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ALL THE LATEST FROM **Round 1**  
**TOP GEAR MOTOR FESTIVAL**  
**MARCH 8-10, 2013 →**

# WHITELINE RACING NEWSLETTER



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PHOTO DIRK KLYNSMITH

## A word from Shaz TOP GEAR MOTOR FESTIVAL MARCH 8-10, 2013

# ROUND 1



PHOTO BRENTON MATHESON

What a way to start off the 2013 season at the International Top Gear Festival at Eastern Creek, Sydney !! For all of us, not being part of Clipsal was disappointing, but this kind of opportunity to be part of such an iconic show was amazing.

Preparing for this opening round got off the ground pretty well as the sun went down on the 2012 series. Even though there was a three month break, the day to load up for Sydney seemed to come around pretty quickly !! The work carried out was extensive. Birdman had the added assistance of Paul Currie in the final stages, with Paul staying in Adelaide for a week to lend a hand with preparations.

### Camaro 85 - Mark King

A major bare shell rebuild took place, including shell reinforcing and repairs with weight reduction where possible. Rear suspension modifications were done to comply with the new regulations. The engine was rebuilt and updated. Pedal system moved and redesigned to improve driving position. The steering ratio was changed with heavy duty tail shaft and yokes fitted. Multiple minor changes and updates.

### Camaro 95 - Andrew Miedecke

Extensive panel repairs by Mark and the team at the Truck Factory with a new paint scheme promoting premium oil and lubricants supplier LUBRIMAXX. A new clutch assy was fitted, rear suspension redesigned to comply with regulations. Brake cooling system redesigned, including new front spoiler design, front suspension modification to increase track and adjust range. Usual routine maintenance was performed.

The transporter underwent refurbishment, with the A trailer painted by Brannon Cushnie and Aldom fitted purpose made tool boxes to improve how we transport spares, tyres and general equipment.

The inside was decked out and is almost like a museum of Whiteline Racing inside - thanks to Bob and Smythy for their hard work.

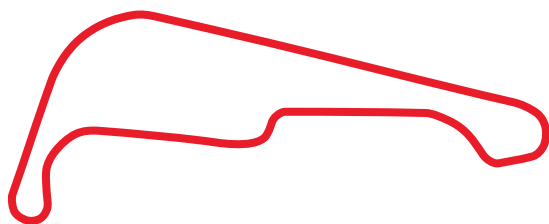
The transporter, being towed behind the Adtrans supplied Argosy, with our cars, and the porches of Rory O'Neill and Greg Keene's got away on Wednesday morning - very strict bump in rules were in place for this event. Transporters were not to be parked where garages were, so this meant unloading the cars, parts and tyres at the garages, then park up the transporters some 1 km away !! No creature comforts for the weekend, with the normal gourmet Whiteline kitchen reduced to cold rolls !!! Although got to say there were no complaints.

Brenton did a great job organising the crew catering plus had the arduous task of walking backwards and forwards from the transporter - he was pretty happy about this, saw it as a great kick start for his weight loss programme !! We were also able to utilise the Copyworld racing pit jeep - looked like something from F troop to and from the pit to the truck - thanks Ross.

Brenton and Mark drove up in the Whiteline van, leaving early Thursday, with the rest of the gang flying in Thursday night and me, the straggler, Friday night. When I arrived, the boys looked like they had been enjoying a pretty 'relaxing' time - blamed me saying they couldn't go to bed until they all said hi !!! Likely excuse.

Usual crew member Paul Currie was unwell and unable to join the team in Sydney, we hope Paul is on the improve. Also on the sick list, J.B. from Yass with another stint in hospital and Timmy Bush under the pump with grape harvest 24 hours around the clock. Jason rallied together troops to fill the void with Darryn Prince and son Daniel on tools with Peter Cetrangolo from Jason's Hurley's Smash also kept on the go !! Tim Ede had friends Robyn and Stuart trackside on the Saturday and Stuart had a detailing cloth in his hand all day - he fully appreciates how hard it is to keep a black car shiny and dust free !! Also there to support the team were Bob's son Andrew and partner Dori.

Team Lubrimaxx were in town with both Bruce and Matt trackside to support Andrew along in the newly painted Black machine, so too, son George.



**Sydney Motorsport Park**  
Eastern Creek, New South Wales

Circuit Configuration  
Druitt (North) Circuit

Length 2.800 km (1.740 mi)  
Turns 8



PHOTO DIRK KLYNSMITH

### Friday - Practice Day

2 sessions were run with both Camaro's taking to the track.

For the 85 Whiteline/King Springs Camaro practice one was cut short due to the vibration caused from an out of balance tailshaft. This was dealt with and the second practice session went well, with Kingy really pleased with the handling and performance. Both Kingy and crew mechanic Jason were very complimentary of the preparation and development by Mark Birdman.

As for the 95 Lubrimaxx Camaro of Andrew's he took in both sessions, with 'tinkering' on going trying to find the right balance due to the suspension changes made to suit the new regulations.

After the second practice, Andrew and the crew decided to change the diff.

Saturday there were three stints on the track for practice, qualifying and a race.

Practice 1 was held at 11.45 a.m for Andrew in the 95 Lubrimaxx Camaro 6 laps were completed the best on the 3rd with a 1.0935 during the session Andrew pitted for an adjustment to the sway bar. Considering they were using old tyres the session result was satisfactory.

For Kingy in the 85 King Springs Camaro 8 laps were done with the best time achieved on his final lap with a 1.105927. Kingy also pitted mid session for tyre pressure checks, all appeared good with the thumbs up and wink signal given to me.

### Qualifying

The qualifying session was held at 2.40 and went for 20 minutes. For Andrew in the 95 Lubrimaxx Camaro 4 x laps were completed with the best achieved on the 3rd with a 1.084374. Clearly pretty satisfied with this time, entered pit lane and parked up in the garage. This time would make him 3rd fastest, so off the second line on the grid, behind John Bowe and Jim Richards and alongside Eddie Abelnicia.

For Kingy in the King Springs Camaro, No. 85 6 x laps were completed with the best time achieved on the 4th with a 1.0957. This would see Mark out of position 11 for race 1.

PHOTOS BRENTON MATHESON →



MARK & BOB



Red Bull Racing Formula One Team

PHOTOS DIRK KLYNSMITH →



CASEY STONER



MARK WEBBER



STONER & LOWNDES



PHOTO DIRK KLYNSMITH





PHOTOS DIRK KLYNSMITH



**Race 1** was quite delayed due to the overall program running behind – it was such a full day with the Top Gear crew, it involved Plane and race car races, with the plane taking off the main straight alongside the race car, car soccer, motorbike and drag displays, Mark Webber in his formula 1, a challenge with a V8, Casey Stoner on a motorbike and the F1 car competing against each other – it was action a plenty.

The races didn't have set amount of laps, but were on a time frame, with Race 1 going for 20.46 minutes, which equated to 18 laps for the field, commencing at 5.30. The boys started out of their qualifying positions, Andrew 3, Kingy 11.

With the field away, Andrew sadly had a bad start experiencing wheel spin and really had his work cut out for him – Kingy mid field got a clean start. Bowe, Abelnica and Richards all were on the pace early leading the charge, with Richards rounding up Abelnica with Andrew doing the same, resulting in Bowe, Richards and Miedecke 1 – 3 respectively. Andrew's fastest lap in this race was achieved on lap 2 with a 1.082770. Meanwhile Kingy and Mason had been enjoying a real battle, changing positions multiple times, but regrettably it ended on lap 13 when Kingy misjudged corner braking hitting Mason in the rear quarter panel causing substantial front right guard damage and a flat tyre to the 85 King Springs Camaro – this would end Kingy's race and in fact the tow truck was needed to get 'Rhonda' back to her garage. The damage to Mason's car was not such his race was ended and was able to finish the race to pick up points, but made work for his crew. Kingy was very upset about what had transpired and was quick to talk with Steve Mason after the race. It was rotten luck, because the pair of them had been putting on a great show.

For the crew, it was a long night – thankfully Jason a panel beater by trade was not phased by it all and work got underway. Brent and I took off to get the supplies for lunch Sunday and buy hot packs and pizza for the boys to eat at the track. The boys did a great job and Kingy was able to take place in races 2 and 3 on Sunday.

**Race 2** was held at 9.18 and went for 21 minutes with 18 laps completed. It was a reverse grid of the top 10 race, so saw Andrew out of 9 and Kingy due to his dnf in race one out of 20. Adelaide Porsche driver Greg Keene started out of pole position having finished 10th in race 1.

With the race given the green light, Greg Keene led the charge remaining in the lead for the entire first lap, but on turn 1 on the second, was now under siege and positions were changing pretty quick smart. Bessington in the 27 entry and Abelnica enjoyed a track battle for a couple of laps, with Abelnica taking the lead early into the 4th, but behind them Bowe was well and truly in the mix and had Abelnica in his sights. Andrew succumbed to the taily back end of the 95 Lubrimaxx Camaro spinning, but was unscathed and returned to the track but by this time had lost considerable ground. Meanwhile, Kingy was pegging off the field from the back. When I checked with Jason what was being said over the radio, he replied, the airways were all silent which was a good sign that Kingy was really focussed and at ease. On the 5th Bowe would take the lead and the race win, however, Andrew had made a great recovery finishing in 6th with Kingy finishing just in the top ten in 10th – a great drive.



The knocked up #85 PHOTO BRENTON MATHESON





PHOTO DIRK KLYNSMITH ↑



PHOTOS BRENTON MATHESON →

King! !!



Andrew & George



Andrew & Bob discussing tactics



The crew watching on

**Race 3** was 11.20 and 21 minutes, again with 18 laps travelled. Right from the onset Bowe and Richards settled into their starting positions of 1 and 2. Andrew had started out of 4 which was determined by combining points from races 1 and 2 but was dogged by a poor start, losing multiple positions. But, in his style and as history has proven, he just goes about the task of hunting down the field in front of him and on the 4th lap Andrew was now in 3rd. On the 5th, Jim successfully made a move on Bowe, which would last for a couple of laps, until Bowe regained the lead on the 7th lap. Andrew was still in third but on the 12th managed to make a move on Jim Richards to be in 2nd. By this stage, Bowe had a healthy lead and it wasn't long before Andrew created a comfortable buffer between himself and the rest of the field. Andrew's best time for the race was on the 10th with a 1.0858. For Mark, the set up achieved for the 2nd race which saw him come from 20 to 10 had been changed and found his 85 King Springs Camaro to be a handful, but still managed to finish 14th mid field, which given the events of race 1 was a great recovery.



Good as new !! PHOTO BRENTON MATHESON

For the weekend, Andrew finished 3rd, however at the track due to a mix up in the race results, missed the opportunity to collect his trophy on the podium.

Another great South Australian success story is young Michael "Magic" Almond who campaigned the Copyworld/Toshiba 26 Porsche. Michael is sporting group A status in the series and was well and truly in the mix of top 10 and in fact in race 1 was 4th behind the legends, Bowe, Richards and Miedecke !! Michael was fresh off a class win at Clipsal also in a Porsche. Magic is certainly a rising star in the category.

What now, well for Bob the Builder the job of getting out of the track had its challenges. Crates and smaller items had been ferried between pit lane and the transporter after race 3, but the cars and heavy tool boxes could not be loaded up until the event had finished. His departure from the track not until 9pm but thanks to Ross Almond and Andrew Smyth – the job of packing up was made easier.

Brenton and Birdman managed to get the Whiteline racing van out of the circuit mid afternoon to make the journey back to Adelaide.

Mark's 85 King Springs Camaro will have the repairs done to the front end by The Truck Factory. Andrew's 95 Camaro will have minor touch up to paint work done on the front right guard. Birdman will do a complete check over and general maintenance of both cars and install the appropriate set up for Perth.

Prior to the meet, both Andrew and Mark will fly to Adelaide for a test day to develop and fine tune the cars further, as significant work was carried out to both of them in the off season – the boys need some time to trial ideas that there is never enough track time for at the race meetings.

For further information:

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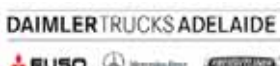
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## PRODUCT TEST

### STEEL WHEEL STANDARDS

STORY BY ALLAN WHITING, PICS BY GLYNN HELGESON

# ARE YOUR STEEL WHEELS AS TOUGH AS THEY LOOK?

Strength standard compliance is essential for safety

**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.

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

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# Media Releases

[www.touringcarmasters.com.au](http://www.touringcarmasters.com.au)

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.



PHOTOS BRENTON MATHESON →

## Simulator excitement adds action to the Masters paddock 8, March, 2013

Season 2013 keeps getting better in the Touring Car Masters paddock, with the introduction of the 'TCM Garage', an area at the heart of the Masters paddock action where fans can experience the circuits and cars of the popular muscle car series, on state of the art simulators thanks to Touring Car Masters technology partner, Sandman Technical, and it's all free!

As with the series philosophy, it's about the experience and camaraderie, and the Touring Car Masters Simulator Challenge will offer another outlet for fans and the Masters to interact, talk muscle cars, take on the circuits of the 2013 season, experience the premium simulators offered by Sandman Technical, and of course, go for glory in a fastest lap challenge.

Launching at Top Gear Festival Sydney this weekend, the Challenge will run at each of the Masters events, with fans and Masters taking the speed and precision test on the circuit at which we're racing, including Sandown, Hidden Valley, and of course, Mount Panorama Bathurst.

Starting the year alongside the classic muscle, the opening Touring Car Masters Simulator Challenge will be run on the Eastern Creek Raceway Grand Prix Circuit, with the first of the chosen muscle cars being a 1970 Ford BOSS Mustang, the shape made famous by Moffat, and currently piloted by Bullas and Cameron Tilley. To go into the draw to win, take the challenge of this weekend's circuit in the selected vehicle, register your time and details with the TCM Garage team and you could win.

Each Masters race weekend will see the fastest lap achiever recognised and rewarded, with round winners placed into the grand prize draw to win a full simulator setup, including Playseat and Thrustmaster equipment, matched with a customised Blacktop Gaming System and audio-visual package thanks to our partners at Sandman Technical, along with a true track experience with a Touring Car Masters hot lap as the season comes to a close.

To get involved with the challenge, and see the action and glamour of the Touring Car Masters as they make their season debut, join us at Top Gear Festival Sydney, Sydney Motorsport Park this weekend, 9 & 10 March.

Full competition details and all of the Touring Car Masters news will be made available at [www.touringcarmasters.com.au](http://www.touringcarmasters.com.au)



PHOTO BRENTON MATHESON



BOB KEEPING AN EYE ON THINGS!! PHOTO BRENTON MATHESON





Dori & Andrew trackside - PHOTO BRENTON MATHESON

## Top Gear Festival showcases the Masters as Bowe takes victory, while Almond stars 9, March, 2013

Lining up as a feature series at the inaugural Top Gear Festival Sydney, the Touring Car Masters hit the track for warm-up and qualifying, as Bowe showed his pace, going on to lead the opening race from start to finish, while the muscle cars battled it out, a field of 21 taking to the Sydney.com North Circuit at Sydney Motorsport Park.

Motor sport legends, Bowe and Richards would start from the front row, Miedecke and Abelnica, a known battle pair from row two, with Almond having impressed to place his Porsche on the third row, in the heart of the muscle car pack. Off the start, it was Bowe to the helm as Abelnica looked to make a move under the Richards Sprint, Almond right on the duelling pair.

Keene was pushing hard, making Bressington, now on board the Jim Morton owned HQ, work to keep his position. Richard and Abelnica side by side to start lap two, while Mason and O'Brien were locked in a tussle, Ford versus Holden, the true Australian racing spirit. Bullas took his XA Falcon sideways, with Freestone and Youlden ready to weigh in. Bowe had gone fastest again, a healthy two second gap back to Richards in second.

Crick had recovered from a front suspension failure to be back for the race, making his way through the field, now under the Mercer GTHO and Gomersall appeared to be struggling with his new look Torana, pushing to regain the difference. Crick was soon side by side, moving under Benson who was in for his first race in Mason's Camaro, and Alexander was hunting.

Almond was looking strong in his now Class A classified Porsche entry, holding onto the lead muscle car park. Abelnica, Miedecke and Almond were nose to tail along Brabham Straight, with a Bathurst action repeat looking likely as the battle headed into turns two and three, while for O'Brien, it was an early return to the lane with a breather hose failure. Gomersall was making his way back, gaining positions from Vining and O'Neill, while Freestone was on a charge, taking Bullas as the race reached half distance.



SHAZ & BOB - PHOTO BRENTON MATHESON

It was on again for Miedecke and Abelnica, slight contact between the pair leaving just minor rubs, leaving the track open for Almond to make his way through under the #48 XB Coupe. Kassulke had been looking and made the move under Karanfilovski's GTHO as Freestone moved into sixth. Bullas was chasing Bressington, the pair both at the wheel of different entries to their previous season's campaign. Crick was now on the hunt, gaining on Kassulke with Keene and Youlden further up the road.

As King took to sideways to split into the Crick versus Mason action, it would become a challenge for lap after lap, the Camaro and Shelby making pass after pass. Mercer was holding out Gomersall's effort to gain further positions, Benson made his way under the Monaro of Alexander that was making its return race in the series. Bowe was now more than five seconds up the road from his closest challenger, still taking the wide line through the corners, and Gomersall would now have a look alongside Mercer, the GTHO power holding strong.

Still active was the battle of King and Mason, the pair having traded positions four times before contact saw the King Camaro retire track side, while the Shelby smoked it way back to pit lane. Masters debutant and young gun, Vining, had been having a clean run until his Mustang Fastback's engine over heated in the closing laps of his maiden race. Back in the action and it was Gomersall having a second run alongside Mercer along Brabham Straight, the SL/R strong enough to see Gomersall take the position up the inside of turn one, before continuing on to take another place from Alexander on the run home.

Keene's Porsche has always shown consistency, hunting down Youlden for ninth, the HQ's power enough to keep clean ahead, as Crick joined the action. Kassulke's race would come to an early end, retiring the XB Coupe on the final lap with power steering failure. For Bowe, it would be another race win to start season 2013, his 13th victory across three formats of the Eastern Creek Raceway, now Sydney Motorsport Park complex. The dual series champion stating,

"In motor sports there are no secrets, good people, good engines and good teamwork make it happen, and we have got all of that.

"The car is better than it has ever been - every washer, wire, nut and bolt, everything has been out of it. Gary O'Brien did the renovation of the body and it's been completed to show car standard, the best it's ever been in its life, no question. The Maranello Motorsport crew have done a great job on rebuilding the car - it ran like a dream at Winton testing, now with setup changes and an honourable mention of Steve Makarios' (Synergy Race Engines) engine which is terrific.

"It's nice to know that you have got good gear under you. I think Jim (Richards) will be a different gear of fish when he gets his Javelin back, because the last race we did at Sandown he was quicker, but he's got a strong Sprint so it's not as easy as it looks, although it is always nice to win a race.

"It's a strange event format with all of the show business of the Festival, it's surreal to get used to, but it's a great atmosphere and a new demographic of television motoring followers to introduce to our series, and I think we add to that excitement and always put on a good show."

There's no doubt Bowe is a proven champion, with Almond proving to be a champion in development as he takes his classic Porsche into the heart of the muscle car combat, having progressed into the Class A Outright classification, and holding strong against far more experienced racers, the young gun explaining,

"It is unexpected to be where we are. I was hoping to try and catch on the tail of the Class A cars, but we managed to have the pace with the new specifications for the car, and it's obviously helping.

"It is exciting being in the Class A rankings, racing in the same classification as the likes of Jim (Richards) and John (Bowe).

"It was a fast race, and I really had my concentration on, there was more passing in Class B because we were dicing a bit more, so here we spread out, had a little dice at the start, then broke away and it was great to be involved."



# Sponsor Pitstop

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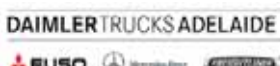


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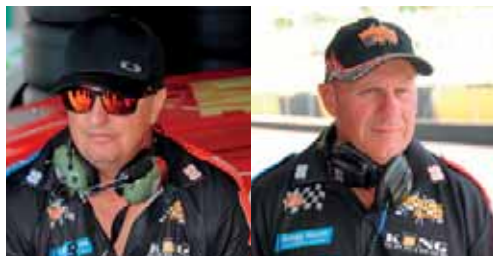
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PHOTOS BRENTON MATHESON →

## Race two lights up the Park with side by side action from the Masters

10, March, 2013



THE BOYS ON THEIR COMS - PHOTO BRENTON MATHESON

Race two would start the day with a half field reverse grid, seeing the mighty Crick Charger and Keene's nimble Porsche take the front row, Youlden and Bressington from the second row, with yesterday's winners buried in the pack. Off the line, Crick smoked away as Bullas and Almond dove to the centre, while Mason and King were back in battle, side by side as Mercer was hung out to the tarmac edge.

Keene led the field through the opening lap, Freestone pushing hard as his Camaro went wide, and Abelnica was to the inside for a look on the Bressington HQ who soon took the lead as Abelnica too went through, Youlden having a look as the top fifteen cars continued to race in pack formation. Bowe was on a charge, up to eighth, moving under Keene as Bullas took to the outside.

Benson was going sideways, the Camaro hanging wide. Youlden was charging hard, but Bowe had enough to find his way through for third. Up ahead, Bressington and Abelnica were doing it tough, the pair duelling to keep control while Richards and the Sprint were holding on the verge of the top ten. Side by side for the lead, and side by side for the Porsche pair of Keene and Almond, as Almond took position into turn one.

By the half-way point, Bowe was again in the lead pack, taking to the outside of Bressington at turn two to secure second, as Mason went under the O'Brien HQ, and Abelnica continued to hold ahead of the Bowe force. Mason was all over his other car at the hands of Benson, with Mercer and Alexander having a clean tussle further back. As Bowe

took the race lead and began to drive away, Freestone was putting it on again, to go door to door with Bullas through turns three and four.

O'Neill and series debutant Vining were now close, Porsche versus Mustang, while Crick was all over the Bullas XA, with a strong group of six muscle cars hot on the challenge. Keene was now falling into the clutches of the muscle, as King took position ahead of Mason who would be pushing to lead the Pro-Sportsman home. With Alexander making the move on Mercer, Youlden went wide through turn five, as Freestone took to the inside of Bullas at the opening corner, Richards having caught the pair.

Almond was continuing to impress in the leading pack, and in the story of the Masters weekend, the action went on with King and Benson, Keene and O'Brien sharing racing room, with Gomersall ready to move on through. Crick made a move under Youlden, a big lockup for the HQ and there was a freight train of muscle cars in the fight for fourth to ninth. Richards went around Freestone, allowing Almond find his way through, as Mercer retook position from Alexander's Monaro.

Miedecke was back in the action pack, fighting his way back through the strong field, now under Karanfilovski and King, with Gomersall moving up the field in his stunning Torana. Richards wanted Freestone but on first look, wasn't close enough, and it was Bressington running wide through the final turn, before Freestone made space under Youlden who went through turn one door to door with Richards.

As leader, Bowe, arrived on lap traffic, something new to the Masters racing, Richards wasn't easing up, full throttle pressure on Freestone's Camaro ahead. Miedecke's good run continued as he made his way past Bullas, with Mason sliding under the Karanfilovski Falcon. One and two were now split by lap traffic and Bowe brought it home to

make it two from two, Abelnica crossing the line for second, followed by Bressington, Crick, Richards, Freestone, Miedecke, Youlden, Bullas and King rounding out the top ten.

### John Bowe, Race 1 and 2 winner

"This category is good for racing, there's no doubt about it. A new set of rules now means we need to keep it clean to look after these unique cars, and when I was in the middle of the pack, everybody was trying to adhere to that so it is good and still getting better.

"I won the race because this is the best car, that's all there is to it. It's satisfying because I have spent a lot of money on making sure that's the case, and I don't drive any differently to last year so there's a lot of good people that have done a lot of toiling with it so this win is theirs."

### Steve Mason, Class B race winner

"The weekend has been great so far. The atmosphere here at this particular meeting has been absolutely fantastic.

"The Shelby is progressing slowly, we are moving forward inch by inch so I think that by Perth's round two, we should have it all sorted.

"We were lucky enough to have a win in our class in that particular race which we were happy about, but we think we have got more up our sleeve, so as we go on we will get better again and are staying positive as we look to the Class B title this year." Full competition details and all of the Touring Car Masters news will be made available at [www.touringcarmasters.com.au](http://www.touringcarmasters.com.au)





PHOTO BRENTON MATHESON

## Masters at full noise brings action to new Festival audience as Bowe takes clean sweep

10, March, 2013

Day two of Australia's greatest motoring festival had the Masters back at full noise on the Sydney.com North Circuit for races two and three to close out the opening round of the season, and it was to be a tough fight with battle packs spread across the field, Bowe dominant in his clean sweep Class A victories and one of the closest tussles for Class B, glory going to Keene.

Off the starters mark for the final race it would be Miedecke bogging down as Youlden and Almond took to the pit wall for track room. Three wide into turn one, and there was Bowe leading Richards, Abelnica, Miedecke and Almond on a strong run through the opening turns as Miedecke put the pressure on early. As Richards took a slide through the final corner, Almond was in the tow of Bressington along Brabham Straight, as further back, Vining looking to make a move on the O'Neill Porsche.

King and Karanfilovski were locked in battle, while for Alexander, the safety net had come loose meaning a tour through pit lane to ensure safety came first. Amond versus Abelnica had Miedecke closing in, with Bressington all over Crick who was pushing sideways, and O'Brien was putting the run on Mercer. Richards took the lead coming through turn three to lead past the packed grandstand, Crick making the move on Freestone, Youlden went through on Bullas and Keene went around Alexander who had become lap traffic.

Miedecke was looking good in third, as ahead, Bowe dove to the inside to recapture the race lead across the back of the North Circuit. Crick made his way through under Almond before taking Abelnica at the inside curb, while Mason was again side by side with his other car, Benson holding his line as Bressington joined the battle for the top eight. Freestone was again starring, his Camaro driving to match its stunning look, with Mercer, O'Brien and Gomersall line astern, O'Brien going wide under pressure.



PHOTO BRENTON MATHESON

Bressington was now past Almond, chasing Abelnica further up the road, Mason joining the Bullas and Youlden action. O'Brien was having another look to the inside of Mercer, making it stick on second attempt, and Bowe in the lead had again come across traffic. King was onto Keene, closing the gap on the run along Brabham Straight. Miedecke wanted more, taking second from Richards as the closing laps drew near, while along the straight, the echo of gear changes from Freestone and Benson rang out.

Gomersall was pushing on, with Benson, Keene and King fighting for racing room, but up ahead Bowe had pulled a two second buffer. Making his mark in Class A, Almond had his Porsche looking left and right, under and around Bressington's HQ, the action of battle packs stretching across the full line-up of classics. As the seconds ticked away, Bowe brought his freshly liveried Mustang 'Sally' to the flag to secure a clean sweep of victories, the third time the motor sport legend has achieved the feat here at Sydney Motorsport Park/Eastern Creek Raceway. Bowe was more than impressed with his car, the crew, the racing and the event, explaining,

"This is awesome. The car is truly the best TCM car I have ever driven and I've driven TCM now for five years so it's an indication of the amount of work from the guys at Maranello Motorsport, along with an incredible engine from Steve Makarios (Synergy Race Engines). Honestly in my 40 years of motor sport, when you have good people and good cars around you, you go well, and today was another indication of that."

### Bowe took a clean sweep once again

"I'm very pleased with the day, the weekend really, and our new little team is just awesome. I think there is a strong top six or so at the moment, and on the shorter track its been different having traffic, but the racing has been clean and exciting, a really good show for all the Festival fans."

### Greg Keene, Class B winner

"It is certainly a very different event, it's been really quite enjoyable, but certainly to come out of it with a Class B win is fantastic.

"We've done a lot of work on the car over the summer, and we were just quick enough to take it out. I think the best thing we have done is the new demerit system for panel damage. The race was cleaner than it has been for a long time and it was still good passing and good racing - it was fun!

"It is nicer to be up there near the front running Class B cars. I don't think we are quite there, but we are obviously up there challenging so I am very happy about that and it's made for a great start to the season."

It was a hard fought weekend for the Masters, new stars showing their skill, a stunning array of classic muscle cars and pristine exotics going side by side for the crowds, with the final Class results as follows.



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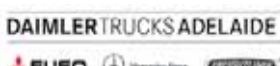
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# Series Results

## TOURING CAR MASTERS

### Class A 'Outright'

Position	Driver	Series Points
1	John Bowe	180
2	Jim Richards	156
<b>3</b>	<b>Andrew Miedecke</b>	<b>150</b>
4	Eddie Abelnica	143
5	Paul Freestone	132
6	Adam Bressington	127
7	Greg Crick	114
=8	Michael Almond	105
=8	Gavin Bullas	105
10	Brett Youlden	93
11	Tony Karanfilovski	84
12	Jason Gomersall	72
<b>=13</b>	<b>Mark King</b>	<b>57</b>
=13	Wayne Mercer	57
15	Graham Alexander	34
16	Keith Kassulke	0
17	Brad Tilley	-
18	Bill Pye	-
19	Cameron Tilley	-
20	Garry Treloar	-
21	Tony Edwards	-
22	Les Walmsley	-

### Class B 'Pro-Sportsman'

Position	Driver	Series Points
=1	Greg Keene	168
=1	Steve Mason	168
3	Nigel Benson	164
4	Rory O'Neill	136
5	Gary O'Brien	96
6	William Vining	84
7	Chris Stillwell	-
8	Amanda Sparks	-
9	Mick Wilson	-
10	Tony Hunter	-



### Next Round

#### Round 2

Barbagallo  
Barbagallo Raceway, WA  
May 3 - 5

#### 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

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