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ALL THE LATEST FROM **Round 8**
PHILLIP ISLAND, VIC
November 22-24

Pic: Craig - Sportspics

WHITELINE RACING NEWSLETTER



A word from Shaz

GRAND FINALE – PHILLIP ISLAND

22- 24 NOVEMBER, 2013

ROUND 8

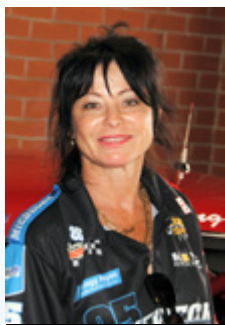


PHOTO BRENTON MATHESON

The final round of the series was played out at Phillip Island. For Andrew a podium finish in the series championship achievable going into this round in third place whilst Kingy not slouching either in 5th.

From the onset though, Andrew was hit with a 100 point penalty, the legacy of the on track incident involving Glen Seton at Bathurst.

Both the cars returned from Bathurst worse for wear, in particular the 95 Lubrimaxx Camaro of Andrew's and with an incredible effort by Mark, Harvey and the team at The Truck Factory she was looking pretty shmick again.

Mark birdman had heaps on his to do list :

No. 95 Lubrimaxx Camaro - Andrew

Extensive repairs to the body and suspension, including bumpers and mounts, tail light assemblies, rear panel, boot lid, rear quarter panel, bonnet, front guard, nose panel, grill, headlight assembly, front apron, chassis repairs to front sub frame radiator support and inner guards. Repairs to rear suspension, including watts link, diff housing, hub and wheel bearings. Gear box changed to suit Phillip Island circuit and routine maintenance to brakes.

No. 95 King Springs Camaro - Kingy

Routine maintenance to brakes, changes to air filter assembly and carburetor mounting, dyno tune to match carburetor to engine fitted at Bathurst.

The 85 King Springs Camaro of Mark's was taken into Adelaide City as part of the promotions for the Clipsal Event in which the Touring Car Masters will take part in as part of the 2014 series championship.

Bob The Builder headed off on the Wednesday in the b double to the Island with Smythy and Birdman departing Thursday in the Whiteline van.

Andrew flew MacQuarrie Belle down picking up Brad, stopping at Wangaratta to collect Paul. Jason and Kingy also flew in Thursday, Timmy arrived Thursday night.

For me I arrived late Friday night, hired a car at the airport and drove down to Phillip Island – I discovered this great radio station which was playing all my favourites so sang my heart out all the way – arrived about 10.30 – only some of the crew were still up and about at the San Remo Hotel – I got a quick drink in and we were all off to bed. Bob, Smythy and I had a night cap – would've been rude not to ?

Friday the guys got to take to the track twice for two 20 minute sessions – in dry conditions.

The first session was interrupted by a red flag whilst Keith Kassulke was pulled out of the sand trap, but despite this managed to get in enough laps to establish that both the Camaros were suffering severe understeer issues, however, they were not alone with the bulk of the field finding the same issue – the new surface was delivering quicker lap times on last year by 2 – 2.5 seconds.

As for 95 Camaro, Andrew, There was also some confusion as to the weight we were to carry with previous email notifications corrected at the track - this meant Mark Birdman had some handling issues to address. For the session, Andrew completed 8 laps with his quickest on the last lap with a 1.4494. Between 1st and 2nd practice the crew continued to make sway bar changes and this combined with fitting better tyres produced quicker lap times in the 2nd practice held at 1.50. Andrew completed 5 laps, with the best on lap 8 of 10 with a 1.436829. Even though this was within record times, this still only put Andrew in 5th. The power straight was blowing us out of the water and for this reason the decision was made to change the diff ratio to produce slightly higher top speed.



PHOTO DIRK KLYNSMITH





PHOTO DIRK KLYNSMITH



Pic SPORTSPICS

For the 85 Camaro, Kingy, the crew fiddled with sway bar set up to produce greater set up and free it of the bad understeer issue. Kingy was pretty happy with the practice sessions and was on track for the qualifying session Saturday.

Qualifying was held at 11.15 and was a 20 minute session.

Unlike practice in fine conditions the heavens opened up and all that was learnt in those sessions didn't count for a whole lot. Andrew hit the track and immediately was on the pace, but when he went to use the wipers approaching traffic they weren't functioning !! This would prove to be damaging because the rain was persistent and whilst Andrew had the pace as soon as he approached any traffic had to back off due to visibility. Andrew pitted to let the field go through to get a clear lap, first lap back out was baulked and then broke a tooth in third gear. Andrew would have to be content with 5th spot with a 2.023946 achieved on the 8th and final lap, with Bowe, Albenica, Youlden, Kassulke 1 – 4.

Kingy also put in 8 laps with his quickest on the last also with a 2.0729 considerably down on the practice session due to the weather conditions. Kingy would qualify in 14th of 22 and the crew would continue to tinker with set up.

Race 1 – 2pm – Scheduled 10 Laps

Now the conditions were dry – lots of challenges for the crew. Andrew would start out of 5 and Kingy out of 12.

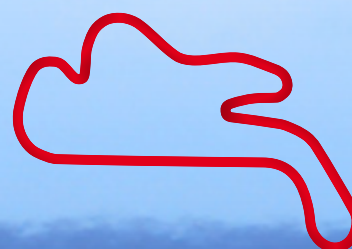
A good start off the grid for Andrew in the 95 Lubrimaxx Camaro however a different story for Kingy in the 85 King Springs Camaro when the drop in revs caused the car to stall, thankfully she restarted without a hiccup and got off the line and the field behind avoided impact.

By completion of the first both boys were in their starting positions 5 and 12. On the 2nd Andrew moved into 4th with a clean move on Bowe, Kassulke led with Abelnia, Youlden 1 – 3 – the top 4 would continue close and entertaining racing with the other group behind Andrew also enjoying a great dice. Sadly for South Aussie Greg Keene a spin in the 2nd would put him out for the race and the remainder of the weekend with the repairs too extensive to do at the track – also caught up in this was Jim Richards who just clipped Greg when he spun back into the path of the Falcon Sprint. Luckily Jim was able to finish the race. Kingy recovered from his bad start and did well making up three spots into 9th which as it would be with a reverse grid race for Sunday would mean a front row start.

Another great night was had at the San Remo hotel with chef Mario cooking up a storm – Flintstone steaks for the boys !!

Sunday morning we woke to threatening skies, but fortunately we ended up with a dry track.

A ten lap, reverse grid race with Kingy out of 2 and Andrew out of 7 was the first event for the day. A clean start by Kingy but not such a good one for Andrew. Kingy had developed an intermittent power issue dropping a cylinder, but seemed to clear by lap 3. By the completion of the first lap it was all things Tony with Tony Edwards leading Tony Karanfilovski. Meanwhile Les Walmsley was putting on a great display of driving to take the lead on the third and would remain there for the entire race, the battle on for the minor placings. Andy having dropped back into 10th after the bad start would need to be content for the next few laps, when on the fifth had managed to gain a couple of spots. Again from a spectator point of view the tussle between 2nd and 8th was very entertaining with close racing. Kingy did the best he could with the inconsistent power he had but ended up mid field in 11th. In the final stages of the race, Edwards and Bowe changed positions multiple times, with Tony Edwards doing a great job to go over the line in 2nd.



Phillip Island Grand Prix Circuit, Victoria

Opened (modern circuit)
15 December 1956

Length 4.445 km (2.762 mi)
Turns 12



PHOTO DIRK KLYNSMITH



PHOTO DIRK KLYNSMITH



PHOTO DIRK KLYNSMITH

Race 3 was held at 3.30 and was scheduled for 10 laps but need for the safety car would result in it being reduced to 8 laps.

Prior to this race the crew cleared the fouled up spark plugs on the 85 King Springs Camaro and for the 95 Lubrimaxx Camaro tyre pressures were checked and two new tyres from our allocation that the crew had been saving were fitted.

Andrew in the 95 camaro was to start out of 8 and Kingy in the 85 Camaro out of 10. Hard to believe this was the last race for the weekend and for the season.

With the race underway reasonable start for Andrew with Kingy the better of the two completing the first lap in 7th position with 95 in 9th. Massive contact between Kingy and Tony Karanfilovski on the straight saw both cars spectacularly sliding sideways and contacting the wall which resulted in the safety car being sent to the track. The safety car would remain out there until the end of the 4th when racing was back underway. On the sixth Kassulke challenged Abelnica who had led to this point to take the lead and never looked back, meanwhile, as in the previous race great racing took place, but with the shortened race Andrew in the 95 camaro could only manage to finish 5th. In the accident Kingy sustained a flat tyre, which he pitted and re-entered the track, but clearly was dealing with a poorly handling car with the damage he had sustained.

As for the season – well there is a question mark over the overall results. At this point I can say that Jim Richards won the series, as for placings, the provisional results are John Bowe 2nd and Andrew 3rd, with Mark King finishing in 5th. At the presentation that was held at the Phillip Island Golf Club placings for 2nd and 3rd were not announced and at the time of printing this newsletter were still not finalised. It was extremely disappointing for the drivers, crew, sponsors and race fans because all year a lot of time, effort, energy and expense goes in to being part of the series and at presentations it is especially rewarding to be able to thank all concerned for their work throughout the season.

I can say that Whiteline Racing did win the Series team award which was a proud moment for Bob, myself and our awesome crew.

So, there you have it, 2013 is over with.

Work has commenced on preparing the Camaros for the 2014 Season – check the calendar out further into this newsletter. The season opener will be on the streets of Adelaide at Clipsal.

Kingy has undergone some major back surgery and is recovering quite nicely.

I look forward to keeping you posted on developments as they arise and take this opportunity to thank you all for your amazing and continued support in 2013.

May Christmas and the New Year be happy, healthy and full of good times for you all.

Kind regards,
Shaz

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PHOTOS DIRK KLYNSMITH





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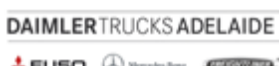
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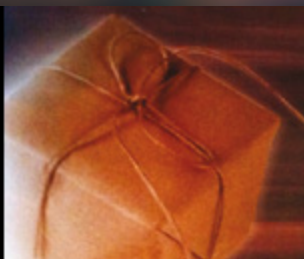
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PRODUCT TEST

STEEL WHEEL STANDARDS

STORY BY ALLAN WHITING, PICS BY GLYNN HELGESON

ARE YOUR STEEL WHEELS AS TOUGH AS THEY LOOK?

Strength standard compliance is essential for safety

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

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



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

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

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

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

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

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

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

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

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Touring Car Masters announce 2014 calendar

As Australia's favourite historic muscle cars and classic exotics prepare to complete the final round of an action-packed seventh year, the Touring Car Masters have today confirmed the series' event line-up for season 2014, the eighth season for undoubtedly one of the strongest racing series on the national stage and it's set to be the biggest yet with new events and new formats set to keep the glamour alive and the crowds at the fences.

Season 2014 will see the Touring Car Masters once again starring alongside the V8 Supercars for seven rounds. The showcase of classics will kick start the year in spectacular fashion as the Masters return to where it all started, re-joining the Clipsal 500 Adelaide as the feature support category.

Round 2 sees the series head to regional Victoria, taking to Winton Motor Raceway for the fourth time in series history, having raced at the circuit in a three-peat from 2008-2010.

As the Touring Car Masters continues to strengthen its relationship with major motor sport events, the series will again star at Hidden Valley Raceway for Round 3, heading to the Top End for a seventh visit. A venue known for clean sweep dominance, the coming season is bound to see another strong field battle in heat of the northern sun.

Round 4 and its back to the east coast and Sydney Motorsport Park, a track that has hosted the Masters on many occasions, the series having raced on three of the four circuit configurations over the years. Presenting challenges under the watchful eyes in premium grandstand views, there's no doubt that the Touring Car Masters will bring the great racing they have come to be known for.

Kicking off the second half of the season, the series heads to Sandown for Round 5. Having shown an almost unbelievable display of track action and drama at Sandown, along with some of the most impressive displays of commitment and series camaraderie to keep the series strong, this place continues to prove that anything can and does happen in motor sport.

Next stop, and the Masters will return the entertainment and excitement to Mount Panorama, taking their place as a vital and adored part of the Bathurst 1000 weekend. There couldn't be a more fitting place to kick into top gear on the run to the season end, than a place steeped in history, heart-break, glamour and glory, this is the place where a win in the cars that made Bathurst, Bathurst, defines you immortal in the prestige that has become from the passion that is Australian racing.

Round 7 of season 2014 will send the Masters to the stunning tarmac of the Phillip Island Grand Prix Circuit, where in the coming days the season finale of 2013 will unfold. The island circuit has created and crushed stars, the swift turns and speedy straights ideal to showcase every aspect of the glorious classics that make up the outstanding grid that motor sport enthusiasts, fellow racers and die-hard fans love, the Touring Car Masters.

With another round of new cars, fresh personalities and more stars, there is set to be many exciting changes to the format of the already strong series meaning more action for all, a kinder approach for the stunning machines, and far more opportunity for fans to be entertained and engaged with the Touring Car Masters. Season 2014 will certainly be another fitting celebration as the category continues to bring history into the future.

| Round | Dates | Event |
|-------|-------------------|--|
| 1 | 27 Feb - 2 Mar | TCM 100, Adelaide Parklands Circuit SA |
| 2 | 4 - 6 April | TCM Cup, Winton Motor Raceway VIC |
| 3 | 20 - 22 June | Hidden Valley 90, Hidden Valley Raceway NT |
| 4 | 22 - 24 August | Thunder Down Under, Sydney Motorsport Park NSW |
| 5 | 12 - 14 September | Sandown 100, Sandown Raceway VIC |
| 6 | 9 - 12 October | Mountain Masters, Mount Panorama Bathurst NSW |
| 7 | 14 - 17 November | Southern 90, Phillip Island Grand Prix Circuit VIC |



Youlden seeking island glory to end on a high

20, November, 2013



Privateer Touring Car Masters entry, Brett Youlden Racing are still on a high after their third place at the penultimate round of season 2013, taking to the outright podium during at Mount Panorama, and the team are looking for another strong showing at this weekend's final round of the series.

Having gone to Round 7 with an air of confidence, Youlden's Autolite Holden HQ was performing well, almost too well, some very tactical driving seeing Brett Youlden squeeze his #56 entry through along the wall in the race two drama on Conrod Straight, going on to bring home a fourth place. Backing up this impressive result, Youlden brought home his 1971 Monaro in third place in the final race, consistency handing him a podium position alongside some of the greats of the sport, with Youlden proud of his Australian machine, saying,

"The mighty and all Australian HQ is doing very well given the limited resources that the team operates with.

"It's always maximum commitment on and off the track, so to stand on the podium at such an iconic place with such respected fellow racers as a privateer backyard team, well, who says you need American muscle to be competitive?

"We enjoy doing it the Australian way, our machines, our drive, our determination and we got there."

Last year at Phillip Island, Youlden was a surprise package, taking round honours under somewhat controversial circumstances, but the team were proud to know that their clean weekend efforts brought home the honours.

Going into the 2013 finale, Youlden, Bill Williams and the team have been toiling away in Youlden's home garage workshop to complete further refinements which they are confident will make the Autolite Monaro quicker still. Having been armed with a new Neil Burns engine last round, along with a new chassis set up and Performance Friction brake package meant that the #56 was two seconds faster than ever before at the mountain.

Despite only three appearances so far this year, the team is hoping to contest the complete 2014 season with ongoing support from their sponsoring partners as Youlden explained,

"We've enjoyed some very loyal support from our sponsors Mothers Polishes & Waxes, Autolite Spark Plugs and Atlantic Oil among others, and of course we're hoping that results and commitment will bode well for negotiations for next year.

"Another podium result certainly won't hurt our cause, and knowing that we can perform with the best with what we have, that's a great achievement which we hope will only get better and see even more top results."

Kassulke takes maiden Masters victory at the Island 24, November, 2013



As the Touring Car Masters lined up on Phillip Island Grand Prix Circuit, there would be just three races remaining, 30 laps until the seventh season of the classic muscle car racing came to an end, and it was the lone international, Keith Kassulke who took his XB Coupe to the helm to take home his maiden race victory, now a Masters pole taker and race winner, and there's more to come from the Pro Amateur star.

Off the line saw Porsche power take Greg Keene to centre grid to charge through the muscle car pack ahead, Kassulke firing off the line to take the lead of the race in the opening turns with a swift late braking manoeuvre. Brett Youlden was in tow with his Holden HQ performing far above the privateer's expectations, all over the Bowe Mustang as the field thundered across Lukey Heights for the first time.

Tony Edwards was making his return to the series count, the Torana impressing from the get go, 15th to eighth in the first three laps as Steve Mason's Shelby was again on song, performing well and keeping his grasp firmly on the lead of the Pro Sportsman standings, while an unwell Chris Stillwell had his Mustang Trans Am looking steady into the opening turns of the stunning island circuit.

Kassulke was now more than a second ahead of the field, and it was one-two for the blue oval as Eddie Abelnica held his own with his #48 Falcon Coupe holding second with Youlden hunting the leaders as the turns fell away. Having started the weekend well, Greg Keene's season would come to an al to abrupt end as the Porsche spun at Lukey Heights, Jim Richards in the wrong place at the wrong time and taking a hit as the #33 entry left the tarmac.

Andrew Miedecke was looking racey, moving to the inside of Bowe on the run out of turn two, Les Walmsley moved in for the challenge as Greg Crick brought the Charger into the mix to make it a four way tussle for position with Edwards reeling in the battle pack. As the top eight continued their nose to tail freight train fight, Kassulke dominated the lead places, his Outbound Racing XB not missing a beat.

Youlden took the inside line of Abelnica to secure an impressive second place, Walmsley, Bowe and Crick hot on the fight, Walmsley sliding his Holden through the turns as Crick took the place after contact between the pair, the pressure beginning to show across the field. Youlden was closing the gap to Kassulke in the lead, but it was a battle for the fastest laps, Edwards, Miedecke then Crick topping the lap times as the Charger secured the fastest ever Masters lap of the island in the closing stages of the finale's opening race.



Mason was all over Stillwell on the run out of the Southern Loop, Vining's Mustang was looking settled, the young gun enjoying the island experience and the challenge unfolding around him. Tony Karanfilovski was continuing to fight the understeer and struggle to keep his Mustang on the line, while Miedecke was still in the battle for the top four armed with a new gearbox after issues in qualifying.

Youlden wasn't ready to settle, making a challenge for the lead through the Southern Loop with just turns remaining, but the move would bite, allowing Abelnica under to recapture second. Kassulke would hold on to bring home his Outbound Racing XB to take a maiden race victory and lead the Pro Amateur stars home, Abelnica making it a Falcon Coupe one-two finish, Youlden strong in third, while Miedecke and Crick would round out the top five.

Having achieved two pole positions so far this season, Kassulke was thrilled to bring home a victory, saying,

"I love the racing, and I drove very well. Winning a race as opposed to pole, well winning has sure got something so much more on pole. This is just an incredible feeling.

"Dick prepares the car so well, it's better than ever, and it's feeling the best it's ever been, so I've always really wanted to race and now I can race, and win, and I can't believe it.

"It's been an excellent year, so now to start from p4 and come through to win a race, I'm over the moon. I'm confident that we're going to have a good weekend to finish off, and the team certainly deserve much more success."

The Touring Car Masters will be back on track for Race Two of their finale weekend tomorrow from 1205, with the final race of the season unfolding from 1525.



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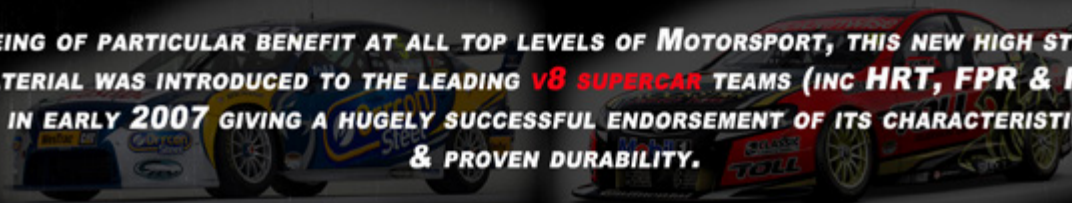
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Walmsley makes it a Savy weekend with maiden victory

24, November, 2013

The penultimate race of season 2013 would again see the Masters line up with the top half of the field reversed to add drama to the action, Tony Karanfilovski and Mark King sharing the front row as the heavy hitters waited back in the pack. It would be side by side, nose to tail across the top ten, with series statesman Les Walmsley taking the honours for his maiden Masters win, a second consecutive for his Outbound Racing team.

Off the mark and it was Wayne Mercer who took a charging start, while Tony Karanfilovski took to turn one at the helm, Tony Edwards moving into second, with Eddie Abelnica and Andrew Miedecke going to the outside through turn three. Brett Youlden was hot on the HQ once again, taking to the inside of King's Camaro as Greg Crick charged into the battle.

Opening race victor, Keith Kassulke took his XB Coupe to go side by side with Eddie Abelnica's blue oval, Miedecke closing in on the duel. Edwards was soon all over Karanfilovski, and John Bowe joined the challenge on the inside at MG, while further back Jim Richards was keen to regain lost positions, making a strong gain on Wayne Mercer's Falcon.

Edwards and Walmsley took a drag to the line to take first and second place on the road, leaving Youlden all over Bowe, with Crick, Abelnica and King ready to pounce. Steve Mason had put in a great opening lap to stay on the verge of the top ten with the higher classed muscle, but eyes returned to Walmsley's #99 Holden, a new record lap time of 1:43.5307 banked as he closed in on Edwards' Torana to take the lead out of the Southern Loop.



The battles were rife through the pack, Bowe all over Karanfilovski as the #88 Mustang got back on the power, but it was Crick coming through with straight line power to go into the top three. Youlden went side by side with Abelnica, King was holding strong with teammate Miedecke hot all over, but it was Youlden impressing on the inside of Karanfilovski at turn one, taking a look at Abelnica while on the run.

Walmsley had now pulled away, but it was on from second to 11th, nose to tail, the freight train of muscle drove on, the pack of ten muscle cars within tenths of one another as the penultimate race continued into the closing stages. Richards had made it onto the verge of the top ten, Miedecke charged to the outside of Kassulke, while Mason continued to perform in Pro Sportsman, the Shelby reeling in its more powerful competitors.

Karanfilovski, Richards and King were locked in battle of three, not far behind was a challenge continuing to unfold between Mercer, William Vining, Gary O'Brien and Chris Stillwell, another pack taking it to maximum commitment around the island tarmac. Abelnica took to the outside of Crick for fourth, while Miedecke was making his own move on Kassulke but the XB Coupe had the run into Honda. Walmsley was coming back to the pack, and behind the leader it was looking to be three wide into turn one for the final time, as Mercer and Stillwell made their run down the straight side by side.

A freight train of muscle still had the top ten nose to tail as the final corners approached, Kassulke going under the Youlden HQ through Hayshed for sixth, as Edwards held off a fighting Mustang to show the strength of his Torana to the line.



As the chequered flag fell, Walmsley achieved the ultimate, a first race victory with the Masters, leading home Edwards, Bowe, Abelnica, Crick, Kassulke, Youlden, Miedecke, Karanfilovski and Richards in what was an outstanding race, one that showed the quality the Masters have come to be known for, the maiden race victor explaining,

"It's an outstanding feeling. One we've been aiming for since day one and I can't say enough thanks to Keith (Kassulke) who made it happen. He really deserves this, with both of his cars winners this weekend now.

"Not sure where that one came from but it was a great race. Maybe I'm getting old, running out of time so pushing harder to make it count?! In this team, we just love racing and it's all about the fun so a great result is a bonus.

"Full credit to Savy Motorsport, their preparation of the cars is second to none, and its maximum effort from the time we get here to the time we go home, and then it starts again for the next one.

"We've waited until the end of the year to give the pay back but it's definitely worth the wait, and now let's hope there's some more to come from the Outbound Racing cars before this year ends."

The Touring Car Masters will wrap up season 2013 with the final ten lap race on track at Phillip Island from 1525, with all the action live across Australian on the 7 Network.

PHOTO DIRK KLYNSMITH





Other News

Clipsal Launch

Whiteline Racing took part in the Clipsal 500 Launch that was staged on Wednesday 13th November at Hindmarsh Square. The event was part of the Sunrise program covered by Mark Baretta and there is no doubting the 85 King Springs Camaro was a favorite with those that attended.



PHOTO BRENTON MATHESON

Kingy On the Mend

Off and on all season Kingy has endured chronic back pain. It got to the point where the Bourbon just wasn't cutting it and something more radical would need to be done !! All jokes aside, a week after the season closer at Phillip Island, Kingy entered St Andrews Hospital in Brisbane. I can report the surgery went very well and he is making excellent progress.

ISEEK Racing Thank You

Throughout the year we have enjoyed the Company of Jason and the team from isseek racing who have been campaigning a very quick torana. Apparently they are pretty happy with the catering arrangements for the year sending through a very special hamper with lots of yummy goodies in it. Thanks Jason !!





Truck Factory to the Rescue

Mark, Harvey and the boys did an awesome job to repair the damage to the 95 Lubrimaxx Camaro of Andrew's after Bathurst. As you will see by the pics, the damage was extensive and required a full re-spray after the panel work was repaired.



Phone 8280 8231
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www.thetruckfactory.com.au



Other News



Kingy and Jason Dive into Vegas

Post Bathurst, Mark and Jason headed to Las Vegas to the Sema show. Whilst there, one of the things they did was go indoor skydiving – check out the pics – In Mark's words "What a buzz 1000 HP fan in a tube !!!



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The Truck Factory

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

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

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

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

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



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Other News

Wild Hogs, oops, Mild Hogs hit the highway

On the weekend of 22/11 – 24 November a posse of motorbikes headed out of Adelaide bound for Pt Fairy for the first night, then onto Paul and Christine Freestone's amazing Retro Café, Museum at Airleys Inlet via the Great Ocean Road for the second night.

Meeting points were the Toll Gate and Taillem Bend with the group zooming down via Naracoorte. Thankfully James and his girlfriend Haley came along for 'support' driving the Whiteline Van with a motorbike trailer for 'just in case'.

Stops were every couple of hundred klms for fuel and a stretch with lunch at the Dergholm Hotel, somewhere in the scrub out the back of whoop whoop – great scenery. At the Hotel, those who didn't already have 'hog' names were appointed names – not sure everyone loved their names to begin with, but they adapted.

On the tour :

Shaz – Rebel
Bob – Bob the Builder
Mark C – Container
Stephanie – Barbi
Carl – Humphrey
Grant – Grumpster
Mark D – Reefer
Nicki D – Wino
Len – Retread
Merve – Fix It
Ross – Toy Boy
James – Borer
Pete – Abdul
James – Baby Hog
Hayley – Webster
John – Sandgroper
Amanda – Girl Racer
Greg – Knee Capper
Brian – Fat Bas----

We also arranged a very small sticky date pudding for Fix it based on Len's advice it was his birthday, only to discover we were a month out – we still sang Happy birthday anyway !!

Meeting us part journey was Dave from Queensland and at Aireys Inlet Harry Miedecke and his girlfriend Catherine met us for the night at the diner.

The first night at Pt Fairy was great the Central Hotel was very welcoming and we enjoyed tea at the local pub. The next day we headed off onto the Great Ocean Road, stopping at various lookouts to take in the awesome views. Lunch was at Apollo Bay. It is fair to say, Shaz on her first major journey found the tight corners on the Great Ocean Road character building, but went a long way to becoming a more seasoned rider !!

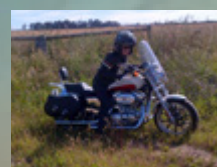
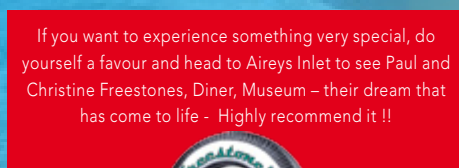
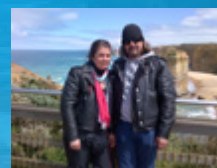
According to Barbi (Steph) I was white when I first got off the bike at Apollo Bay !!

Once at Aireys Inlet we all were assigned our delightful cabins at Airleys Inlet Holiday Park not far from the Retro diner.

Christine and Paul took us through their journey in creating the diner and what an amazing story it is – a case of making a dream become reality. Their hospitality and that of their staff was second to none – we all ate well, drank well and enjoyed the experience – check out the pics.

Sunday was a big journey for us all, riding all the way back to Adelaide in the one day. We experienced all kinds of road and weather conditions. The trike ended up in the trailer due to a blocked fuel filter. Bobby had a little run on Domo's Harley to see what it would be like to ride a 'real' bike.

All in all a couple of thousand klms were covered, a lot of laughs were had and whilst we were all tired and bugged it was a great experience and much fun was had.



- IMPORTANT ANNOUNCEMENT -



TEAM OF THE YEAR

Whiteline Racing were presented with the Team of the Year Award at the Series Presentation Dinner at Phillip Island.



Bob and Shaz seen here accepting their award.

(Pic courtesy Dirk Klynsmith)

Series Results

TOURING CAR MASTERS

Class A 'Outright'

| Position | Driver | Series Points |
|----------|------------------------|---------------|
| 1 | Jim Richards | 1122 |
| 2 | John Bowe | 1112 |
| 3 | Andrew Miedecke | 935 |
| 4 | Keith Kassulke | 899 |
| 5 | Mark King | 736.5 |
| 6 | Eddie Abelnica | 760 |
| 7 | Greg Crick | 699 |
| 8 | Tony Karanfilovski | 543 |
| 9 | Wayne Mercer | 506 |
| 10 | Adam Bressington | 502.5 |
| 11 | Jason Gomersall | 398.5 |
| 12 | Les Walmsley | 388 |
| 13 | Brett Youlden | 354.5 |
| 14 | Brad Tilley | 351 |
| 15 | Gavin Bullas | 327 |
| 16 | Cameron Tilley | 323.5 |
| 17 | Paul Freestone | 301 |
| 18 | Graham Alexander | 280 |
| 19 | Michael Almond | 258 |
| 20 | Garry Treloar | 150 |
| 21 | Stephen White | 149 |
| 22 | Tony Edwards | 144 |
| 23 | Steve Makarios | 122 |
| 24 | Cameron Mason | 72 |
| 25 | Andrew Adams | 57 |
| 26 | Glenn Seton | 24 |
| 27 | Bill Pye | 0 |
| 28 | Andrew Fisher | 0 |

Class B 'Pro-Sportsman'

| Position | Driver | Series Points |
|----------|-----------------|---------------|
| 1 | Steve Mason | 1311.5 |
| 2 | Greg Keene | 1050 |
| 3 | William Vining | 845 |
| 4 | Gary O'Brien | 802 |
| 5 | Amanda Sparks | 739 |
| 6 | Rory O'Neill | 710.5 |
| 7 | Chris Stillwell | 516 |
| 8 | Mick Wilson | 201 |
| 9 | Leo Tobin | 168 |
| 10 | Nigel Benson | 164 |
| 11 | Rusty French | 138 |
| 12 | Andrew Adams | 117 |
| 13 | Phillip Showers | 87 |

provisional
points score
noted

Next Round 2014

Round 1

TCM 100, Adelaide Parklands Circuit SA
27 Feb - 2 Mar



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