditions could change so quickly, completed just six laps and the car went okay so back to the lane knowing we wouldn't learn much more in the wet conditions."

#2 Jim Richards

"In the weather yesterday, we decided not to run the car – we didn't want to dirty it!"

#74 Wayne Mercer

"It's great to be back out there, even if it has been so wet. The new engine is great, awesome in fact! I didn't learn much today or yesterday with the track so wet, but hopefully we'll get a good weekend in and have a good season ahead."

#4 Phillip Showers

"We haven't run since Sandown last year, and have done a lot of changes on the car in the meantime. We're not expecting too much having only completed the one lap this weekend, but it's great to be back."

#15 Bill Pyle

"We had no windscreen wipers in the morning session, then I forgot to turn on the fuel switch leaving the lane so came to a stop after pit exit and was stranded there, the radio not working so I couldn't call through for help, and I was trying to figure out what was wrong – it was so simple!"

#32 Amanda Sparks

"The car's running really well, the Porsches still go well in the wet, but my concern is that my glasses keep moving up and down along front straight so I might have to tape them to my face so that I have clear vision in qualifying."

#33 Greg Keene

"I started today with a wonderful excursion at turn 12, going mushroom farming through the final turn and going backwards down the straight. I was trying to follow Jim but ran out of skill."

#11 Chris Collins

"It's my first time in the XA so I'm feeling comfortable, but still trying to really get settled into driver position and get a true feel or the car around here. It'll be a learning weekend to build up for the next run in the car, so if the weather holds out we might get some decent development sorted."

#16 Gavin Bullas

"It's good to be back without the dramas of wildlife. We're feeling happy with car set up given the difficult conditions yesterday and this morning, but we've got a burble in the carby around 5000-6000rpm so need to get that settled. The track's so slippery and the Mustang's power out of the corner can be a little unsettled, but all round we're happy with where we are and have a bit more to come."

#91 John Nelson

"All looking good with the Porsche being it's ever reliable self so we only completed three laps in practice and will head out to qualify in whatever the conditions may be then."

#85 Bob Middleton

"The car is good and we had some decent laps while the track was nice and dry in the first part of morning practice. We were running 15 seconds quicker than yesterday's times, I'm getting more comfortable with the car, there's still a long way to go with setup but all is looking strong."

#95 Andrew Miedecke

"We're running off the pace a bit at the moment. The car is good, but we've got setup work to do and hoping the rain clears so that we can get the most out of being back at Phillip Island."

#88 Tony Karanfilovski

"We only completed two laps as had a fuel pump issue, so there was no pressure, and it all just came to a stop at pit entrance so the morning session was more of a 'wait to be towed' session for us."

#99 Steve Makarios

"With only four or so cars on track, we were basically out there to learn and develop. I ran wet tyres and managed 12 odd laps so we'll go into qualifying confident but knowing we have a lot to learn before we get anywhere near the front runners."

#34 Mark King

"The team has pulled together really well and they've done a lot of work to get the HQ to a good, comfortable setup. We'd like the weather to either decide on a wet or dry qualifying track, not a wet and dry track but we should do ok whatever it throws at us."

#27 Matt O'Brien

"We ran with a lot softer suspension and gambled to run on slicks or wets – wets was the right choice so we got some quick laps in. This car has always been good in the wet so I'd like it to stay a wet track. We came in mid session to make changes to the suspension for a full wet setup, and it paid off as we went quicker in latter part. For the first run here, the car is really good, now it's up to me to keep learning the track."

Dick Savy for #52 Kassulke and #18 Bowe

"JB's been out in the wet sessions simply to look for grip, and Keith (Kassulke) is doing the laps to learn his new car as it's very different to his HQ so it'll be a big learning curve but he's up for it."

#56 Brett Youlden

"The car is really good. We softened the car after yesterday, then the sun came out so we changed to a hard setup to learn about the car again, then we were running a wet setup with a dry tyre and it's really the story of the weekend, being caught out. We haven't been here before so at the moment the option has been to go half soft and half hard, erring on the side of caution. We're still struggling to get the temperatures right, and would simply like the weather to make a choice so that we can!"

#21 Garry Treloar

"Easy to say – I'm happy to be back! We didn't run yesterday in the wet conditions, and considering the car hasn't been run since Gold Coast last year, it's all been about getting the engine is going again. Basically this is a test weekend for us to reintroduce, not a race weekend, so if we can complete the full program we'll be into the progress."

#3 Steve Mason

"The new Shelby hadn't turned a wheel prior to the morning practice session, so we went out to finally get the car on the track. I completed 10 odd laps in the wet and the car was fantastic! I'm not quite comfortable in the car yet given it's so new to me, but it is already well balanced. The throttle response is sensational, the seating position is comfortable, the brakes feel like they will be sensational after they've been bedded in so really I'm happy that the car did what we hoped it would do with setup and we're making progress. Ideally, it would be great to be onto the top five by the end of the weekend."

(PIC ROB LANG)



Bowe takes pole on the island 26, May, 2012



(PIC ROB LANG)

Reigning series champion and round one winner, John Bowe has secured his second consecutive pole of the season, blowing away the field as the Masters returned to Phillip Island after a four year absence.

A weekend of interchangeable weather conditions had many across the field erring on the side of caution, waiting and juggling the conditions to finalise a wet or dry setup, with tyre choice a last minute decision as the vehicles rolled out of the garages.

With the rain mostly cleared, the Touring Car Masters field took to the circuit for a 20 minute qualifier, Middleton going straight onto a hot lap before his tyres went away, before the usual suspects took control at the top, changing faces on pole including Richards and Bullas before Bowe jumped to the head with a lap three flyer, a 1:45.6455 closing in on his own 2008 pole time.

Pit lane became the place to be mid-session as the track dried and teams frantically changed wets for slicks, looking to take seconds from their times and move up the order for the day of racing ahead. Karanfilovski was in looking at fuel pressure once more, O'Brien and Mason made the tyre swap then hit the tarmac, O'Brien taking some 14 seconds from his earlier time.

As Richards powered past the Makarios Falcon on the main straight, Kassulke was taking the squeeze to get out of his pits and make the most of the remaining minutes, and it was Bowe crossing the line with a 1:44.9562, a time that would soon see him take the top spot for race one, while series debutant Collins impressed to secure a top ten qualifier in his first outing in the famed XAFalcon. As King headed for the garage in the closing minutes, Richards, Kassulke and Miedecke were punching out the laps, while Bowe looked to go faster again.

Bowe's 1:44.95 had been enough to secure pole, not only his second for season 2012, but a consecutive pole sitter with the Masters at the Phillip Island circuit. Underwhelmed with the result, knowing the conditions and the capability of his Mustang, Bowe explained the session,

"We've all been indecisive about what tyres to put on and what setup to run with because it's been damp and then dry, and again the weather today has been very changeable so at the last minute we decided to put slicks on, but the car had a wet setup so wasn't ideal.

"I'm sure if it was a dry day quite a lot of cars would have done 1:42's but as it is it wasn't too bad - I'm just surprised that the other guys weren't quicker than me to be honest because the car wasn't really behaving that well.

"I think it will be an interesting race weekend. It's unlike most places we race, it's got very high offload corners, it's always inclement and keeping you on your toes so what it throws up is anyone's race really. Always good to get the front row start, but keep an eye on this weekend - there might be surprises."



Camp Whiteline (PIC ROB LANG)



Left is Tim Ede - General Manager of Adtrans and to the right Birdman busy in the pit. (PIC ROB LANG)



Mark "Birdman" despite the freezing conditions found something to smile about !!



Media Releases

TOURING CAR
MASTERS

Bowe wins in battle of the Mustangs 27, May, 2012

Bowe took out his 3rd race win this season

As the sun finally peaked through the rain clouds of Phillip Island, the battle of the Mustangs heated up off the front row of the grid as reigning series champion Bowe, and dual series champion Bullas, showcased true racing prestige in a repeat of their opening round tussle to go side by side around the island circuit as Bowe came home to take win number three for 2012.

It was a great start off the line from Richards, the Wilson and Treloar Chargers charged into the pack, a close call with the Makarios GTHO, while Nelson went to the pit wall to make his way through on the run down to turn one.

Bowe was away with Abelnica's XB putting the pressure on as they headed through the sand covered turn three, Youlden wide through the road grime as Kassulke made a charge. PYE, Miedecke and Edwards went through on Richards as they came down the main straight for the first full throttle pass, but for Abelnica, a power steering issue sent him dropping through the field, soon retiring to pit lane.

Series debutant Collins was in a fight of his own with Youlden as they approached the slowing Richards Javelin, and out front Bowe was being hunted by the fellow blue oval of Bullas, as he pushed on to post the fastest lap of the race so far. In a hard luck story, Wilson was off on the turn four escape road, a broken crankshaft putting an end to his weekend potential.

At the head of the pack it was on, Bullas going fastest with a 1:45.6777, joined by Bowe in undercutting the existing series lap record. While the Mustangs were hot on each other at the helm, Richards had dropped through the pack and headed for pit lane, a faulty lock nut meaning he had just 75% accelerator pressure.

Karanfilovski was impressing in ninth as O'Brien muscled the HQ into the top ten ranks. Action aplenty throughout the field, there was a tussle for 21st between the Middleton Camaro and Sparks Porsche, Nelson and Makarios also getting in on the action. Up ahead, Edwards took the Torana under Kassulke for fifth on the hunt for Miedecke. King onboard the Waddington Racing HQ went under Stillwell as ahead Bullas locked up into MG as he took it to Bowe for the lead.

The Showers Escort was into the pits stuck in fourth gear as Richards headed back onto the circuit, the lock nut now fixed and accelerator back to full throttle, proven by his return pace, going under the existing record while Bullas posted the fastest time of the race and the new series lap record with a 1:44.5102. All eyes were on the lead battle with Bullas and Bowe, Bowe and Bullas, side by side corner after corner in an ultimate display of driving skill, precision and racecraft.

Pye was outstanding in third, until Edwards slipped through to claim the position with two laps remaining, while the leaders were approaching the recovering Richards entry. Karanfilovski's great run had come to an end, an ongoing fuel pressure issue seeing him drop from the ten to rear of field. With two to go, Bowe had secured the lead position as Bullas' tyres were running thin, driving away to take win number three for the season, Bullas home in second, with Edwards taking third but a jumped start penalty will see the Torana cop a five second penalty heading into Race 2's reverse grid later this morning.

John Bowe #18 Ford Mustang

"I got a good start, but then bogged down and got going at full noise again. Gavin (Bullas) had some really awesome speed and he reeled me in, then we had a terrific battle, one of the best races I've had for a very long time.

"Side by side for turns one, two, three, four and five, we had a lot of side to side stuff, and it was pretty great I must say. Gavin (Bullas) said he completely burned his tyres trying to catch me, and mine were starting to go too- what a race.

"It's good to win, and great to have had that racing with Gav (Bullas), given that we didn't touch once and we had many many comers inside and outside, but we gave each other room which is how it should be to have great racing action and good sportsmanship on the track."



John Bowe and Bob the Builder enjoy a chat



Ben Kroon crewed for the weekend

Youlden takes maiden victory in a HQ hustle 27, May, 2012

Youlden secured a hard fought maiden victory

In another action packed race on the Island, Brett Youlden has secured his maiden Touring Car Masters victory, coming out with the glory after a race long challenge with fellow HQ pilot, Mark King.

Having joined the series in mid 2008, Youlden maintains a 'local' operation of a tight knit team who knew they had a win in the crosshairs and have finally turned their passion into the prestige of the number one result. The challenge was on from the green, with King from the front row and Youlden launching from sixth to third off the start of the weekend's reverse grid top ten race.

Three wide into turn one for Stillwell, Benson and Miedecke, Collins was on the squeeze for track position looking to hold down fourth. Fresh from a race one to remember, Bullas charged around Pye for fifth, the lead pack having pulled a gap to the field by the close of the opening lap. With Hunter headed to the pits with an ignition fault, King was fastest out front, Pye and Kassulke were taking it side by side through the back of the circuit while Miedecke was hot on their trail before a black flag incident saw the #95 Camaro elect to retire to the garage.

Bowe was on his way through the field, moving to seventh by lap three. Bullas tried around and under the Collins XA before securing third on his way to hunt down the HQ duo at the helm. Mason had been looking to improve with new brake rotors in his debuting Mustang, but having tuned the brakes less not more, the Shelby was all locked up into turn three, the field firing past and Mason lucky to come out in the clear.

Pushing towards the leaders, Bullas ventured off through turn one trying to avoid the Pye Camaro that had made the move to capture third just turns before. A big lockup from King showed the pressure was on as he forced the Monaro forward as Youlden closed in, now right on the bumper. The family battle come to star in the series was once again on as Keene hunted down Sparks with Karanfilovski in a slide under Treloar for 14th, but again the GTHO would end in the lane with fuel pressure issues once again rearing their head. Richards posted the fastest first sector now into the top ten with five laps to go, but for Abelnica it was a case of too hot on the throttle, venturing to the infield and retiring to pit lane.

King fought to secure a top finish

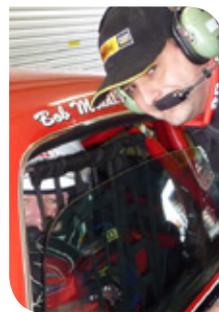
The Bowe Mustang was into fifth, with the battle of Kassulke and Edwards in his sights, but a broken header, exhaust and bonnet pin saw a repeat of Adelaide's bonnet curse, Stillwell locking up to avoid the slowed Bowe. Out the front, King was sliding the HQ through the corners looking to retake the lead from Youlden, King looking unsettled, but the car was dialled in to perfection and King was at maximum effort.

As the race one winner pitted with one lap to go, Youlden and King were side by side, on the squeeze through turn six, King back in the lead before Youlden went under to take P1 and drive away in the final lap to secure his maiden series victory in style, explaining,

"It was great and a very exciting race. I'm really happy for the team because we're a micro-team so I don't mind if it was a reverse grid or not, to start from fifth and get our first win, it's just all good!

"I don't think either of us (reference to King) had ideal cars, I could see Mark's wasn't turning really well but I was getting the power down and had made the thumper start so chipped away and the laps seemed to be coming up on eighty not eight!

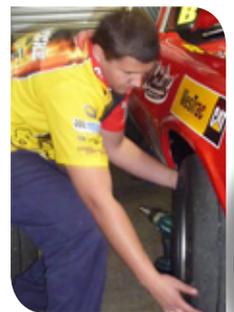
"It's great to have taken a win with this series, and I couldn't have done it without my dedicated crew and the support from Autolite, Royal Flare and Mothers Polishes."



Bobby and crew chief Paul last minute catch up before race time



Action Stations

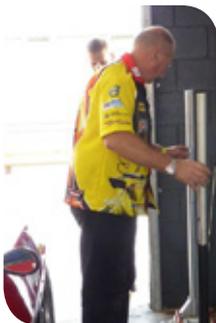


Ben Kroon busy on tyres





Paul wiring up Bobby for Sound
(PIC ROB LANG)



Timmy Ede busy in the pit garage
(PIC ROB LANG)



Lachlan ready to listen to race action

Bullas tames the Island territory 28, May, 2012

Bullas is back in title winning form

The final race of what had been an action packed, weather disrupted, exciting and somewhat experimental weekend for the Touring Car Masters has seen dual series champion Gavin Bullas take home the final race win, Round 2 glory and the inaugural Phillip Island trophy.

As entries lined up on the grid for the final times, O'Neill and O'Brien remained in their garages, a clutch failure and dropped valve respectively bringing the final race to a 24 car challenge. Miedecke and Hunter bogged down off the start, Bowe went to the inside as Middleton smoked away from the line. It was another action repeating with three wide into turn one once more for Stillwell, Miedecke and Benson on for the challenge, while Bullas was through to take the lead into turn three.

Race two winner Youlden had the Edwards Torana hot on his bumper as Collins chased the duelling pair, but Bowe snuck to the inside of the XA Falcon to claim ??????. Kassulke and Benson wet wide through four as the freight train if muscle cars were bearing down to ensure action across the circuit, Miedecke driving around Collins as they powered along the straight.

Out front, Bullas was fastest and King was pushing his HQ to the limits with a lockup into turn four, Miedecke braking hard to avoid the Waddington Racing entry ahead. Abelnica was recovering from an earlier off, finding his way around Mason, and it was a battle of the Falcons with Karanfilovski and Nittis fighting for racing room with Keene's Porsche catching.

Pye impressed at the pointy end

Edwards moved into second with Youlden looking back around the Torana into the following turns as Bowe joined the challenge for the top three, but it was Bullas pulling away in the lead. Miedecke was starring, under King who had another lockup. Collins' two races of muscle car experience had pitted him against the Javelin of Richards who moved to the outside taking seventh, Kassulke following to settle in front of the XA.

Bowe was going faster as he closed in while Pye took it sideways through the final turn with Hunter and Benson taking their HQs door to door. Middleton and Keene were challenging for 20th position as Karanfilovski went onto the grass from 15th after finally sorting the fuel delivery issues in the GTHO. It was a drag race on the straight with King and Pye side by side across the line with three laps remaining.

Bullas had stretched his lead to more than three seconds over Edwards and Youlden, with Mercer and his new engine looking strong in a tussle with Nittis as Mason's Shelby closed in. Bowe had chipped away to be on the back of Richards and Miedecke who had bridged the gap to third placed Youlden breaking out a four way assault. As the pack crossed the line with two laps to go for the weekend it was Richards and Youlden side by side, right on their tails were Bowe and Miedecke crossing the line in formation.

Miedecke overcame a challenging weekend

Coming through Lukey Heights for the final time it was Bullas on his way to the race and round victory, leading home an impressive Edwards and maiden race victor Youlden, with the usual suspects of Miedecke and Bowe rounding out the top five.

Gavin Bullas, #16 Ford Boss Mustang

"It's great to finish what's been an unpredictable weekend for everyone with a win, especially here at the island.

"Race1 with JB (John Bowe) was one of the best races I've had in a long time – really tough, hard racing with the respect and professionalism clear. I don't know how many corners we were next to each other for and no damage to either car.

"It's been a challenge with overcoming a misfire, all of the crews not knowing which setup option to take until the last minute with the crazy weather keeping us all busy and, in the end, making for a really exciting event.

"Being back with the series inside the car is where I want to be and to have a win against this really competitive field, in these conditions is the icing on the cake of being back."



Mark "Birdman" despite the freezing conditions found something to smile about !!



Loading up
(PIC ROB LANG)



& up!! (PIC ROB LANG)



Other News

George in Perth



Hey Guys!

Didn't have the greatest weekend in Perth a couple of weeks ago, unfortunately we were looking for pace from day one and was a bit on the back foot! In the wet the car was exceptional, and we showed great pace in hard conditions which was encouraging.

Unfortunately we weren't as competitive in the dry as I had hoped though, qualifying 14th and having a weekend of results to forget.

*It's meant a bit of soul searching, as well as a comprehensive two day test at Winton in order to prepare ourselves for Townsville... we'll get there! It was great to be there though in the homeland of our sponsors, Sitech and Westrac, and to catch up with a few of the Westrac Racing family and I'm really looking forward to getting a chance to redeem myself! I have won a race in townsville before so here's hoping the form continues.... **George***

Daimler Trucks Adelaide Rewards its Apprentices

Tim Ede, General Manager of Daimler Trucks Adelaide gave two of his young apprentices the opportunity of a lifetime. Ben Kroon and Ben Mavro were flown to Melbourne to their part in the Whiteline Racing Crew at Phillip Island. Fair to say the boys were kept flat out all weekend and I believe it was an eye opener for them. Top points for enthusiasm and effort - a great initiative by Daimler and an experience that will stay with the boys.

Apprentice Rewards



DAIMLER TRUCKS ADELAIDE



Mercedes-Benz



TOURING CAR MASTERS

2012 Series Points

Class A 'Outright'

Position	Driver	RND 1	RND 2	RND 3	RND 4	RND 5	RND 6	RND 7	RND 8	Dropped Round	TOTAL	
1	John Bowe	176									176	
2	Andrew Miedecke	164	AT TIME OF PRINT OFFICIAL ROUND 2 RESULTS									164
3	Jim Richards	148	HAD NOT BEEN RELEASED									148
4	Bill Pye	135									135	
5	Gavin Bullas	133									133	
6	Mark King	114									114	
7	Keith Kassulke	111									111	
8	Brett Youlden	105									105	
9	George Nittis	81									81	
10	Bernie Stack	75									75	
11	Les Walmsley	73									73	
12	Tony Karanflovski	68									68	
13	Doug Westwood	57									57	
14	Eddie Abelnica	45									45	
15	Tony Edwards	0									0	
16												
17												
18												
19												
20												

Class B 'Pro-Sportsman'

Position	Driver	RND 1	RND 2	RND 3	RND 4	RND 5	RND 6	RND 7	RND 8	Dropped Round	TOTAL	
1	Tony Hunter	168									168	
2	Chris Stillwell	164	AT TIME OF PRINT OFFICIAL ROUND 2 RESULTS									164
3	Nigel Benson	160	HAD NOT BEEN RELEASED									160
4	John Nelson	138									138	
5	Gary O'Brien	135									135	
6	Rory O'Neill	114									114	
7	Ross Almond	105									105	
8	Greg Keene	102									102	
9	Mick Wilson	78									78	
10	Amanda Sparks	66									66	

2012 Calendar

Round	Event	Dates
1	Clipsal 500 Adelaide	March 1 - 4
2	Phillip Island (Shannons Nationals)	May 25 - 27
3	Hidden Valley, Darwin	June 15 - 17
4	Queensland Raceway	August 3 - 5
5	Muscle Car Masters, Eastern Creek	September 1 & 2
6	Sandown 500	September 14 - 16
7	Bathurst	October 4 - 7
8	Sandown (Shannons Nationals)	November 23 - 25



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