



Mark King to
campaign the
Whiteline Racing
#85 Camaro

More info page 9

PIC JAMES SMITH

DARWIN

Round 3
15-17 June,
2012

After the extreme cold of Phillip Island, the concept of racing up the top end of Australia in Darwin enjoying 30 degree plus temperatures was most welcome !! This track was great for our team last year, with Andrew breaking the track record amongst the highlights.

At the time of printing the Phillip Island newsletter the points tally was not available, this was as result of enquiries being conducted post event. As you will see when you review the standings, several cars were issued a points penalty for breaches to technical regulations. You will note Andrew has also sustained a 30 point penalty, this came as a result of a hearing held into race 3 at Clipsal, round one, where Andrew and Gavin Bullas had a coming together which was deemed to be 'opportunistic' on Andrew's behalf at the hearing conducted at Phillip island. Despite the loss of points, the rev and weight penalties for Darwin remain unchanged.

We returned from Phillip island in pretty good shape, with no body damage so for Mark work on the cars was strictly mechanical.

For Andrew's 95 WesTrac Camaro, the diff centre was removed and replaced trialing a new differential unit, the gearbox damaged at Phillip Island was rebuilt, the air intakes for oil cooler were modified to improve air flow in the warmer conditions, a wiring fault was repaired that was preventing the gearbox oil pump to function correctly and ballast/weight adjusted in accordance with success penalty regulations.

For the 85 car of Bobby the builder, the dry sump oil pump was removed, rebuilt and replaced in an attempt to locate the persistent minor oil leak, the gearbox extension seal was replaced again to treat a slight leak, repairs to wiring for a minor electrical fault, oil warning light not working correctly, replacement of bonnet pins to prevent a reoccurrence of what happened at Phillip Island that saw the bonnet flapping.

Both cars went through the normal maintenance routine on brakes, fluid levels, filters etc.

With work complete the cars and the gear were loaded up – for Darwin Bob the builder travelled as a triple. The logistics and expense for this round are significant and with this in mind, fellow south Australian Nigel Benson loaded his car and spares on an additional 'a' trailer.

Bobby set off the Sunday prior to the round wanting to be in Alice springs for the Tuesday/Wednesday to be there when Stu from Copyworld/KRO racing took the chequered flag after competing in the Finke event on his motorbike. Clearly a dusty affair check out the pic of Stu on the finish line !!!

Andrew Miedecke flew in on his cirrus, brother John from Tassie and mate Pete also from Tassie were with him.

Bernie Stack and Mark Haig from Aldom went to Alice to see the Finke, but Bernie rode back to Adelaide on his motorbike after the Finke.

From Alice, Bob in the Whiteline racing triple and Stu and Smythy the two up driver for Copyworld/KRO racing travelled together in convoy to Darwin.

Our B triple was being powered by a new demonstrator Argosy courtesy of general manager of Daimler trucks Adelaide, Tim Ede. Tim was keen for bob to compare the Cummins powered unit on performance and fuel to Detroit and CAT.

From all reports the boys had a great trip up to Darwin and were clearly good company for each other.

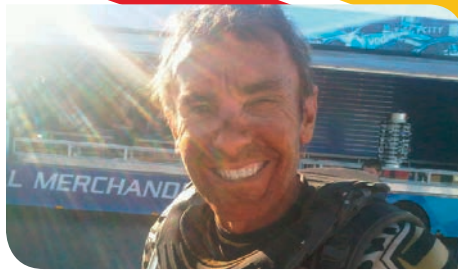
A bit weary, the boys left the bulk of the unloading and pit set up until Thursday. No track time was allocated for Thursday, but Andrew took part in promotional events.

For Andrew prior to getting to Darwin, John and mate Peter from Tasmania took in a spot of fishing at Channel Point and they were very successful !!
← Check out the pic.





This was a standard position for Tim over the weekend !!



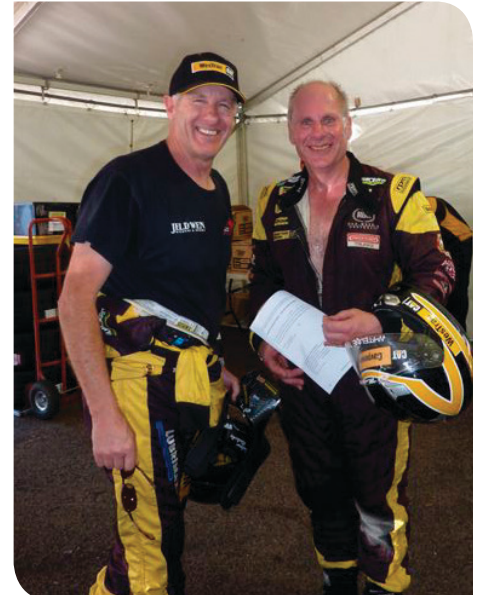
Pic of Stu at the finish line of "Finke"



Our neighbours at the Darwin Free Spirit, Stu and Smythy (pictured) were constant stirrers from the safety of their unit window !!



PIC DIRK KLYNSMITH



Andrew took Tim Ede for a couple of hot laps - all smiles before the ride !

Mark 'birdman' flew in from Adelaide on the Thursday, Paul had arrived on the Tuesday for some r & r with his folks.

Our home for this event was as per previous years the Darwin Free Spirit, going by the background noise on the phone when Bob rang me Thursday night, it sounded like the place to be !!! The team at the Free Spirit, Steve and Ann Marie put on a party for the teams and an Elvis, Roy Orbison impersonator entertained them all - I think it was a fun event !! Word is there were two white pointers in the pool at the resort, hmm, you guessed Bobby and Paul - not sure how much water was left in the pool after their dip.

Friday morning the last of us crew flew in, Tim Ede and both the Bens from Daimler Trucks Adelaide, plus myself landed lunchtime. Mark picked us up from the airport, the crew grocery shop done and straight to the track.

Friday two practices were scheduled and media track rides late afternoon. Tim Ede put on the overalls and helmet and went for a blap with Andrew. Saturday morning qualifying with an afternoon race then Sunday, two races one in the morning one in the early afternoon.

Practice one was held at 9.10. Andrew completed 12 laps in the session with his fastest on lap 4, with a 1.177078. Making him third quickest behind Jim Richards and John Bowe 1 and 2. Bob also had a pretty good session completing 7 laps with his fastest on the 6th with a 1.213626.

For the second session held at 2.15 things went pear shape early on in the session with Andrew in the 95 car with engine woes - further investigation revealed the rocker shaft had failed, so rather than risk extensive damage to the rest of the motor the job of pulling the motor out to replace it with the spare went into overdrive. Andrew only managed to complete 3 laps. John Bowe and Richards were up the front.

Bobby in the 85 Whiteline Transport Camaro was starting to get some good laps in, but the combination of the tyres going off with the extreme heat took some pace off his laps. Bob's lap times 1.21.7002.

The engine changeover saw the guys work until midnight - it had its challenges about it making parts fit onto the engine - but they got there and our fingers were crossed for a quick qualifying session on Sunday morning.

The failed engine will be pulled down on return to Adelaide, removing the head to see how extensive the damage is.

Qualifying was held at 10.05 - Conditions already hot! Andrew decided to complete only 3 laps, which had placed him in 5th place - this circuit is extremely tough on tyre wear, so with this in mind, Andrew was keen to preserve the rubber. Bowe, Richards, Kassulke and Edwards were 1 - 4, but with the remainder of a penalty to be imposed on John Bowe from the Phillip island round, this resulted in Andrew moving up a placing into 4th off the grid for race one. On return to the pit, Andrew reported that the car was down on horsepower and after consultation with Gregg Hayes the decision was to retune the engine by changing jets and as a precautionary measure brake pads were changed. Andrew's best time was on the 3rd and final lap of that session with a 1.170446.

For Bobby the builder, 7 laps were completed with his quickest on the 7th and final lap with a 1.191418. The 85 Whiteline Camaro had a fair bit of bounce, so the suspension adjustments were stiffened to eliminate this issue.

The first race of the weekend was held at 1.50 and to be decided over 12 laps. Andrew in the 95 Camaro starting out of 4 and Bobby in the 85 Camaro out of 15.

With the green light illuminated the field got away, Andrew with the taller gearing found getting of the line a challenge. Turn one was chaos, with Andy getting

a shunt from Bill Pye up the rear end, Youlden went infield so too Nittis - after the race Bill Pye came and apologised to Andrew - his boot got caught under his brake pedal - anyhow, despite a dented boot, we were able to keep going but by the end of the 1st was back into 7th, meanwhile Jim Richards led the charge followed by Bowe - the duo enjoying close racing changing the lead on turn one a couple of times, until JB took the lead in lap 7 with the distance between him and Jim quite sizeable in the end. Andrew managed to get around the 21 entry of Gary Treloar by the end of the 2nd and would remain in 6th spot until the 11th when Andrew took advantage of an obvious mechanical fault Brad Tilley was experiencing in the 28 ford falcon. Andrew finished 5th, with Bowe, Richards, Kassulke, Edwards 1 - 4 respectively. On the 2nd lap the safety car was triggered whilst a tow recovered a vehicle from infield and remained out there until the end of the 3rd. The first six cars had quite a gap from the rest of the field. Meanwhile Bobby was maintaining his starting position for the best part of the race sustaining front left damage when the 74 entry of Mercer got untidy, with Bobby doing really well to avoid serious carnage.

Both cars underwent usual checks by the team, with race tape the saving grace to tidy up the body work damage until they return back to the Adelaide workshop.

Saturday night we all went for a swim at the Darwin Free Spirit before an early night.

Sunday two races were run, the first at 9.35 and over 12 laps. Prior to the race, there were 3 grid sheets released as technical penalties from race 1 Saturday were filtering through and due to the penalties had an effect on starting positions for the second race. As a result Bobby started out of 11 and Andrew out of 6.

The field got away with the green and with the taller gearing again a bogged down start for Andrew, finding himself somewhat swamped. Turn one was full on as the field tried to get the best advantage.



Paul and Mark were kept pretty busy all weekend



PIC JAMES SMITH



Michael Almond debuted in Dad's (Ross) Porsche in the TCM series and was extremely promising and competitive in his first round - Race 3 especially !



John Nelson, No. 91 Porsche from Adelaide and Bob the Builder post race - they were red as lobsters !!



Bobby, Pete, John and Rosco enjoy the 'cool' of the A trailer !!

The South Aussies who started out of 1 and 2, Nigel Benson and Amanda Sparks got through the first corner and lap cleanly. On the 2nd lap a lot of the moves were taking place as the group 'A' cars started to make their way through the field, by the end of the 2nd Bowe hit the lead and never looked back increasing on his lead gap with each lap. By the end of third lap, Andrew had got around Amanda Sparks and Nigel Benson and was now chasing down Kassulke, Tilley and Edwards. By the 6th, Edwards had got around Tilley and was now in 2nd behind Bowe with Andrew on Tilley's tail, after having successfully got around Kassulke who was very quick on the straight, but the WesTrac 95 Camaro was quicker on corners. Jim Richards had an uncharacteristic visit to the infield which caused him to lose some ground, but as you would expect from a champ like him didn't take long to recover and be back at the pointy end of the field. On the 9th Andrew again using turn 1, got around Tilley so was now in third behind Bowe and Edwards. 1 - 2. For Bobby starting out of 11, he initially dropped a few spots, but managed to maintain 18th spot enjoying some good race dicing with Greg Keene in his Porsche no 33 and again successfully took evasive action when Greg got somewhat untidy - Greg post race thanked Bob for what would've been a serious impact !!

Race three was held at 1.55 and over 12 x laps. Whilst an improved start for Andrew, the taller gearing continued to hamper a snappy start and already had lost a couple of spots on the onset. It was a relatively clean start when on the 2nd going into turn 1 Andrew went in quite late under brakes and unfortunately made contact with Garry Treloar's charger turning him infield, Andrew managed to keep going and was now in 5th chasing Bowe, Richards, Tilley and Edwards 1 - 4. Andrew managed to get around Edwards under brakes, although they both continued to race closely. Meanwhile JB had created a large gap between himself and Jim Richards and would take out the race comfortably, Andrew managing 4th, however, as a result of the indiscretion on lap two was given a 27 second time penalty and thus placed him eleventh.

For Bobby in the 85 Camaro, he was swamped at the start and so then had the job of regaining positions, which he did - in the opening lap he dropped back to 20th, but steadily pegged them back and managed to finish in 16th.

Creating real excitement in this race were Greg Keene, Amanda Sparks and Michael Almond in the KRO and Copy World Porsche entries - they dived and enjoyed extremely tight racing for the bulk of the race - it was a real crowd pleaser by the South Aussies.

Andrew finished 6th for the round and was now fourth in the series after three rounds.

Bobby also finished 6th in 'B' class for the round.

The category presentation took place not long after and then the pack up took place - hard work in the extreme heat - but the boys did a great job and Bobby the builder towing the B triple got away about 5.30 pm.

The rest of us prepared for a long night ahead of plane travel, but Mark and I were lucky enough to have a final bit of fun in Darwin with Andrew, his brother John, mate Pete and joined crew from the V8 ute series. We had some yummy Asian cuisine and then ended up at 'The Ducks Nuts' the place to be in Darwin apparently for a drink for the road !!

Timmy, and both Bens from Daimler Trucks did a quick blitz of a couple of the local haunts before boarding their plane.

Next round is Queensland, early August. There is a bit to be done to both cars body wise and the engine issue in the 95 Camaro will need to be sorted.

More about that next time.

Kind regards,

Shaz



Ben on tyres

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Media Releases

TOURING CAR
MASTERS

Richards takes pole while Bowe takes the heat 16, June, 2012

2011 Touring Car Masters Champion John Bowe has gone fastest at Hidden Valley, but it will be the 2010 series Champion who will start from pole with the Torana SL/R 5000 of Edwards alongside.

After setting a blistering pace in the opening laps, Bowe retired to the lane as the heat continued to bear down on the classic muscle cars in their 20 minutes qualifier. With a 1:14.888 Bowe would remain at the top of the time sheets for the session, but with a two grid place penalty (post Phillip Island) ready to be applied to his result, the #18 Mustang will start from third.

Fellow Savy Motorsport garage-mate Kassulke impressed once more in his recently acquired XB Coupe, setting the third fastest times, but he too will lose two grid positions for the opening race. The team remains confident in the performance of both vehicles with a long weekend and 36 laps ahead.

Richards who is well versed in the series will start from the pole position in his first time north with his popular and already highly competitive AMC Javelin. With a time of 1:15.000, Richards wasn't far off the pace of his blue oval rival, and is feeling confident with his race package, saying,

"We're very happy. Bowe's a little quicker, and now being back in the field won't affect his race, he'll still be right there.

"I like to be up the front, of course. The car is really good – we always say there's a lot of improvement, but there's really little bits of improvement, so whether that will make it faster or nicer to drive who knows.

"It's already lovely to drive, so the trick up here is to manage the tyres and 12 laps is a long way around here in our cars."

As the mighty muscle charges on, Touring Car Masters debutant Michael Almond has taken father Ross' Class B Porsche into ninth for his first ever race in the historic series. His last experience in the exotic marque saw Almond in Porsche GT3 Cup Challenge at Mallala where he took pole and second outright in his opening event. He's now with the Touring Car Masters and looking forward to the experience, saying,

"It's fantastic. I've only ever driven the car once at a track day last year before it was rebuilt after Homebush – it certainly feels much better than it used to.

"The track is fairly new too as I've only been here in a newer road car so it's all a new experience but great so far.

"When we were going out in practice, I was driving through the pits behind Jim Richards and though 'wow, this is great, I'm in the same race as Jim' – it's a dream"

Race 1 will have the Masters hit the tarmac at 1:50pm for the first of three 12 lappers here at Hidden Valley.



PIC JAMES SMITH



Ben and Mark taking in more instructions !



Bobby the Builder taking a breather from the hot conditions



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Media Releases



Andrew checking on Paul's progress



Bob, Mark and Ben start the job of removing the failed engine post practice 2.



The Team - having a well deserved rest !!

Bowe makes it 6 at Hidden Valley 16, June, 2012

Under the glaring northern sun, John Bowe has once again muscled his way to the front to take his sixth win in the Touring Car Masters five years at Hidden Valley Raceway.

The twelve laps seemed like a marathon for the Masters with the classic muscle feeling the heat on and off the track, but Bowe had kept his cool like a true champion, with confidence and clarity.

From the outset, Bowe had another great launch off the starting grid to place side by side with Richards on approach to turn one, and that would be the story at the head of the field for the full 12 laps of the valley. Miedecke bogged down, but eyes were on current Class A leader Youlden and long-time series competitor Garry Treloar as they went two abreast almost against the pit wall on the charge to the first corner. As the pack turned in to start the opening lap, Pye fired his Camaro down the inside of Miedecke, contact sending Pye, Youlden and Stillwell onto the grass.

With Richards leading Bowe, the mighty Falcon of Tilley was back with the series and showing just why Tilley Racing have been racing since the first series events, drifting and sliding with style through the turns as the muscle mania behind him put the pressure on, Kassulke, Edwards, Miedecke and Treloar all forging on.

As Nittis parked his GTHO on the gravel and Pye returned to the pits with front end damage, the safety car entered the circuit to clear Nittis, allowing the line of cubic inch classics to bank up for the restart with 10 to go. As the circuit returned to green, Bowe was all over the rear of the Javelin, Richards closing the door as Kassulke slid his XB through turn two.

Karanfilovski was going strong in seventh while Bowe posted the fastest first sector – it was time for the Mustang to truly take flight. Edwards was muscling his Torana around the turns, more than a handful of horsepower working to keep the Torana in the leading battles.

With lap four came another record for Bowe, taking two tenths from Miedecke's 2011 effort to post the fastest ever race lap in the series with a 1:16.6091, and Richards wasn't far behind, just one tenth off the pace of the leading Mustang.

After a tough couple of years, Garry Treloar was in the top ten and looking strong, making the move around Alexander, while series debutant Michael Almond moved under the Mason Shelby Mustang to secure ninth before the clutch pedal broke, marking an early end to a promising start for the series young entrant.

Richards found a gap under Bowe through turn four, the champions showing their craft with Bowe moving into the lead once more just corners later, the pair locked in a battle, but still having pulled some two seconds on the following cars.

It was a hot spot in tenth, Mason, Youlden and Keene entertaining a three way battle as the laps fell away, now five to go. Treloar was holding strong inside the top ten, all over the rear of the Karanfilovski GTHO, the charging pack now gaining on the Alexander HT Monaro that would soon retire to pit lane. A big moment for Tilley allowed Kassulke to slip through, keeping it clean, Tilley and Edwards were soon closing in on the Falcon's bumper, Edwards using the Torana's power to weight to drive past Tilley along the straight, and there were just two laps remaining.

It was a close call for Mason as Mercer spun his Falcon out of turn six, there was nowhere to hide from the bright blue GTHO facing the wrong way, but all made it through clearly and went on to start the final lap.

The King HQ GTS had started the race after ongoing work to overcome fuel and engine issues that had plagued his weekend so far, an impressive effort seeing King charge from last on the grid to the verge of the top ten before the problem struck once more and saw an end in the pits.

An ongoing battle, Bowe and Richards were out ahead, Bowe bringing it home at the valley once more to take the chequered flag, with a new lap record to boot. Pleased with his efforts, the motor racing veteran explained,

"That was a terrific race. The cars are so well matched and there's so little in it. I've raced with Jim (Richards) a long time, he's an awesome driver.

"When I passed him that second time, I think I tried to do the world's best lap to get a gap, and then I think he may have rolled out of it a little to save the tyres as this track really kills the tyres, but it was a great race battle.

"It's a pleasure to race against guys of this calibre, Jim here, Gavin (Bullas) at the last round, and it's tough out there but we didn't touch, and you don't want to touch, so hopefully we can keep having such hard and close racing with no damage.

"The car was really hard on the rears (tyres) so we'll look to improve that before tomorrow, but this place is always tough on the tyres and when you're in a tough spot everything works harder. It's pretty impressive to be racing so closely with Jim when his car is so new and that's definitely a credit to him and his team."



Bowe does it again as the rear of grid impresses in the top 10

17, June, 2012

The top ten reverse grid always guarantees action across the field, often it brings the true mania of the muscle cars to the fore, but in his renowned style, Race 1 winner John Bowe has carved his way through the pack from 10th to victory with another lap record all in a day's work.

With the top ten flipped, Bowe once again found himself in the middle of the pack, yet the champion remained confident with his Savy Motorsport prepared Mustang race package and took a blistering start, launching off the grid to move into fourth by the first corner.

It had been an all silver start with the Class B entries of Benson and Sparks off the front row, and while Stillwell's Mustang bogged down, Richards and Kassulke both charged to the centre of the circuit to move forward and follow Tilley who was pushing under Benson. Mason mowed towards the pit wall to find room, as eyes returned to the Tilley versus Richards battle, side by side through turn six. Edwards was pushing the Torana hard, making the move under Treloar for fifth, leaving Kassulke to join the mix and go side by side with the Charger along the main straight.

As the opening lap came to a close, Bowe shot under Tilley's Falcon to claim the race lead. The only Porsche in the top ten, Sparks was holding in fifth, an impressive feat against the muscle that surrounded her, and for King who'd suffered through a challenging weekend, his HQ GTS was now inside the top ten having overcome the fuel issues.

In the Ford versus GM battle, Kassulke and Miedecke were moving through, now taking their battle into fifth and sixth. Outstanding efforts from those who started rear of grid, with Alexander having brought his Monaro up to 11th, Almond's Porsche now on his bumper in 12th, Mason was impressing in his Shelby, and Pye ignoring the battle scars to charge his Camaro into the top 15.

There was a freight train of muscle bearing down on Sparks in eighth and leading the Class B cars, King, Alexander, Treloar, Youlden, Mason and Stillwell hunting down the 911. Ahead it as on for young and old with Edwards and Tilley in a dual for second position, the Falcon with the straight line speed to pull away down the main straight, but Edwards was looking to the inside and found his move in turn two on the way to hunt Bowe, now 3.7 seconds ahead.

From rear of grid to top 10 King & Alexander

As lap seven started, the leading ten cars were made up of ten difference vehicles, a true display of the variety of muscle cars and exotics that grace the Touring Car Masters grid. Sadly for Nelson, his ever-reliable Porsche wasn't to be, having lost second, third and fourth gear, the 911 parked on the infield to sit out the remaining five laps. Another rare sight in the series saw he Javelin of Richards sideways and off the circuit, keeping the throttle down to rejoin in sixth, his gap on track having held his position.

With three to go, Miedecke had gained on the Tilley Falcon to secure third, Stillwell ran wide allowing Almond to jet his Porsche through for 15th, while Youlden locked the fronts into turn one and Alexander had flames from the HT as he held off Pye charging on behind.

Series debutant, Almond made a sneaky move under garage-mate Sparks, was looking to take Benson around the back of the circuit, but pushing too hard allowed Sparks to regain the place through turn 12. Richards was back on his game and on the back of the Kassulke XB before securing fifth, Kassulke having a slip but holding the mighty Coupe on line.

Rounding to start the final lap, Bowe had pulled out his lead to 4.2 seconds, Edwards was driving at his best in second, Miedecke and Tilley were still fighting over third, and Richards and Kassulke remained on the hunt as they closed out the top five positions. Bowe going on to win his seventh race at Hidden Valley, having had an epic opening lap, to make another lap record and set himself up for a second round win of the season.

John Bowe #18 Ford Mustang Trans Am

"I got such an awesome start so I got a really good run and did all of the hard work on the first lap basically.

"Obviously the car's very good but when you can get away like that it makes the job all the better. It's a shame we can't measure the 0-100 acceleration times because it was such a good start! They're not easy to start either coz they've got a metal clutch and a lot of grunt, so it's a juggle between a bit of clutch slip and the horsepower.

"Once you get to the lead, you can conserve your tyres and brakes a bit and this track's really hard on them, but going by the weekend so far, I'm looking forward to the last race."

Touring Car Masters Race 2 results

- 1 Bowe (lap record – 1:16.4533)
- 2 Edwards
- 3 Miedecke
- 4 Tilley
- 5 Richards
- 6 Kassulke
- 7 King
- 8 Pye
- 9 Alexander
- 10 Youlden



Media Releases



Bowe and 'Sally' take clean sweep at the Valley, as the Shelby takes Class B honours 17, June, 2012

The final race under the sun of the north saw the Touring Car Masters line up for a final 12 lap blast around the Hidden Valley circuit, and the field and fans alike were wondering, could anyone catch Bowe. As the action continued across the field, it was just the man they were hunting that took off into the distance, securing his third race win and a clean sweep of the round to put Bowe back atop the series points standings.

With the lights going green, Bowe accelerated away, Tilley made a flyer to gain second, with Edwards following as Sparks darted to the inside to hold position in the charging field. Action as promised had Alexander's HT Monaro off at turn one, King making room to avoid further dramas on his already tough weekend.

Treloar had Miedecke on the hunt, a late braking move into turn one seeing the Miedecke Camaro fire up the inside of Treloar, setting the Charger in a spin and sending Treloar to the rear of the field and into pit lane, after strong efforts to put the #21 entry in the heat of the top ten challenge. Kassulke was soon side by side with Miedecke, crafty driving from both keeping the track clear and the racing hot, but ahead it was dual race winner Bowe pulling away with a 1.2 second lead.

Stillwell made the gain around the Sparks Porsche with the Mustang's power on show in a drag like move along the main straight. Alexander followed through turn three, the Camaro of Pye and King's HQ looking to follow as they charged on to hunt the exotic in eighth. As Pye headed for the inside of Stillwell, racing room was granted with Bowe making his own room in the lead, now 2.5 seconds ahead and continuing to set fastest sector times.

The battle of the Porsches was on between 2011 Class A champion, Sparks, and Touring Car Masters debutant Michael Almond. Sparks drifted the #32 through turn six, Almond looking but the door was closed once, before a second attempt almost saw the pair contact as Almond tried again, Sparks wide as Keene fired past, narrowly missing the silver bullet as Sparks re-entered the racing line.

It was on for fourth further up the track with Miedecke moving to the outside of Edwards to gain position, Edwards muscling the Torana and sliding through turns seven and eight, determined to close the gap, retaking position on his way to the Tilley Falcon ahead. Mason and Youlden were in a tussle of their own for seventh, Pye soon joining the fight to leapfrog the dueling pair and secure another promising result.

With Bowe 4.7 seconds up the road with four laps remaining, King too was impressing once more in a gallant effort to rejoin the top ten, but eyes were back on the mighty battle between Tilley, Miedecke and Edwards, the Falcon securing position, leaving Miedecke and Edwards to fight over fourth, a battle the Camaro of Miedecke appeared to be winning.

Crossing the line for the final lap, Bowe was streets ahead with a comfortable lead of some 11.4 seconds, Richards was secure in second joining the straight as Bowe disappeared into turn one to bring his Mustang 'Sally' home for his third race win of the weekend, his eighth at Hidden Valley, and his second clean swept round at the Top End after a similar result back in 2008. A final action packed dash had Miedecke cross for fourth place, just 0.1 seconds ahead of Edwards, Tilley securing a race podium in his return to the series.

John Bowe, #18 Ford Mustang Trans Am, Class A and outright round winner

"This is a great feeling! Three wins is terrific and not that easy to do. The car's been awesome here – it was quick from the word go when we unloaded, so we've made only small changes along the way because we've got a pretty good base setup now and we understand the car very well after three seasons.

"It's of great credit to Dick (Savy) and his boys (Savy Motorsport) that again the car didn't miss a beat. The last race was easier than I thought it would be – I'd expected Jim to come with me out front, but it's good to make your way and you can only do your best, so after the disappointments from last round it's nice to win for the team and our sponsors who look ahead to the next opportunity for success and I'll always be trying.

"I love Ipswich, even though everyone thinks the track is boring but I've had many times there with CAT Racing, and the only time I've raced a TCM car there was in Tony Hunter's Camaro and I won, so 'Sally' should be a really good car around there."

Steve Mason, #3 Shelby Mustang, Class B round winner

"I'm really impressed with the team and our race package here. We had a few little problems with the new car, but I'm just really impressed with my pit crew because without them we wouldn't have raced at all.

"We had some power steering issue, I fact I had none in Race 2, so without Peter Carter and my friend here in Darwin, 'Frosty', I wouldn't have been back out on the track, so I'm more thankful for them than the Class win itself, even though that's a big pat on the back to the whole team.

"I'm really happy with the Shelby Mustang and I'm happy we built the car from the ground up. Hopefully we'll see more wins as the season goes on. For now we need to go home and correct the shocks as one wheel is hanging in the air through the corners which hampers the drive out, but once that's sorted, the car will go a little quicker so keep your eye out for us."

Touring Car Masters Race 3 results (provisional)

- 1 Bowe
- 2 Richards
- 3 Tilley
- 4 Miedecke
- 5 Edwards
- 6 Kassulke
- 7 Pye
- 8 Mason
- 9 Youlden
- 10 King

Touring Car Masters Class Round results (provisional)

- Class A Class B
- 1 Bowe 180 1 Mason 162
 - 2 Richards 157 2 Stillwell 157
 - 3 Edwards 149 3 Sparks 157

Hidden Valley Trophy (highest placed unseeded driver) – Tony Edwards

Touring Car Masters Class series points standings (provisional)

- Class A Class B
- 1 Bowe 425 1 Stillwell 489
 - 2 Richards 414 2 Benson 463
 - 3 Miedecke 372 3 Keene 368
 - 4 Youlden 360 4 Sparks 362
 - 5 Kassulke 328 5 Hunter 327



Paul lends Bobby a hand to refuel the b triple



Bobby enjoying the attention of the 'honey' entertainment at Darwin Free Spirit





Mark King

TOURING CAR
MASTERS

King joins Whiteline for strong season

29.06.2012

In the next step of his decorated racing career, Mark King has today announced his partnership with Whiteline Transport Racing, joining the team as the driver of the #85 Chevrolet Camaro to see out what will be a strong end to the 2012 Touring Car Masters season.

King's career includes two Australian GT Performance Championships, along with success and vast experience from unique categories including Australian NASCAR, and of course, his time with the Touring Car Masters since his debut in 2010.

Having been on both sides of the manufacturer fence in the classic series, starting with Phil Morris Racing in an iconic XA GT Falcon, before joining Waddington Racing in their pristine HQ GTS this season, King is now looking forward to continuing his racing relationship with the GM brand, with a strong race package and strong team guiding him through the remainder of the season, saying, "This is a wonderful opportunity to join Bob (Middleton), Sharon (Middleton), Andrew (Miedecke) and the Whiteline Transport Racing team. I'm hoping that with my little bit of input from the suspension industry, along with race setups and seat time, I'll be able to add to what is already a quality outfit with great prospects ahead in this series.

"I'm excited to be a part of this crew for the rest of the season - alongside Andrew (Miedecke) is one of the best seats available so it should make for a great year for both of the Whiteline Camaros. Both cars are well and truly sorted, and the team second to none, so we're looking to turn up at Ipswich and use the practice sessions to get the seat position right, then get on with it."

It had been more than twenty years in between jaunts on the red side for the King Springs Managing Director before his return with Waddington Racing. While the small team had seen many challenges, it's a passionate and committed crew, the team working hard to overcome early mechanical dramas during the last round, to see King come through the field from rear of grid to secure two top ten finishes.

While disappointed to be leaving mates, the opportunity with Whiteline Transport Racing will keep King as one to watch in the series, a fact new team owner Bob Middleton is more than excited about, explaining,

"This new lineup will be great for the team, and great for WesTrac as we look to get both of our Camaros to the head of the field. Mark is a welcome addition who will be capable of taking the #85 to its limits.

"We knew there was more in the car and while I enjoy the driving, I'm really passionate about heading the team and supporting the guys doing the laps in the cars. We want results, and with our team now having Mark's knowledge of suspension, gearing and diff ratios, on track knowledge, along with his professionalism and valuable feedback, we know that we'll have a really strong lineup who can support each other to work for team success.

"Mark and I had time racing back in the NASCAR days so it's, in a sense, a reunion and a new opportunity. He's had great results across his career, and we've got a race package that suits him, so we're all excited to have him on board and looking forward to his first event with us at his home track."

The Whiteline Transport Racing Camaros will be on track for Round 4 of the Touring Car Masters at Queensland Raceway from August 3 to 5.



KING
SPRINGS

KING
SPRINGS

TOUR
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Other News

Andrew exploring the top end

The gun turret of a crashed B24 Liberator off Truscott airbase, a world war 2 airbase, built in 1943. Generally off limits and only accessible by air I met a aircraft engineer on my last trip who arranged introductions.

The base now hosts supply operations for our off shore drilling rigs, flying men and supplies in Super Puma helicopters.



We were told the plane was overloaded and crashed on take off. No survivors.



Test is Best !!

Andrew flew down to Adelaide for a test day out at Mallala on Friday 6th July. He and crew chief Mark were keen to trial changes they have been making to the 95 Camaro.

On race days, changes have had to be more subtle due to limited track time, this will give the boys the opportunity to be a little more radical in their 'tweeking'.



A message from Brian Walden

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28/6/12

Hi everyone & welcome to our first of many newsletters.

My name is Brian Walden & I will be organising & promoting American Stock Car racing back into Australia in 2013. We have scheduled four race meetings next year at Wakefield Park for the Nascars & Oz truck utes with an expansion in 2014 to Vic Qld and hopefully S.A. There has been a lot of interest in people bringing out there old cars already in Australia as well as importing cars. As we speak there is one car Customs approved & ready to depart the USA with another car purchased & awaiting Customs approval to leave so we are well underway for next year. I'm hoping to have a web site up and running in the next couple of weeks & will keep you all informed when the site is ready. I have now managed to get an agent to help find & export GTA cars for customers on the East & West Coast of America.

For more information about the series please feel free to give me a call

Brian Walden.

George set for Townsville

There has been quite a break since racing in Perth, with Townsville set for 6-8 July, 2012.

Whilst not on the track racing, George has been busy with a stint in Malaysia and around Australia running drive days and promotional activities. We wish him well in the upcoming round and will summarize how he goes in our next newsletter.



TOURING CAR MASTERS

2012 Series Points

Class A 'Outright'

Position	Driver	RND 1	RND 2	RND 3	RND4	RND 5	RND 6	RND 7	RND 8	Penalties	TOTAL
1	John Bowe	176	129	180						-60	425
2	Jim Richards	148	109	157							414
3	Brett Youlden	105	153	105							363
4	Andrew Miedecke	164	93	130						-30	357
5	Keith Kassulke	111	120	139						-39	331
6	Tony Edwards	0	150	152							302
7	Bill Pye	135	75	78							288
8	Mark King	114	122	75						-33	278
9	Gavin Bullas	133	158	0						-56	257
10	George Nittis	81	75	51							207
11	Garry Treloar	-	81	66							147
12	Brad Tilley	-	-	142							142
13	Chris Collins	-	111	-							111
14	Tony Karaflovski	60	0	45							105
15	Eddie Abelnica	45	30	-							75
15	Bernie Stack	75	-	-							75
17	Les Walmsley	63	-	-							63
17	Graham Alexander	-	-	63							63
19	Steve Makarios	-	42	-							42
20	Doug Westwood	39	-	-							39
21	Matt O'Brien	-	30	-							30
22	Jason Comersall	-	-	-							0
23	Cameron Tilley	-	-	-							0
24	Paul Freestone	-	-	-							0

Class B 'Pro-Sportsman'

Position	Driver	RND 1	RND 2	RND 3	RND4	RND 5	RND 6	RND 7	RND 8	Penalties	TOTAL
1	Chris Stillwell	164	168	157							489
2	Nigel Benson	110	164	139							463
3	Greg Keene	102	132	134							368
4	Amanda Sparks	66	139	157							362
5	Tony Hunter	168	159	-							327
6	John Nelson	138	108	45							291
7	Bob Middleton	-	135	132							267
8	Rory O'Neill	114	30	105							249
9	Steve Mason	-	81	162							243
10	Wayne Mercer	-	117	102							219
11	Gary O'Brien	135	-	-							135
12	Michael Almond	-	-	100							100
13	Mick Wilson	70	0	0							78
14	Ross Almond	75	-	-							75
15	Phillip Showers	-	0	-							0

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



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

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