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ALL THE LATEST FROM **Round 2**  
**BARBAGALLO RACEWAY**  
MAY 3-5, 2013 →

**WHITELINE  
RACING**  
NEWSLETTER





# A word from Shaz

## BARBAGALLO RACEWAY

MAY 3-5, 2013

# ROUND 2



PHOTO BRENTON MATHESON

For the Whiteline Racing team making the journey to the West is always like a journey to our second home for us. We have our local Whiteline Depot at Maddington managed by Joe and Arthur and close friends who are like family we enjoy catching up with. I'm sure I've heard Andrew say he enjoys this track many times.

Prior to this round both Kingy and Andrew flew to Adelaide for a test day at Mallala. They managed to get some serious laps under their belt and tried set ups that are too risky to try at race rounds.



**BARBAGALLO RACEWAY**  
Perth, Western Australia

Opened  
2 March 1969

Length  
Turns 2.411 km (1.498 mi)  
7

Mark had a long list of tasks prior to the test day and the round in the west which included :

### Car 85 - Mark King - Whiteline/King Springs Camaro

Extensive body repairs to front of car, including new right hand guard, new radiator support panel, new nose panel and new light assy. A diff change was made to suit Barbagallo, a new tail shaft was installed, a replacement for one that was problematic at Eastern Creek. At the test day front springs were changed to improve balance, the rear shocks were changed in a quest for better traction. Post track day, the gearbox ratios were changed to suit Perth, new brake pads were fitted, a new clutch master cylinder fitted to improve feel and the accelerator pedal was modified.

### 95 - Andrew Miedecke - Lubrimaxx Camaro

Prior to the test day, repairs were made to the right front guard, the diff ratio was changed to suit Perth, new front spring assys incorporating height adjustment were fitted, new rear springs of a different design fitted at test day, front sway bar changed to help with understeer, front end vibrations evaluated after test day. Gearbox ratios changed to suit Perth, new steering wheel fitted to replace the worn out one, new brake pads fitted all round.

The Adelaide teams of Whiteline Racing, KRO Racing, Black Cat Racing and Copyworld racing all joined together in the logistics of transporting the team given the great distance involved, and as such Bob the Builder and Andrew Smyth left Adelaide on the Monday as a B Triple. The guys arrived into Perth Wednesday, then spending Thursday trackside unloading the cars, toolboxes and set up our pit area.

The rest of the team arrived throughout Thursday. Our team was missing Tim Ede for this round, when Tim's Dad took seriously ill on the Thursday in Melbourne.

The team was boosted with a very keen and eager Chris Coyne, a final year apprentice from Westrac - he did a great job and as you will read was very much on tools for the weekend.

Whiteline WA Operations Manager Joe Hegedus crewed with Arthur Gordon WA Administration Manager pit side on Sunday !!

I arrived Thursday night, managed to get to a Coles at 8.40 pm - so with 20 minutes before it closed, I had the fastest shopping trolley known to mankind !!

Bruce Blannin owner of Lubrimaxx made the journey to Perth to support Andrew and throughout the weekend, he and his WA Manager Trevor, introduced customers to the world of Whiteline Racing and the TCM Category. Going by the comments and the smiles, reckon it was pretty popular !!



PHOTO DIRK KLYNSMITH





PHOTO DIRK KLYNSMITH

**Friday** 2 practices were scheduled, the first at 8.35 am. Weather conditions were good, which was a relief as earlier forecasts throughout the week had predicted rain. The session was for 20 minutes. For Andrew in the 95 Camaro 6 laps were completed with the quickest on the 5th with a 1.049373. This placed Andrew 2nd quickest with Albenica the quickest. Jim Richards was third quickest and Bowe did not complete the session due to mechanical failure.

The session was not without some excitement, when Andrew went off the track transforming the 95 Camaro into a grader – suffice to say the pit garage resembled a sand and loam depot from the dirt cleaned out from the car's under carriage. On return to the pit, Andrew said the brakes were poor and just couldn't pull him up, but then after a glass of red on Saturday night didn't rule out driver error !!

For Kingy in the 85 Camaro he completed 5 laps, however, on return to the pit an oil leak proved to be serious, with a rear main seal failure. This meant a complete engine change !!! The crew worked all day replacing the engine and into the night. As a result he did not take part in the 2nd practice.

2nd practice was held at 12.45 p.m. and again a 20 minute session. Kingy did not take part whilst the team continued with the engine change, meanwhile Andrew completed 14 laps with the quickest on the 7th with a 1.041281. Andrew was again 2nd quickest and was satisfied with the result given he was on worn tyres.

Due to the lateness of finishing at the track, the boys grabbed a steak sandwich from the Joondalup Resort bar, they gobbled that down and we were all early to bed.

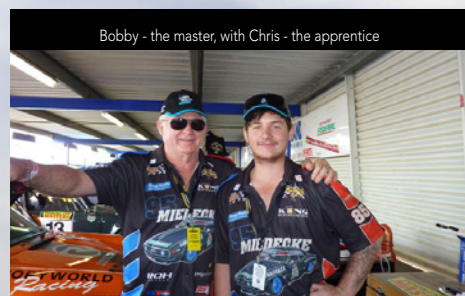
Saturday was qualifying and one race.

### Qualifying

The qualifying session was held at 9.15 in cool and cloudy conditions. Andrew only completed 4 laps in his 95 Lubrimaxx Camaro, with his quickest on the 3rd with a 1.0271 and parked up believing it was a time that would see him up the top of the grid – only to find out he would be 5th fastest. The first five cars were all doing 1.02's. The order was Almond in his very quick Porsche, Bowe, Kassulke, Richards and then Andrew.

For Kingy with the new engine in the 85 Whiteline/King Springs Camaro, he needed to do a few moderate laps to ensure all was okay and there were no oil leaks after the changeover engine. Mark completed 6 x laps with his best time on the 4th with a 1.047189 – with some work ahead of him to get onto the pace. Mark qualified 14th.

Sadly for fellow South Aussie, Rory O'Neill in the Black Cat Racing No. 13 Porsche a 'knock' in the engine spelt the end for his weekend of racing.



Bobby - the master, with Chris - the apprentice



Busy pit lane as the Camaros warm up



Jason hard at it bolting bits onto the new engine







The Whiteline Boys with Shaz



PHOTO DIRK KLYNSMITH

## Race 1

The qualifying positions were their starting positions for Race 1, 14 laps held at 11.35 am. Andrew in the 95 Lubrimaxx Camaro was happy with his start reducing revs to get off the line. On completion of the first lap Andrew was in 6th, but on the 2nd lap in turn 1, Bullas and Abelnica in an attempt to go around the outside of Andrew saw Bullas in the sand trap and Abelnica sustain damage that ended his race. From that point on the order of the first five did not change, with Michael Almond, Copyworld Racing from South Australia take out the race, followed by Bowe, Kassulke, Richards and then Andrew. For Kingy, on completion of lap one, he had lost a couple of places, but by completion of the 2nd had managed to regain them. Mid race, he continued to improve finishing in 12th. On return to the pit Kingy said the car felt good and that he himself needs to concentrate on his drive.

The race was in record breaking times, with Michael Almond in the 26 Copy world Porsche creating a new record with a 1.029005.

Mark and the crew did decide to change the diff though so they could use taller gears for 2nd and 3rd in the 85 Whiteline/King Springs Camaro.

This track is really well suited to the fast little Porsche, for Andrew with the revv penalties for previous placings, being a seeded driver, the extra weight and the steep climbs, we were lacking power in this area.

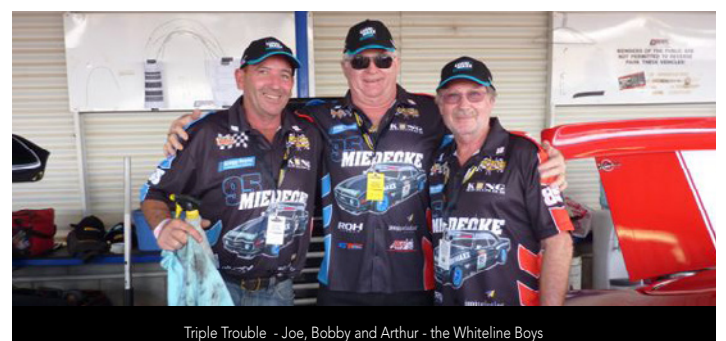
The racing times of the field was fast, in keeping with qualifying times, with the first three cars, lapping in record times.

A gathering of the gang from SA had dinner together at Joondalup where we enjoyed a couple of nice reds from the Margaret River region - they say, when in Rome do as the Romans - so we did !

When we all first arrived back from the track, I'm sure we'd all find it pretty easy just to collapse on a lounge, but it is truly amazing what a hot shower does !! I said to the boys on the way home from the track that I might stay in I was that pooped, with that Birdman delivered a berocca for me - you know, the ones that give you back the b b bounce !

## Race 2- 1.05 pm - 14 laps

The starting order for this race, was reverse grid of the top 10 from the previous race. As such for Andrew in the Lubrimaxx 95 Camaro this meant starting out of 4 and for Kingy in the 85 Whiteline/King Springs Camaro out of 12. On completion of the first Andrew had maintained his starting position with Steve Mason in his No 3 Mustang leading the charge. In the final stages of the 2nd Andrew upped the anti with a great passing move on Crick to now be in third. On the 3rd a yellow was triggered and remained until the start of the 6th. On the 6th Andrew successfully moved on Mason in the No. 3 Mustang, with a very fast little orange Porsche now in his rear vision mirror. Andrew maintained the lead until the 10th lap, when Michael in the 26 Copyworld Porsche managed to make the move to now be in No. 1 spot. Michael continued to increase his lead to the end of the race on the 14th lap, taking the chequered flag with Andrew in 2nd and Keith Kassule in his 52 Ford in 3rd. For Kingy in the 85 Whiteline/King Springs Camaro the early stages of the race would see him drop back a couple of placings, but by the 7th lap now found himself back in 12th. Kingy was able to improve another spot, finishing in 11th. On return to the pit, the crew modified the front right guard which had been rubbing on the tyre quite severely. The front running cars ran that race in noticeably slower times than the previous in 1.03's and 4's.



Triple Trouble - Joe, Bobby and Arthur - the Whiteline Boys





PHOTO DIRK KLYNSMITH

Stu Martin installing the Whiteline sign on the winning Copyworld 26 Porsche of Michael Almond



Andrew among the winners. PHOTO DIRK KLYNSMITH

Keen as mustard, Chris Coyne, Westrac's 4th Year Apprentice was a great help



### Race 3 – 4.25 – 14 x Laps

A somewhat depleted field took to the track for the final race of the meeting. Fifteen starters left, with Andrew in the 95 Lubrimaxx Camaro starting off the 2nd row of the grid and Kingy in the 85 Whiteline/King Springs Camaro off the 5th row.

With the race underway Bowe led the charge into turn 1, but by the end of the first Kassulke in the 52 Ford had moved to the lead, with Andrew in 95 in 6th after an average start. Kingy was midfield in 10th. Greg Keene in his 33 Porsche got a blinder of a start and was with the front runners in the early stages of the race. Andrew having made his way up into 3rd by lap 4, was assisted when Mason in the No 3 Mustang pulled into pit lane and so was now in 2nd behind Jim Richards. Crick in the 75 Charger had also been working hard and had steadily made his way through the field to be in third by the fifth lap. The first three of Richards, Miedecke and Crick remained a constant and this is how they would go over the finish line. Kingy had a much improved race with his real moves on laps 4 through to 6 which would result in the 85 King Springs Camaro in 6th. For Michael in the 26 Porsche, huge disappointment in the last race with mechanical failure not even seeing him get off the start line.

For the weekend, Andrew won with 157 points, followed by Jim Richards on 150 and Bowe 3rd with 131. Kingy was 10th overall with 93 points.

The packing up went into overdrive to be ready for the bump out 2 hours after completion of the event.

Whiteline Joe took one of the A's to our depot for the line haul driver to go onto Northam hook up yard, to meet Bob and Smythy who were there waiting with the additional A and B for the B Triple run home to Adelaide.

The transporter should arrive home late Wednesday, work will get under way Thursday to unload the cars and start the preparation work for the third round in Darwin mid June.

For further information:

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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

**M**any 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.

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## Unexpected challenges arise while Abelnica seeks to find glory at Barbagallo once more 3, May, 2013

The seventh season of the Masters, the third visit to Barbagallo Raceway, and the second time Eddie Abelnica's name has dominated series time sheets for a day, with the Perth's Cheapest Cars Ford XB Coupe showing true pace and balance, while for reigning champion Bowe, and Whiteline Transport Camaro racer King, it was engine replacements being the story of the day.

Ahead of the first session, even before arriving at the circuit, the Bandit Chippers HQ entry of Bressington had called it a day after testing last weekend broke a conrod, leaving the team to rebuild the engine, then head for the local dyno mid-week where the engine soon showed it simply couldn't continue, leaving Bressington a non-starter for Round 2.

Practice 1's opening lap saw early drama as an unexpected engine failure put Bowe into the garage, an engine replacement starting his Round 2 campaign. For Abelnica, Richards and Bullas, it was a happier tale as the Ford trio delivered the early fastest times, with Miedecke's Lubrimaxx Camaro looking strong. With only early laps in the bag, the confidence in the field appeared to grow as they recalled the Masters 2011 successes in the west, Walmsley, Almond and King were soon in the game, but no sooner than setting his fastest time so far, King's #85 entry was in the garage, a leaking oil seal seeing the second engine replacement from the session. Abelnica held out, his 1:03.6320 enough to sit ahead as the weekend began.

In the hours before Practice 2, Mason's Shelby with new sponsor WasteTech Engineering adorning the stunning #3 Mustang, was suffering from minor brake line concerns, but it was enough to reduce the second session's entry list by yet another. As Mercer headed for the sandtrap at turn one, Almond had his Porsche into the top three, while the return of Walmsley had the Masters veteran into sixth after a strong Practice 1 (fourth) showing in co-Savy Motorsport pilot Kassulke's second machine, the #99 HQ Monaro.

For Vining-Falvey, the newest face in the series, the opening day of the Chill Perth 360 would be a learning curve, gaining greater understanding and connection with his Don Dimitriadis owned Mustang Coupe, and given limited experience in both the vehicle and on track, Vining-Falvey was keeping the team confident. Eyes were back on the #48 of Abelnica, the red XB affectionately known as 'Elmo' was still topping the time sheets, having set a 1:03.7086 on first pass, while his competitors lingered in the 1:04's.

Disappointingly for Gomersall, from eighth, his iseek Racing Torana SL/R5000 suffered gearbox failure close to the end of a strong stint, a routine change into third ending the #35's session in the sand. Consistency would keep Abelnica atop the times as Practice 2 closed, the Perth's Cheapest Cars team hoping to see success when it counts at the place that has brought both glory and heartbreak in Abelnica's previous two visits, Abelnica saying,



Work gets underway to replace the King Springs 85 Camaro engine

"I came here confident last time, we had a poor meeting and I think I have memories of that but I like the track and I've also tasted success here in this series.

"We've got a vastly different car to what we had last time, have done some recent testing which opened up some things to work on so a couple of changes are still scheduled.

"It's good to be up there, but it's only early days yet and this series keeps it wide open so it's anybody's weekend, with Bowe back and Almond's Porsche being one to keep an eye on, but it's always good to have the performance early on for a positive starting point."

The afternoon has kept the Masters crews busy in the paddock with engine and gearbox replacements including a brand new, untested engine now into the #85 Camaro of King, a second gearbox fix in two days for Gomersall, oil and brake line replacements, spring and suspension changes, with the common theme appearing to be looking forward to seeing what new tyres bring tomorrow.

PHOTO DIRK KLYNSMITH







PHOTO DIRK KLYNSMITH

## 'Magic Mike' Almond grabs maiden pole, as Mustangs charge and falter 4, May, 2013

After a season away from the challenging tarmac of Barbagallo Raceway, the Touring Car Masters were back at full noise for morning qualifying as Michael Almond charged his Copyworld Racing Porsche to the top of the time sheets, maintaining consistent pace in the fresh entry to Class A (Outright), while Chris Stillwell's Mustang was again on the pace, dominating the times of the Pro-Sportsman entries.

Having been well placed at the helm during opening practice, Abelnica led the full field back on track and was immediately on the pace, with the top three soon into the 1:03's and looking comfortable as they became the hunted as the muscles and exotics pushed hard, two wheeling through the corners, and getting the power down with fresh rubber in the warming conditions.

Disappointingly for new-comer Vining-Falvey, the session would end too early as his Thunder Road Racing Australia Mustang Coupe became unsettled, returning to the pits to find a hole in the sump, the Savy Motorsport team left to assess the options of continuing. Alexander looked to be cruising as the Corio Auto Parts Monaro glistened on track, while Walmsley, Kassulke and Freestone, all having softened their setup ahead of qualifying, were hoping to be strong, Walmsley's wheels.com.pg Monaro again featuring in the top five.

Richards and Keene were side by side as they pushed on to find a golden lap, sadly for Keene, a fuel issue meant the #33 Sportsmed Porsche was back to the pits, a hoped quick fix seeing a strong weekend yet to come. Reigning Pro-Sportsman champ, Stillwell's Mustang was comfortable inside the top ten, a new engine and new cam profile giving more grunt across the rev range, the series Director happy with his two flying laps.

Pit lane was busy with classics, but on track it was still the #26 Porsche of Almond heading the times, and happy with an impressive six lap stint, returning to wait out it as Richards, Abelnica, O'Brien, O'Neill and Mercer remained on circuit, all looking to move ahead. The new 3.6litre power plant in the lighter Copyworld Racing 911 had done its job earlier than expected, Almond securing his maiden Touring Car Masters pole position just days after celebrating his birthday, and just two weeks after capturing his maiden round victory in his Copyworld Racing Porsche GT3 Cup challenger, the delight evident on one of the young faces of the series.

"It's very exciting. I didn't quite expect this, but I had been told its Porsche friendly and that looks to be the case. The car felt strong through turn 1 and the twists, so it was head down, get a good gap, and put in the good times.

"Porsche is the only thing I know, I've never raced any other car, and the '73 earlier model and the later model I race have similar characteristics and complement each other so I think that helps me to progress quicker than normal.

"We've taken a little weight out since the class change, and the different specs of the car in Class A have certainly helped us. I had been feeling a little pressure, but now that I've got pole, that feeling has subsided, but now I'm a bit nervous with names like Bowe and Richards next to and behind me, so I need to do all I can to try and stay up the front because I've got experienced drivers right on me."

Ahead of this afternoon's race, there's no doubt that Bowe will be wanting to take the lead early on after the Dunlop Super Dealer/Wilson Security Racing machine headed out to qualifying with fellow Master, Steve Makarios keeping a close eye on the new engine, the team now confident of a reliable and strong weekend for the dual champion, while for Almond, it's a new starter motor going in to ensure his weekend continues on the right track.

### Qualifying results

1	26 Toshiba / Copyworld Michael Almond (SA)	1:02.3144
2	18 Dunlop Super Dealers/Wilson Security John Bowe (VIC)	1:02.5030
3	52 Outbound Racing / wheels.com.pg Keith Kassulke (PNG)	1:02.5235
4	12 Shannons Insurance Jim Richards (VIC)	1:02.5436
5	95 Whiteline Transport Racing / Lubrimaxx Andrew Miedecke (NSW)	1:02.7120
-----		
9	6 Chris Stillwell Racing Chris Stillwell (VIC)	1:03.6535



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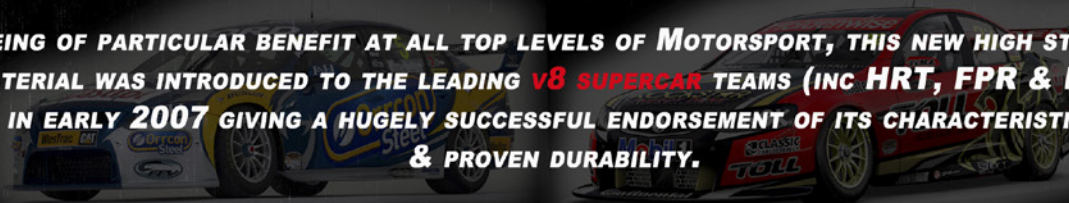
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## A new Master is born as Almond creates Porsche history 4, May, 2013

Taking a maiden pole position clearly wasn't enough for Touring Car Masters young-gun, Michael Almond, going on to take his #26 Copyworld Racing entry to victory, a new lap record, and becoming not only the youngest driver to win, but impressively, becoming the first Porsche to take an outright race win in seven years of the series, a great way to kick off the opening Masters race at the Chill Perth 360.

As the field headed for the grid, for Freestone and O'Neill, the Camaro and Porsche would both remain in the paddock with engine concerns ruling them out of the 14 lap challenge. On the front row was a rookie and a champion, behind Almond and Bowe, another champion and an apprentice of a champion, Richards and Kassulke lining up on row two.

Under green for Race 1 and Bowe got a good start, but the #26 Porsche got a great start, leading into the opening corner and looking to pull a gap on the strong field. For Bullas, Miedecke and Abelnica, the fight started early as the trio sought third position, three into one not ending well for the Lion Mill Solutions XA or the Perth's Cheapest Cars XB, Bullas in the sand as Abelnica returned to the paddock on just the first lap. With the Safety Car called, Crick had already moved from tenth to sixth in the opening minute, the field now bunched bring Bowe's Dunlop Super Dealer/Wilson Security Mustang back to Almond, while for the Pro-Sportsman, it was a three way battle for Keene, Stillwell and Mason, the pressure on.

Bullas back on track, the track went green and Almond again led the field away, Bowe following, King armed with the new engine all over O'Brien's Bendigo Accident Repair Centre HQ, Alexander and Mercer holding strong to keep in the challenge. Gomersall muscled in on the Stillwell and Mason action, while Richards and Kassulke were keeping it close as they headed over the turn five hill, Kassulke's wheels.com.pg XB Coupe having the legs to pull away on the run to the start line.

Almond would strike again, posting a new series lap record of 1:02.9 as he led the field to the half-way point, continuing to pull away from Bowe with a clear two seconds over the #18. Kassulke was gaining Bowe, Crick and Walmsley were locked together fighting for clear track, and Stillwell moved under at turn one to try and capture Keene but the Sportsmed Porsche held on. King tried the inside of Alexander at the final turn as the Corio Auto Parts Monaro was too strong, King looking again at the opening corner on the run to the esses as O'Brien joined the tussle with Mercer closing in.

Walmsley continued to show why he fits right in with the Masters, passing Crick for sixth, while back in the field, Gomersall made his isek Racing Torana known, as Stillwell made the move around Keene as they turned onto the straight. Kassulke was on the defensive against Richards' Shannons Insurance Sprint through turn five, Miedecke going strong, but for O'Brien, it was a quick trip through the sand dropping the #8 HQ back through the field. Mercer made it clear he wanted to move past Alexander, and Miedecke had the same thought, trying to find a way around Richards, but the Sprint held off the Camaro as they powered along the main straight.

Mustang versus Mason and Stillwell had mirrors full of Mason's Hercules Engines Shelby, as the pair challenged for the Class B race lead, with Gomersall and Keene next in the on track queue. As Almond fired along the main straight to start the final lap, the pace and performance of the Copyworld Porsche was evident, now almost five seconds head of Bowe who was fighting but hampered by the maximum rev and weight penalties thanks to his past successes.

The Touring Car Masters is proudly supported by Shannons Insurance, Rare Spares, Unique Cars Magazine and the 2013 Australian Muscle Car Masters, with official suppliers Hoosier Tires and Australian Sports Marketing, and official technology partners Sandman Technical.



PHOTO DIRK KLYNSMITH

In an outstanding showing for the new Class A racer, Almond crossed the line for a convincing four second win over Bowe, Kassulke, Richards and Miedecke, the young racer making history as he added a lap record, maiden outright race win and locked away the first ever outright race victory for the Porsche marque in the history of the Touring Car Masters. Clearly thrilled with greater success, while unaware of his impact on the series already, Almond explained,

"I didn't expect that result at all. Having pole was fantastic, then it was quite daunting having Bowe in my mirrors during the race but I kept calm and put in some consistent laps, and consistency has proven to be key over my past few races.

"We were lucky enough, and Rory (O'Neill) was unlucky enough having had engine problems, so he lent us his starter motor and kept us going strong so I'm very thankful for that.

"The reverse grid race is a whole different ball game; there's a lot of wisdom and experience in the pack and I need to mix it with that experienced race craft now so I've had a great run so far but know it's going to get a lot harder from here."

Having completed a race long battle for the B Pro-Sportsman honours, Steve Mason found a way around Stillwell in the closing stages to secure the opening Class B race win, and with new sponsors WasteTech Engineering on board, the win was yet another step in the right direction for the inaugural series champion, saying,

"What a great day. My team have worked between the meeting and made a lot of changes, mainly springs and shocks, engine is as strong as ever, the car is getting faster and faster.

"Isn't it great racing guys like Stillwell, been around a long time, his car is strong, a very professional racer, and I really had to work the whole race to try and get him, then I got underneath him through luck down through the bowl.

"The Shelby is quite heavy so needs to stay in Class B but we think we have a really strong car and if only we could take more weight out of it, I think we'd have a great chance at taking on the front guys too. I'm looking forward to the next races."

### Race 1 results

- 1 26 Toshiba / Copyworld Michael Almond (SA) Porsche 911 RS
- 2 18 Dunlop Super Dealers/Wilson Security John Bowe (VIC) Mustang Trans Am
- 3 52 Outbound Racing / wheels.com.pg Keith Kassulke (PNG) Falcon XB Coupe
- 4 12 Shannons Insurance Jim Richards (VIC) Falcon Sprint
- 5 95 Whiteline Transport Racing / Lubrimaxx Andrew Miedecke (NSW) Chevrolet Camaro
- 6 99 Outbound Racing / wheels.com.pg Les Walmsley (VIC) HQ Monaro
- 7 75 Mopar Performance Greg Crick (TAS) Chrysler Charger
- 8 3 Hercules Engines / WasteTech Steve Mason (NSW) Shelby Mustang
- 9 6 Chris Stillwell Racing Chris Stillwell (VIC) Mustang Trans Am
- 10 33 SportsMed Greg Keene (SA) Porsche 911 RS



## Porsche takes back to back wins as the Masters fire up the west 5, May, 2013

The final day of the Chill Perth 360 saw a busy morning in the Touring Car Masters paddock as engines were checked, gearboxes finished and setups refined ahead of Race 2 at Barbagallo Raceway for Round 2 of season 2013.

With the top eight reversed for Race 2, Mason and Crick took to the front row, with Walmsley and Miedecke behind, Richards, Kassulke, Bowe and history-making Race 1 winner Almond buried in the pack. As the lights went green, Miedecke bogged down, Crick smoked away from the grid, with Bowe and Almond getting fliers to commence their charge to the front. Abelnica's XB went wide, going side to side with Richard's Sprint into turn one, with Bullas' XA dropping two wheels into the dirt as the pack made the first run through turn four.

Muscle cars were going sideways on the run to the main straight, the battles clearly on across the classes. Walmsley was impressing, his HQ soon into second as his consistent weekend continued, while Bowe moved under Keene's Porsche through the opening turns and Kassulke was on the charge and defensive to keep his XB clean. Miedecke took to the inside line for his next move, under Crick's Charger with Almond vying in.

Out front, Mason was still holding strong, his Shelby with the goods to keep his Class A rivals at bay as he found the lines and kept the horsepower pumping. Gomersall was pushing his Torana, clearly past the earlier gearbox gremlins, locked in a battle with King and Mercer, the #35 SL/R 5000 and #85 Camaro swapping positions before King charged further up the field. Kassulke was looking strong, making a move on Richards at turn seven.

Alexander was looking strong, but soon found himself sideways through the sand trap, his HT Monaro finding the tyre wall and bringing out the safety car, the #57 taken away in need of much work. Further heartbreak unfolded for the Savy Motorsport crew as Walmsley's #99 HQ lost oil pressure and retired from the race to save yet another Masters engine expiry.

Mason would lead from the restart with ten laps remaining, the fastest in the field now lapping just seconds off the leading Dunlop V8 Supercar times. Miedecke got the jump on the restart to lead the field away, Mason finally overcome, with Keene defending as Stillwell's Mustang looked to the find a gain. Almond wanted in up the front, filling Mason's then Miedecke's mirrors with the #26 Porsche. Bowe versus Richards was on, the two legends racing once again as the laps fell away, with Bullas and Abelnica closing in on the Keene/Stillwell stoush. Kassulke and Crick went side by side to turn seven, Bullas and



PHOTO DIRK KLYNSMITH

Abelnica's dual was on again, side by side into turn one and through the esses, with Almond sharing track room with Mason.

Bowe and Richards were hot on the challenge, swapping passing opportunities, keeping Keene in on the fight. While O'Brien had dropped to the rear of the field, the #8 HQ was putting on a show, working hard to drive back to the field, taking turn seven sideways. Almond had found a way under Mason for second, now on the hunt for Miedecke in the lead, as Gomersall and Mercer continued to battle side by side in a drag race along the main straight. Bowe was now under Crick, and King had passed Stillwell to hunt down the coupe pair of Bullas and Abelnica.

Almond was lapping in the low 1:03's, his closest rival Miedecke in the 1:04's, clearly wanting another taste of victory, the young-gun charged on as Camaro versus Porsche unfolded, the horsepower versus the handling, the short circuit seeing Almond take his advantage and the lead. Richards was now all over Crick's bumper, moving to the inside to capture sixth. Stillwell took a run through the dirt, Bowe was putting the moves on Kassulke as the XB continued to reel in the Shelby of Mason. O'Brien was coming back to the pack, showing performance certainly not lacking in the HQ. Kassulke and Bowe would capture Mason, their Class A power getting the power down along the straights, but Mason hadn't made it easy for the pair, using all his racecraft to keep the Shelby at the heart of the battle, and it was over, Almond driving away to secure back-to-back race victories for Porsche, Miedecke in second, with Kassulke strong in third, followed by Bowe, Mason, Richards, Crick, Keene, Bullas and Abelnica rounding out the ten, with Mason's fifth securing him the Class B race honours.

Michael Almond, #26 Copyworld Racing 1973 Porsche 911 RS - race winner

"That was a fantastic race and I was lucky to get a good start, then be up to fifth and kept it going to make the tough moves into third which wasn't easy. Really it was then a matter of putting my head down to try and stay battling Miedecke and that went on for a while with our cars strong in different areas, but I got him under brakes. Clean, hard racing - that's how it should be.

"I was thinking about it in the car, thinking 'how great is this?!' racing with Andrew (Miedecke), then looking in my mirrors for JB (John Bowe) and Jim (Richards) knowing they'd be making their way through in the reverse grid.

"It's been a great weekend so far, there's no doubt about that, and I think we're showing why this series is so popular. A great track, a great car and a great weekend but Race 3 is still to come so anything can happen, we just want to finish it clean."

Steve Mason, #3 Hercules Engines/WasteTech Engineering 1966 Shelby Mustang - Class B race winner

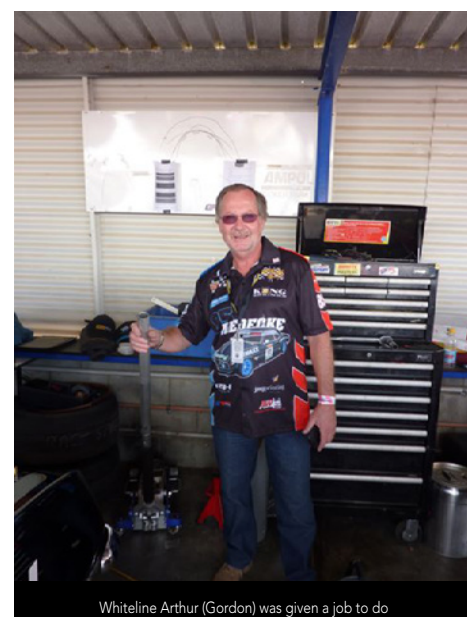
"It was really good to run with the front guys - it's been a while since we were up there so I'm really enjoying it.

"I've got to thank the Carter brothers from Melbourne as if it wasn't for Phil and Peter, we wouldn't be going like this, so all hats off to them for all the work that's gone in and keeps going in to the car.

"We're looking to put in the same performances for the rest of the weekend, and the season as the Shelby just keeps getting better."

### Race 2 results

- 1 26 Toshiba / Copyworld Michael Almond (SA)
- 2 95 Whiteline Transport Racing / Lubrimaxx Andrew Miedecke (NSW)
- 3 52 Outbound Racing / wheels.com.pg Keith Kassulke (PNG)
- 4 18 Dunlop Super Dealers/Wilson Security John Bowe (VIC)
- 5 3 Hercules Engines Steve Mason (NSW)



Whiteline Arthur (Gordon) was given a job to do



# Sponsor Pitstop

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## Sponsor Pitstop

# 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.

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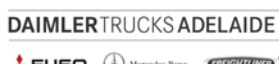
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## A weekend of attrition sees Richards win Race 3, as Miedecke and Mason take Class victories 5, May, 2013

The day had already brought a back-to-back race win for Porsche star, Michael Almond, along with heartbreak as the weekend of attrition continued, with 2010 champion, Jim Richards going on to win the final race of the weekend, with Miedecke having done enough with consistent performances to take the Class A round victory, and Mason's Shelby taking two Class B race wins and the round.

As the field headed for the grid, dual race victor, Michael Almond headed to pit lane instead of P1 in yet another heartbreaking story, his #26 Porsche having broken a CV joint and going no further for the weekend. Based on aggregate results from the opening races, Bowe had the front row to himself, with Kassulke and Miedecke on row two, Richards and Mason from positions five and six. Off the start, Keene was to the centre of the tarmac, with the Masters going three wide into the opening corner.

Kassulke made his way past the Bowe Mustang through turn five, as Keene went defensive with Miedecke and Crick gaining thanks to the horsepower from their muscle cars. Bowe and Richards were challenging once again, with the Sprint making the pass, Mason, Keene and Miedecke soon through as Bowe began to drop through the field. Crick was soon side by side with the #18, but eyes turned to the O'Brien HQ as smoke belled from the #8 as it retired from the circuit.

Lap four and drama for Kassulke as the racing continued on around him, the mighty #52 XB becoming the latest casualty in the weekend of attrition, while his racing mate and mentor, Bowe, was still dropping positions. Miedecke was under Mason while defending against Crick, with Bullas, Keene and Abelnica hot on their tails. King was looking to keep Stillwell at bay, a fight unfolding across the top of the hill, with Gomersall and Mercer's fight now split by Bowe.

Disappointment for Mason as he headed for pit lane, a quick tyre change needed, and the Shelby was back on track. Abelnica made the move under Keene at turn seven, with Richards coming back to Miedecke as Crick's Charger closed in on the pair. A big lockup left smoke at the final corner as King and Stillwell joined Keene and a three way battle commenced. Mason was now closing in on Mercer who had found the room past Bowe's slowing Mustang, while Gomersall was putting in consistent times to hold his position.

Miedecke was putting the pressure on the Richards Sprint in the closing stages, as Keene had the red eyes focused on Stillwell on the run through turns five and six, making his move to take seventh. Bullas was flat out in the #11 XA in a charge to catch Crick, Abelnica and King driving on to hunt down the top four. As the final laps fell away, positions remained unchanged, Richards keeping Miedecke in his mirrors to take the final race win, ahead of Miedecke, Crick, Bullas, Abelnica, King, Keene in seventh to take the Class B race victory, Stillwell, Gomersall, Mercer rounding out the top ten, ahead of Bowe and Mason, just 12 cars making it to the final finish line in an incredibly tough weekend across the Masters paddock.

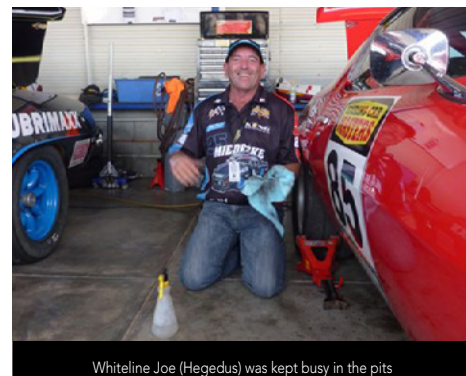
While the pressure was on, and with the parity adjustment schedule due for review once again as the field truly closes up, the history and camaraderie of the weekend shone through. As vehicles fell to the retirement list, their crews helped their struggling mates, parts were shared in attempts to lessen the impact on fellow competitors, and discussion continues following a history making weekend for Masters in training, Michael Almond.

Andrew Miedecke, #85 Whiteline Transport Racing/Lubrimaxx Chevrolet Camaro - Class A round winner

"The weekend has been ok more than great, I suppose you could consider this a hollow victory after so much drama this weekend with vehicles and performances not where we usually see them but a win is a win and will help with the season ahead.

"I'm not out here to do anything else but race so I'll always give it a red hot go and the win is the result you want in the end.

"The team at Whiteline Transport Racing, with Bob and Sharon Middleton and all the crew, they're wonderful people, we always go away and everyone tries so hard to always do our best. Having Lubrimaxx on board now and with their great Australian products supporting both George (Miedecke, son) and myself, we're out there to do our best for them too."



Whiteline Joe (Hegedus) was kept busy in the pits

### Race 3 results

- 12 Shannons Insurance Jim Richards (VIC)
- 95 Whiteline Transport Racing / Lubrimaxx Andrew Miedecke (NSW)
- 75 Mopar Performance Greg Crick (TAS)
- 11 Lion Mill Solutions Gavin Bullas (VIC)
- 48 Perth's Cheapest Cars Eddie Abelnica (VIC)
- 
- 8 6 Chris Stillwell Racing Chris Stillwell (VIC) - Class B race winner



PHOTO DIRK KLYNSMITH



## Other News

# Corvettes Visit "My Garage"



With special guest **Allan Moffat** kindly supplied by Tyre Right

## Whiteline Transport (Aust) P.L. Depot 1 Belfree Drive, Greenfields

20th April, 2013

As part of the on going relationship between Foundation Shine Inc. and the Corvette Club of S.A. Whiteline Transport took on the challenge of hosting a dinner, but a dinner with a difference.

Our venue alone is novel and a car enthusiasts dream, filled with old cars, murals, signs, painting, ornaments, trophies, flags, devices and just so much more. As the Corvettes arrived, the producers of "My Garage" took full advantage to film to include in their series. The venue combined with a very special guest in Allan Moffat, delicious food prepared by Blanco Catering and music by the Lincolns the success of the night was pretty much assured.

Thanks to Tyre Right, Business Development Manager Perry Scarfe, we were very fortunate in having legendary Allan Moffat as our special guest speaker. Allan is the face of the Tyre Right Stores and knowing our event was directly benefiting our charity Allan didn't hesitate in accepting our offer to speak to our guests in a 'fire side' chat on the lounge. Perry and Allan have worked together for many years, with Perry taking on the role of m.c. for the evening. Their long standing friendship was evident in the way the chat transpired, it was full of insight, detail and emotion and to his own admission Allan dispelled the myth of him being 'aloof'. You could've heard a pin drop - everyone in the room wanted to hear everything Allan was prepared to share !

Allan and Perry very generously brought along a limited edition poster of Allan and his Monza, only 1000 copies exist. Allan after his presentation, was swamped with a long queue of racing fans all wanting their poster personalised and for that matter, personal memorabilia they had collected over the years.

On the night we ran a raffle which kept Margi Lenzi on the run !! Our silent auction proved popular and a spontaneous auction of life size cardboard cut outs of Allan Moffat went under the hammer.

I reminded everyone how the connection between Foundation Shine Inc and the Corvette Club was developed and invited Corvette Club President Rob McConnell up to the stage for a few words. I then went onto perform You'll never Walk Alone to a screen presentation that Liam and Robyn had put together for an event we ran in July, 2012 of high profile people who have battled and lost their battle with Mental Ill Health. It certainly was a reality check with a great deal of emotion in the room and according to Margi was the catalyst for a surge in raffle ticket sales !!

The night was full of fun, laughs and good music with those who like to dance seizing the opportunity to hit the floor !!

The event was not only a success in being entertaining but it also realised \$3120 raised for Foundation Shine Inc.

Special thanks to Margi Lenzi for her generosity and assistance in providing the amazing array of raffle and auction items. Linda did a great job on the bar and Leah, Adam, Christine and Trevor were also great helps - thanks guys.

A huge thank you to George Cushnie who really is where the inspiration came from for the 'toy shed' - it truly is a case of My Garage rules !!!!







# Series Results

## TOURING CAR MASTERS

### Class A 'Outright'

Position	Driver	Series Points
1	John Bowe	317
2	Jim Richards	309
<b>3</b>	<b>Andrew Miedecke</b>	<b>307</b>
4	Greg Crick	247
5	Michael Almond	225
6	Eddie Abelnica	224
7	Gavin Bullas	216
8	Jason Gomersall	174
<b>9</b>	<b>Mark King</b>	<b>165</b>
10	Wayner Mercer	150
11	Paul Freestone	132
12	Adam Bressington	127
13	Keith Kassulke	104
14	Brett Youlden	93
15	Tony Karanfilovski	84
16	Graham Alexander	64
17	Les Walmsley	42
18	Bill Pye	-
19	Cameron Tilley	-
20	Garry Treloar	-
21	Tony Edwards	-
22	Brad Tilley	-

### Class B 'Pro-Sportsman'

Position	Driver	Series Points
1	Steve Mason	340
2	Greg Keene	336
3	Gary O'Brien	192
=4	Chris Stillwell	164
=4	Nigel Benson	164
6	Rory O'Neill	136
7	William Vining-Falvey	84
8	Amanda Sparks	-
9	Mick Wilson	-
10	Tony Hunter	-



### Next Round

#### Round 3

Hidden Valley Raceway  
Darwin, NT  
June 14 - 16

#### Round 4

Queensland Raceway  
Ipswich, QLD  
July 27 - 28

#### 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

### Photo Credits

Cover and Sponsor Pitstop page photos by

DIRK KLYNSMITH

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