

# Whiteline Racing Newsletter



**BUMPER EDITION**  
**Thunder Down Under  
& SANDOWN 100**

ROUNDS

4 + 5

**TOURING CAR  
MASTERS**

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Steve Shearer OAM  
Shane McEvoy on the Move  
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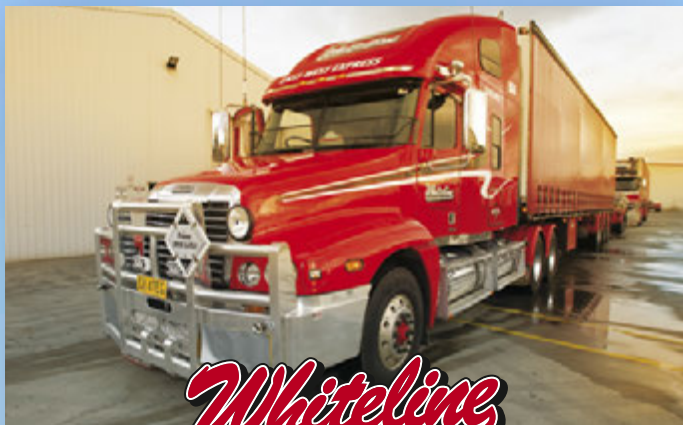
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# Whiteline Racing were presented with the 2013 Team of the Year Award at the Series Presentation Dinner at Phillip Island.

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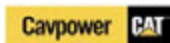
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Bob and Shaz seen here accepting their award.

( Pic courtesy Dirk Klynsmith )

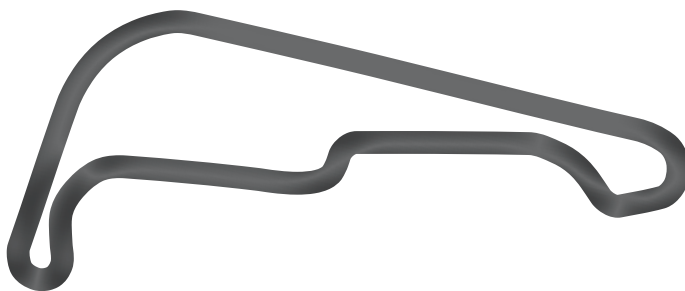


# Thunder Down Under

Sydney Motorsport Park, NSW  
22 - 24 August

## Circuit Info

Sydney Motorsport Park	Druitt (North) Circuit
Eastern Creek, New South Wales	Length 2.800 km (1.740 mi)
Circuit Configuration	Turns 8



## Photographic Contributions

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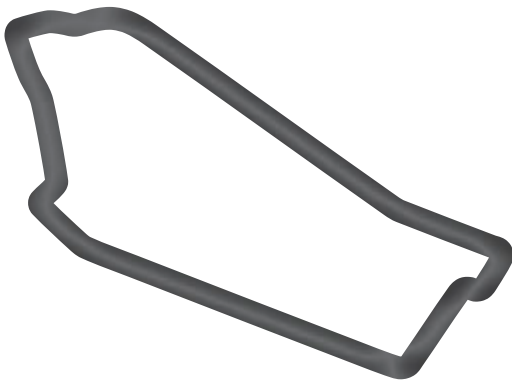


# Sandown 100

Sandown International Raceway, VIC  
12 - 14 September

## Circuit Info

Sandown International Raceway, VIC	Length 3.104 km (1.928 mi) Turns 13
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## A word from Shaz

### Round 4 Sydney Motorsport Park, NSW

22 - 24 August 2014

The lengthy break between the Darwin Round and Sydney meant the boys were almost suffering from withdrawal symptoms from lack of track time, they were itching at the bit for a racing fix !!

Mark 'Birdman' had a bit on the 'to do' list which included :

#### King Springs Camaro 85 – Mark King

As you may recall in Darwin an engine change was required on practice day, the engine removed was repaired and refitted back into the Camaro on it's return, a new gearbox cross member was designed and fabricated to allow more ground clearance, new radio system fitted, the exhaust system was repaired and a new windscreen was fitted due to damage sustained at Darwin.

#### Lubrimaxx Camaro 95 – Andrew Miedecke

The exhaust extractors were repaired, the differential housing was repaired as there was an apparent crack in it from Darwin, new brake rotors fitted all round as part of routine maintenance, the front spoiler was repaired, further modifications to the oil cooling system and a new windscreen fitted, also damaged at Darwin.

Both cars underwent set up changes to suit Sydney Motorsport Park.

Bobby hit the highway on the Wednesday of race week to be in Sydney for the Thursday bump in of the transporters and the very physical task of unloading the cars, tools, spares and set up the pit – I think this job is about 4 gym sessions all rolled into one.

I flew in late on the Thursday and did my 'big' grocery shop to keep the boys watered and fed for the weekend !!

Tim Ede now based in Melbourne flew in Thursday, as did Kingy and Birdman. For Andrew and Jason, Sydney (New South Wales) is home. Darren from Jason's workshop also joined the crew for the weekend and Paul and Grant made their way up from Moyhu. Birdman flew in with Copyworld Racing aboard the Pilates air plane.

Home base for us was the Blacktown Working Man's Club – and they have a very famous buffet of all sorts, including seafood and it's a case of seeing food and eating it – they boys do enjoy feasting on prawns !!

**Friday** we were scheduled for 2 practices and our qualifying session.

**Practice 1** Friday, 9.15 a.m. was a 20 minute session. First session not about being fast, but more to do with bedding in brakes and finding gremlins. The 85 King Springs Camaro was difficult to steer and on return to the pit found binding in the steering which required work to free up, Kingy completed 8 laps. The Lubrimaxx 95 Camaro completed 6 laps in basically a shake down and ideas for determining set up.

**Practice 2** was held at 11.15 a.m. and again a 20 minute session. Andrew in the 95 Lubrimaxx Camaro was starting to find his pace, feeling the benefits of the rear suspension modifications – commenting the car is feeling "pretty good". Andy completed 8 laps with his quickest on the very 1st lap with a 1.41.3 and would see him second quickest in the field.

For Mark in the King Springs 85 Camaro said the lube and grease of the steering had made a difference and this combined with stiffening of the rear roll bar had delivered a much improved car. The modifications coupled with new tyres had Mark commenting that he was really looking forward to qualifying, in fact said "I can't wait!". At this point was 7th quickest with the best of 8 laps on the 5th with a 1.425.

**Qualifying** was held at 1.30 and a 20 minute session. Andrew completed 4 laps with the best attained on the 2nd with a 1.4043 in record time on the 2nd, placing him 2nd on the grid behind John Bowe who achieved ultimate record time with a 1.399. Kingy in the 85 King Springs Camaro found himself placed 7th, with 4 laps completed, the best on the 3rd with a 1.41.

Both the boys returned to the pits really happy with their cars and excited about the races that lie ahead. AND in what can only be described as a Whiteline Racing miracle, the covers went on the Camaro's in daylight !!

So, it was back to the buffet for dinner on the Friday night.

**Race 1** was held at 1.25 and scheduled to be 10 laps. The starting order was as per qualifying, so Andy in 95 on the front line alongside JB and Kingy in 85 out of 7. It was a nice clean start, but OMG after such a clear day, the wipers were on, intermittent rain was now falling !!! By the end of the first lap, Bowe led with Andrew well in touch in 2nd. Kingy had made up a place and was travelling in 6th.

On the 5th & 6th Andy and JB were setting track record laps, with JB ultimately clocking the quickest on lap 6 with a 1.41685. Kingy was maintaining his 6th possie, but was getting 'roughed' up by Kassulke as they were rubbing panels, in an extremely exciting duel. Fortunately the on track rivalry didn't result in any race ending damage and would result in Bowe winning the race followed by Andrew in 2nd, Kingy made up another place getting around Karanfilovski to finish in 5th – good start for Whiteline Racing 2 & 5 and for Kingy in his class to finish in front of Karanfilovski was helpful for his season results.

On return to the pit, Jason and Darren were doing what they know best, panel beating repairs to the King Springs 85 Camaro, repairing a bent steering arm, replacing the valve cap that was ripped off the tyre, lowering of the roll centre and alignment.

For the 95 Lubrimaxx Camaro, very minor adjustments were done with the rear back bar and ride height shifted.

With only one race scheduled for Saturday, the crew completed the necessary jobs, with the covers on and again away from the track at a reasonable hour.

No guessing where tea was again, the buffet – mind you, everyone's plates were much less than the previous nights !!

**Race 2** for the weekend was Sunday morning at 8.33 and was to be a 10 lap race, but was reduced to 9. Starting order was reverse grid of the top 10. The track was still damp, but despite this the start was refreshingly clean !! Brett Youlden started out of pole and retained the lead for the entire race, the real action was happening behind him with racing legends, Richards, Bowe and Miedecke fast tracking the field and in fact by completion of the third it was Youlden, Richards, Miedecke and Bowe. Kingy was not slouching either and was in 6th. By the 7th Andy had made his way into 2nd spot, with Kingy leading a 2nd pack enjoying some great racing. Sadly the safety car was triggered on the 7th when McMahon and C. Mason had a coming together, after 2 laps of the safety car, the chequered flag was shown on the 9th, resulting in a 2nd and a 6th in race 2.

On return to the pit, Kingy was feeling good about his chances in race 3 as he still had 2 tyres in reserve, but the crew would attend to a brake pad 'knock' by checking the bearings in the brakes.

**Race 3** for the weekend was held at 2.05 and again would only get to 9 laps, instead of the scheduled 10.

By this stage, conditions were sunny and dry and again it was a clean rolling start.

Andy in the Lubrimaxx 95 Camaro was right on the pace from the onset and was leading, sadly for Kingy Youlden contacted with Kingy's right hand door, but was again not race ending damage.



The excitement of Andy leading suddenly turned nerve racking when he reported back to Birdman in his headset that a 'funny' noise could be heard from under the Camaro. Suddenly the question of whether he would finish the race was uppermost in our minds !! A race hampered by safety car and entertaining, specky action, especially when Youlden and Gomersall came together with the field spearing in all directions to miss them, the race was reduced by one lap and thankfully Andrew in the Lubrimaxx 95 Camaro made it across the line to take the chequered flag – phew, that was a close one. This win secured a round win for Andrew in the Pro Master class, whilst Kingy's 4th secured a class win for him also in the Pro Sports category. Again the race was run in track record times, with Bowe ultimately taking the record with a 1.41.2 and Andy with a 1.41.4 – pretty close huh !

With the presentation done and the glass wear collected, the crew loaded up the roadshow for Adelaide.

On return considerable body work will be required on the 85 King Springs Camaro – she's been through some biff and battles and Birdman will need to find the cause of the under the car noise from the 95 Lubrimaxx Camaro.

Short turnaround this time, with Sandown in two weeks – look forward to chatting then,

Kind regards,

**Shaz**

For further information: **Sharon Middleton**  
0418 826 272  
shaz@wline.com.au



The boys trackside



Great team, Andy and Birdman



Sometimes you get lucky, 95 just hung in there for a race win.



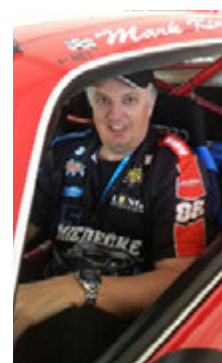
Timmy Ede as usual flat out.



Hey Paulie, what's going on ?



Darren was hands on



Big, Bad Jason keeping Kingy on the track



Kingy enjoying that winning feeling for Whiteline Racing



Round 4 winners are grinner, Andrew accepting his trophy



Andrew explaining racing moves to Bruce's Lubrimaxx customers



Round 4 Eastern Creek – dummy grid





The ENZED Touring Car Masters series is supported by ENZED, Rare Spares, Shannons, PWR, Meguiar's Unique Cars, Hoosier and Australian Sports Marketing.

For more information visit [www.touringcarmasters.com.au](http://www.touringcarmasters.com.au)

## TCMs FANTASTIC FOUR ON TOP AT SYDNEY MOTORSPORT PARK

### 22, August, 2014

THE FOUR most successful drivers amongst the ENZED Touring Car Masters field have locked out the four top spots in qualifying for this weekend's ENZED Muscle Car Classic at Sydney Motorsport Park.

Australian Touring Car and Bathurst legends John Bowe, Andrew Miedecke, Jim Richards and Greg Crick have qualified first through fourth, respectively, today at the V8 Supercars Sydney Motorsport Park 400.

Bowe's pole lap of 1m39.9672s was a TCM record for the 3.9km western Sydney circuit and 0.45s faster than Andrew Miedecke in the Whiteline Transport / Lubrimaxx Chevrolet Camaro. It was his fourth consecutive pole position of the year and continued his dominant one-lap pace in TCM.

Jim Richards was third in the Shannons Ford Falcon Sprint while TCM comeback king Greg Crick was a surprise fourth in his MOPAR-sponsored Chrysler Charger V8.

Crick has sat on the sidelines in an enforced seven-month layoff from the sport following a severe bout of Carbon Monoxide poisoning he suffered in this year's Bathurst 12 Hour enduro.

The Tasmanian champion has sat on the sidelines during his recovery however returned in style this weekend by posting the fourth fastest time, just 0.5s behind Richards and 1-second from polesitter and long-time rival Bowe.

The Launceston car dealer said he was surprised with the performance today.

"I thought I would have been outside of the top 10 because it didn't feel very good, and my Radio wasn't working so I had no idea where I was," he explained.

"I was pretty surprised when I heard I was fourth. I'm really pleased and not feeling too bad. I'm working pretty hard in the car, but it's a great start so far and we'll have some fun tomorrow."

XB Falcon Hardtop racer Keith Kassulke was fifth ahead of Tony Karanfilovski (Mustang TransAm), Mark King (Chevrolet Camaro), Torana driver Jason Gomersall, Jesus Racing Ford Falcon driver Andrew Fisher with Les Walmsley's HQ Monaro completing the top ten.

Four different brands and a remarkable nine different models of classic muscle cars feature in the top-10, covered by just 1.49s – making it the closest qualifying session of the year.

Fisher's ninth place result was a solid start for the V8 Ute racer who is making his Touring Car Masters debut this weekend in an XY GT Falcon GT, competing under the Jesus Racing banner.

"If you had told me before the weekend that was the time I'd do in qualifying I would have probably been happy with it," he said.

"But I think I under used the tyres and didn't get the most out of them, which is down to experience. I'm used to using an R-spec tyre in the Utes and I'm still learning the attributes of the slick we use in TCM.

"It's very competitive in the top ten and if you find five tenths you're inside the top five, so it's a good start."

## BOWE TAKES RACE ONE IN SYDNEY 23, August, 2014

JOHN BOWE has beaten home Andrew Miedecke and Greg Crick in a highly entertaining opening ENZED Touring Car Masters opener today at the Sydney Motorsport Park 400.

Bowe started from pole position and led each of the ten laps contested today, holding out an early challenge from Camaro-driving Miedecke to ultimately record a two-second victory in the first of three races this weekend.

The Mustang driver also broke the lap record on the sixth lap despite light rain falling for much of the race. It was the fourth race win of the year for the Mustang Bowe calls 'Sally' and helps the Tasmanian extend his lead over Richards and Miedecke in the ProMaster class standings.

Mopar Charger driver Crick was in contention for much of the race and slipped past Jim Richards to score the final spot on the podium on lap seven.

The leading quartet ran line astern for much of the race with Bowe never able to break away from the chasers behind.

Richards ultimately drifted to 7th place at the line after dropping three positions on the final lap when suffering with a stuck throttle on his Falcon Sprint.

The Bathurst legend put the Shannons Falcon Sprint in third gear for the remaining race and used the ignition switch to control the speed to ultimately score solid championship points.

Keith Kassulke (Outbound Racing XB Falcon) stormed to fourth after a competitive battle with Mark King (King Springs Camaro) mid-race, the pair rubbing lightly after a sensational side-by-side sequence through turns six and seven.

King was fifth and headed a seven-car freight train that included Tony Karanfilovski, Jim Richards, Bill Pye (Who charged from 13th to eighth), Les Walmsley and Jason Gomersall, who completed the top-10 in his Torana.

King (ProAm) and 12th placed Cameron Mason (ProSports) won their respective classes today with the latter entertaining TV viewers with plenty of sideways moments in his race-long duel with Cameron Tilley's Valliant Pacer.

On his TCM debut, Jesus Racing driver Andrew Fisher ran strongly inside the top-10 for much of the race before his XY GT Falcon jammed in second gear on lap nine – the Sydneysider ultimately limping to the line in 19th position.

Saturday's only race started in overcast conditions with light drizzle falling however never became truly wet – the lap record pace at the front of the field an indication of how little the rain affected the race.

A further two races will be held on Sunday at the Sydney Motorsport Park 400, the third and final race of the weekend to be shown live on 7mate around Australia on Sunday afternoon.

## YOULDEN HOLDS OUT THE BEST FOR REVERSE-GRID WIN 23, August, 2014

BRETT YOULDEN has scored a remarkable second ENZED Touring Car Masters race victory this morning at Sydney Motorsport Park – holding off challenges from some of the best en route to the win.

The Autolite / Mothers HQ Monaro GTS driver started from pole position in the reverse top-50% race and established a strong lead in the early stages while the remainder of the pack sorted themselves out.

Jim Richards rapidly moved to second place on the opening lap while race one frontrunners Andrew Miedecke and John Bowe made fast work through the top-10 to sit third and fourth, respectively, by lap three.

Richards then began attacking Youlden for the lead however the Monaro driver was resolute in defense and held on in front – Miedecke taking advantage of a brief moment from Richards on the seventh lap to leap to second place, with Bowe following him through to third.

They would finish in that order following a late-race safety car intervention that saw the race end under yellows, ensuring Youlden would record his first ENZED TCM victory since May 2012.

Miedecke, Bowe, Richards and Les Walmsley completed the top five with Mark King, Keith Kassulke, Tony Karanfilovski, Greg Crick and Andrew Fisher completing the top-10.

Fisher charged through from the back of the field following gear selection issues yesterday that saw him drop out of the ten.

The safety car was called following a high-speed off at turn one that saw Carey McMahon touch Cameron Mason into a spin on lap seven – both ending off the road but essentially undamaged.

Going into the final race of the weekend Bowe and Miedecke are tied on 116 points each in the ProMaster standings, with Mark King (ProAm) and Chris Stilwell (ProSports) leading their respective classes.



# MIEDECKE WINS ENZED MUSCLE CAR CLASSIC

24, August, 2014

Andrew Miedecke added his name to the list of ENZED TCM round winners this year. PIC: Dirk Klynsmith

ANDREW MIEDECKE has added his name to the list of 2014 ENZED Touring Car Masters round winners after taking victory in round four of the series this weekend at Sydney Motorsport Park.

The Lubrimaxx / Whiteline Transport Racing Chevrolet Camaro driver won race three of the weekend to cap off an overly strong round performance that also included two second-place results in the opening two heats.

Holden Monaro driver Brett Youlden had earlier won race two on Sunday morning, scoring his second TCM race victory in fine style.

Miedecke's teammate Mark King made it a stunning weekend for the Whiteline team by clinching the ProAm class round victory with Thunder Road Racing / Savy motorsport's Will Vining taking ProSports in his Mustang.

Bowe and Miedecke were tied in points ahead of the final race but it was the Camaro driver who took the advantage, making a perfect start and out-muscling Bowe into the critical turn two – from where he was never headed.

He ultimately skipped away for a comfortable victory while others trailed in oil the leader was leaving – Bowe beating home Keith Kassulke for second.

"It's a very big thanks to Bob and Sharyn Middleton and the entire team for giving me a very good car this weekend," Miedecke said.

"I have to apologise to everyone behind me.. I was on the radio complaining that someone was trailing oil around in that final race, but it turned out to be me, so I'm sorry for that!

"It's been a great weekend and we were able to unlock those last few tenths we needed to take on JB."

Bowe and the returning Greg Crick rounded out the ProMaster class podium for round four – Crick's comeback ultimately a success and netting him the Rare Spares Achievement award as well.

After finishing strongly in the opening two races, Jim Richards finished well down the order in race three after being penalised 30-seconds for overlapping on a late-race restart; ultimately classified 16th and fourth in class.

King's ProAm win came after a hugely competitive weekend in the class, finishing ahead of Tony Karanfilovski and Les Walmsley.

Brett Youlden was unlucky to not get a trophy after finishing down the field in the third race when he ended up pointing the wrong direction at turn two on lap five.

Youlden was lucky to not be collected by the approaching pack but slipped from a solid eighth place position to 16th at the line.

Still, his race two victory was a stunner, holding out immense pressure from Jim Richards and Andrew Miedecke before holding on to grab his second career success.

In ProSports, Will Vining had a consistent weekend, finishing third, second and second in the three races, respectively, to grab the class win.

Rusty French finished second in his Skye Sands Porsche 911 RS with Charger pilot Mick Wilson third.

Torana driver Carey McMahon was awarded the PWR 'Cool Master' award at Sydney Motorsport Park – and will need the \$1000 PWR gift voucher that goes with it after his SLR Torana sustained damage in a race three crash.

Jesus Racing's Andrew Fisher and his team were awarded the Liqui-Moly / Meguiar's 'Looks Good, Goes Great' award for their impressive presentation on TCM debut.

The ENZED Touring Car Masters field has a short turnaround until the next round of the series at the Wilson Security Sandown 500 in three weeks' time (September 12-14).

## ROUND RESULTS:

Enzed Muscle Car Classic (Round 4).

ProMaster

1.	Andrew Miedecke	176
2.	John Bowe	172
3.	Greg Crick	145

ProSports

1.	Mark King	172
2.	Tony Karanfilovski	160
3.	Les Walmsley	156

ProSports

1.	William Vining	164
2.	Rusty French	150
3.	Mick Wilson	142

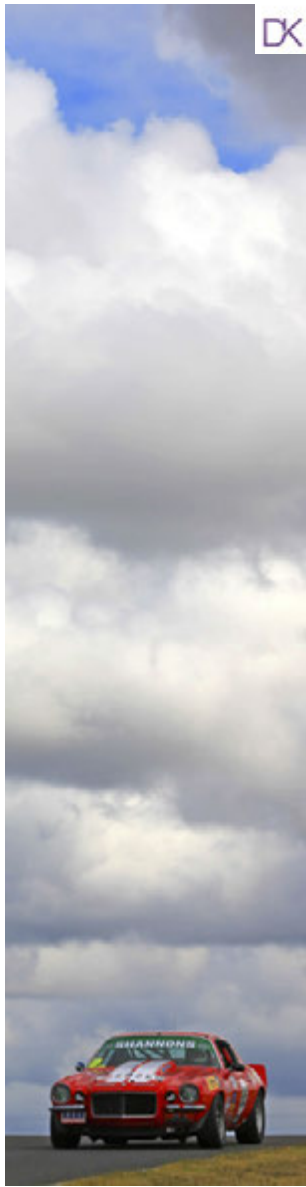




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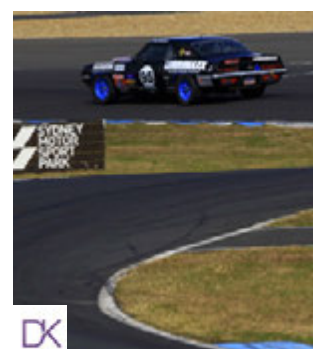
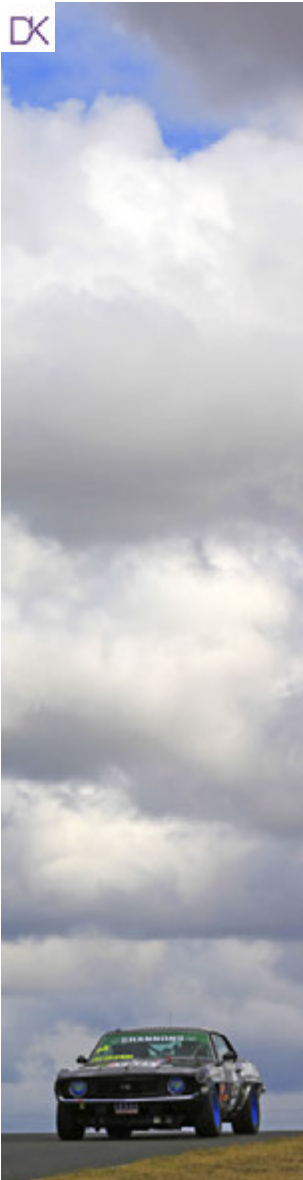


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## Other News

### TRUCK WEEK 2014

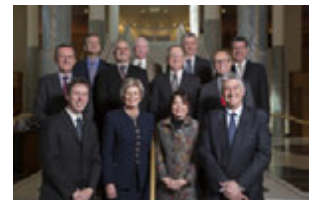
Coinciding with Truck Week, many industry representatives converged on Canberra this week.

Key issues discussed include the ATA's call for the adoption of electronic braking systems, heavy vehicle charging, chain of responsibility, the establishment of a road freight advisory council, and the Productivity Commission inquiry into public infrastructure.

SARTA's president Sharon Middleton, who attended the meeting in Canberra, says;

"Being part of Truck Week was a great opportunity to highlight some of the logistical, regulatory and economic issues that the industry is facing to the nation's highest Ministers and of course, being from South Australia was able to impart the challenges unique for operators in our State. It was a well organised event and thanks must go to Bill McKinley, Stuart St Clair and the staff of the ATA who arranged the program and were valuable team leaders at the sessions."

An article titled 'TruckWeek effort sees major industry concerns raised with decision-makers' was posted on the Fully Loaded Website about this meeting. The article is available at:  
<http://www.fullyloaded.com.au/news/industry/1409/top-industry-representatives-converge-on-canberra/>







## Steve Shearer OAM & 20 year SARTA Partnership

Monday 21st July saw the surprise celebrations take place for Steve to congratulate him on two fronts, one for being awarded an OAM in the Queens Honors Listing in June and the other to mark his 20th year as Executive Director of SARTA.



The event held in the Whiteline 'toyshed' was attended by Ministers, Department personnel, SAPOL, suppliers, customers, friends and family from all over Australia. When Steve arrived with wife Bev, he was greeted by a very impressive truck and trailer display within the grounds entering into the blue and yellow themed 'party room'. Steve was offered a seat on the couch which was on the stage, as guest speakers unraveled his life both private and professional – at times very moving.

It was a fantastic night, one we will all remember for many years to come on what is an outstanding achievement on Steve's behalf.



## Shane McEvoy on the Move

Highly regarded friend of Whiteline Shane McEvoy made the decision to move on from over three decades with Cavpower. Shane seen here with a presentation made to him on his final day.

Thanks for the service and for the friendship over the years Shane, you have been awesome and we greatly appreciate everything you have done, not only for us as a customer, but for industry.

We won't say bye, because we know our paths will continue to cross.





## Other News

### Reunion – Hall of Fame

Weekend of 29-31 August, 2014 saw the Wild Hogs tour of duty take them to the Alice. Carl, Mark, Merve, Len, Bob, Steve all headed off on the Thursday morning arriving into Alice late morning on the Friday. Gary drove the support van and trailer. Stephanie, Barb R, Barb H and myself flew up on the Thursday as I was the m.c. at the Transport Women's Breakfast at the Hall of Fame. We had an amazing Artist speak, Rhubee Neale who also inspired us all with her music. Later that day we attended the Cummins Race Day, trying to pick a winner, but some races even if you picked third no prize money was handed over as there were not enough runners to pay to third !!! Saturday morning was the award breakfast and I was honored to be inducted. Dinner on the Saturday night and the convoy took place on the Sunday. I was also interviewed in the ABC studios to talk about the road transport industry which is something I am always happy to do. The boys headed off Sunday mid morning for Adelaide, with the exception of Mark (The Container), Carl (Humphrey) and Steve (Mongrel) who headed to Mt. Isa. The rest of the gang headed back to Adelaide and were joined by Ross who had flown up to Alice – his motorbike was in the trailer. The boys that headed to Mt. Isa had a great trip and few days of male bonding. Mark (The Container) had a lucky call when he hit a roo full speed – he managed to stay on the bike, and it was still rideable but will need some repairs. Me and the girls flew home Sunday. It was a great fun weekend and already in our calendars for next year. Check out some of the happy snaps.



And we found another friend, West Coast and SARTA Board Member Rodney Quinn



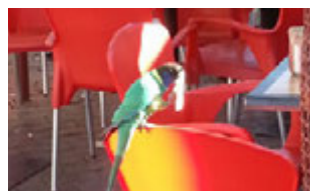
Humphrey and Bob the Builder look up Johnno 'Doc' Holiday in the Hall of Fame



Us girls got to ride in the Caterpillar RV owned by Rick Andrews in the Convoy from Alice to Hall of Fame, driven by Len Mifsud – left to right Shaz, Steph, Barb H, Mel Cavill, and Barb R.



Bette Phillips and Shaz catch up at the Transport Women Breakfast in Alice



This cheeky bird, he was pinching all the sugar sachets from the sugar bowls in Alice



The gang at the Hall of Fame



Steph, Barb R, Barb H enjoy the delights in the Alice Lolly shop



## Happy snaps from the Wild Hogs Tour of Duty in Alice



Marla



Bakrly Homestead



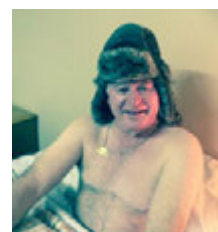
Packing bikes at Cloncurry



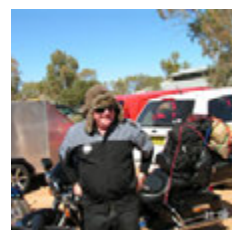
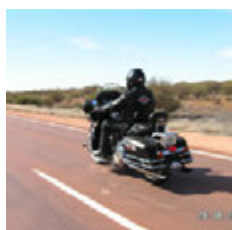
Parking Bay near Mt Isa



Stockmans Hall of Fame - Longreach



Hmm, clearly cold on the way to Alice – probably not a Melbourne Cup hat Bobby !!





# Mark 'Birdman' and Jakki's Overseas Adventure.

BC, Alaska And Canada.

In between the end of the Darwin round and Sandown, Mark and Jakki headed off overseas - Jakki sent through a few notes of the trip and the photos to share with you all.

Mark enjoyed our Alaskan cruise the best... photo attached is The Hubbard Glazier.... magnificent. 2nd photo was taken from the top deck of the ship on our last night. 3rd photo taken at Lake Louise and the 4th from Lake Moraine. Last photo is taken from Banff. Weather was superb beautiful and warm if a little hot at times but still the Canadian Rocks had snow on the tips of the mountains. A beautiful part of the world we would love to go back and hire a camper van and go from one end of Canada to the other. Was disappointed we didn't come across any bears there was a lot of signs out advising Bears sighted in the area and to be on the alert! The week after we got back Lachlan sent photos of a cub he came across from where we were staying in Banff.



1. The Hubbard Glazier



4. Lake Moraine



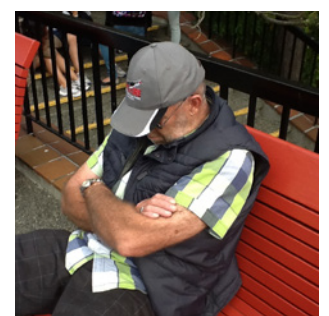
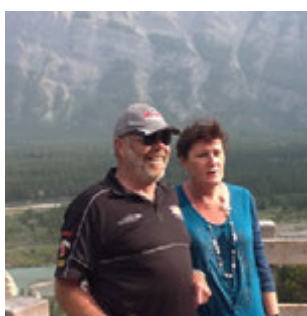
2. Top Deck



5. Banff



3. Lake Louise



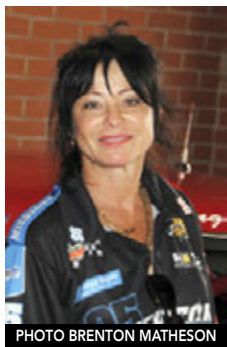


PHOTO BRENTON MATHESON

## A word from Shaz

### ROUND 5 SANDOWN 100, VIC 12TH – 14TH SEPT 2014

After the success of Sydney the boost in enthusiasm and confidence for the drivers and the team was outstanding and just what we needed going into the 5th round.

There was a bit to be done to both the Camaros and with the 2 x week turnaround Mark 'Birdman' got stuck into it early.

#### 95 – Lubrimaxx Camaro – Andrew Miedecke

You might remember I reported Andrew was incredibly lucky to finish the last race at Eastern Creek with a noise under the car, the offending part was the diff, so this was removed for repairs, minor body repairs to the front and rear of the car, modifications to the electrical system to address kill switch issue, modifications to headlight areas to improve aerodynamics.

#### 85 – King Springs Camaro – Mark King

Extensive repairs to the body including both doors, right front guard and right rear quarter, modifications to steering to remove the tyre clearance issue, the front brake rotors were replaced as part of routine maintenance, repairs to the oil tank heater and a modification to rear springs, with the hope this will improve the mid corner speed. Special thanks must go to Mark and the team at The Truck Factory for their work in repairing 85 back to her former glory !!

Once all the work was complete the b double was loaded up and Bob the Builder and Birdman headed off in the truck Wednesday morning. Thursday was unload and set up at the track, made difficult this round by the fact our transporters were external of the track and the gear all had to be hand moved into our garage.

The rest the boys, Kingy, Jason, Paul, Andrew all arrived on Thursday and Tim Ede is now based in Melbourne.

Also helping for the weekend is Dougie a mate of Kingy's who lives in Melbourne he arrived at the track on pedal power – he's in training for a big cancer charity ride. Sadly a few weeks ago Dougie lost his partner to the dreaded disease and for this reason will do this ride with much emotion and determination – good luck with it Doug.

I arrived late Friday, did the grocery shop and headed to the track, just in the nic of time – why ??? Birdman and Andrew had sights on my vacuum cleaner hose !!!!! They were looking to engineer a device to direct fresh air into Andrew's helmet – apparently, the hose on my vac was just the right size etc – as you can imagine, I let them know in uncertain terms my vac was off limits !!!!!!! In the end Andrew went to Godfreys and purchased a vac for the hose only.

**Friday** the crew had 2 x practices and qualifying to deal with.

**Practice 1** was held at 9.00 a.m. and was a 20 minute session, conditions were fine.

For Andrew in the 95 Lubrimaxx Camaro, he completed 10 laps with the best on the last with a 1.173, but Andrew commented he was on old tyres, didn't get any clear laps and really was just checking out the set up. For Kingy in the 85 King Springs Camaro 12 laps were completed the best on the 6th with a 1.184 and like the 95 car it was more about playing with set up, but commented after such a great round in Sydney he was really looking forward to his racing this weekend.

**Practice 2** was held at 12.00 and was again a 20 minute session. For Andrew in the 95 Lubrimaxx Camaro 7 laps were completed with the best on the 7th this time a 1.1643 which was better than the first session, but the rest of the field had also found speed, Andrew was 4th quickest – tyre choice was better than 1st practice, but still used ones the new tyres would be fitted for qualifying. For Kingy in the 85 King Springs Camaro, changes made in the earlier practice proved counter productive and were not delivering the drive hoped and the crew in fact changed the car back to the earlier set up. Kingy completed 8 laps, the best on the 5th with a 1.168.

**Qualifying** was held at 4.45 pm and was a 20 minute session. For Andrew he decided to complete only 3 laps and achieved his best time on that last lap with a 1.157 again an improvement on the earlier session and had him placed 3rd behind Bowe and Richards. Andrew commented that Sandown is one of his favourite tracks and was very much looking forward to the weekend races.

For Kingy, in the 85 King Springs Camaro he too only completed 3 laps, best on the last also with a 1.158 to be 6th of the grid. Kingy was really up beat and ready to race.

We had an early tea and an it was off to our rooms for some solid rest before the 2 races on Saturday.

#### Race 1 – 9 .35 a.m. 12 laps

We were greeted with a beautiful day in Sandown, with the first race of the day a rolling start out of their qualifying positions. It was a clean start with the field using all of the track 3 and 4 wide at times. By the end of the first Andrew was 3 and Kingy 7th. The third and fourth laps were much the same other than Kingy was able to make up a spot when Crick went wide on a corner ending slightly off track which allowed Kingy through, however, he was relegated back to 7th when Karanfilovski appeared to miss a gear, causing Kingy's bonnet to make slight contact with the rear of his car and whilst this was playing out Jane driver the 48 Ford was able to go through. By the end of the 7th it was still Bowe, Richards, Andrew with some action on that lap with entry 57 Alexander in the sandpit but thankfully did not trigger the yellow flag. Laps 8 and 9 top three unchanged, with the possies 4 – 8 really being battled out.

Completion of 9 was status quo then on the 10th some action when Car 4 driven by Bullas had a specky spin and moment infield. On the 10th Andrew was able to masterfully move on Richards taking advantage of the slip stream created to now be in 2nd. The chequered flag was shown on completion of the 12 th with the order, Bowe, Miedecke, Richards, Kingy finishing 7th. The race was run in quick race times with Bowe breaking the track record with a 1.158.

A long delay between race 1 and 2 with a 4.08 pm start and over 8 laps reverse grid of where they finished in race 1, this meant Andrew was out of 9 and Kingy out of 4. Would've been good if this race was 12 laps like race 1 was to have sufficient time to make way through reverse grid field.

**Race 2** the rolling start was clean, albeit full on with Criky immediately stamping his lead on the race and never looked back behind him though was a different story. Kingy in the King Springs 85 camaro managed to hang onto 2nd place, but succumbed to Jane in the 48 ford on lap 4. On the 7th Kingy was under pressure with Gomersall and Bowe in his mirrors and just found he wasn't getting the drive he needed, which resulted in Gomersall going through and Bowe took advantage also making a move. Initially Andrew dropped a couple of spots in the early stages of the race, but regained them to be back into 9th where he started, but tyre quality and with a very wide Kassulke ford in front, Andrew would hold his position to finish 9th, Kingy hung onto 5th but collecting points a bonus for him. On return to the pit the crew will work on the handling of the 85 car and revisit the brakes. Andrew commented he could again hear a noise under the car. The crew dumped the oil from the diff to find it was black - this diff had been repaired in Adelaide after Eastern Creek – it had again failed and would need to be replaced. Diff changes need official approval under the rules to be removed and replaced. Race times were slower than race 1 earlier today.

Once the diff was done, the boys decided to have tea in the A trailer before leaving the track – The whole idea of going back to the Motel, showering etc wasn't popular, so we improvised !!

We all headed back to our rooms for an early night and went back and watched football – those of us from Adelaide and Melbourne the AFL, the game between Port and Freo but for the Sydneyites and Queenslanders that other game called 'footy- rugby' !!!!



Early to the track Sunday, with the crew warming up the Camaros for a 10.10 race, 8 laps, rolling start.

**Race 3** Andrew in the Lubrimaxx Camaro was starting out of 5 and Kingy in the King Springs Camaro out of 7. Both the boys got a great start, Andy with a dream inside run. The finish of the 1st lap saw Andy in 3rd behind Jane and Richards and Kingy was in 8th. The first four laps saw the top 5 in a tight tussle and Kingy by the end of the 2nd improved on his position when he successfully moved on Karanfilovski. On the fifth the action hotted up when Jane went wide, Richards, Andy and Crick went through, but then Crick challenged Andy rubbing panels, Andy held his line but was still under siege, when Cricky went wide and Andrew managed to keep his 2nd place standing, but was being challenged, it was really exciting racing. Kingy was doing battle midfield and had done well to hold off Kassulke, but when his foot slipped off the foot pedals and couldn't get a gear, that was just enough for Kassulke to pounce and move on Kingy in the final lap, resulting in 7th for Kingy and 2nd for Andrew.

As a result of the race, both the boys, finished 2nd in their class for the weekend.

Andrew sustained damage to the front quarter panels on both sides from the Jane/Cricky sandwich.

It was a great way to finish the weekend of racing – really competitive and entertaining racing.

The presentation took place and immediately after the crew got to work to load up the b double.

Birdman will now get to preparing the Camaros for the much loved event on the calendar – BATHURST.

Talk to you then,

Kind regards,

**Shaz**

For further information: **Sharon Middleton**  
0418 826 272  
shaz@wline.com.au



Ray Scott visited the team pit lane at Sandown



Getting the gear to pit lane race 1 made easy with Ross Almonds Copyworld pit mobile



Paulie pit lane looking pretty happy with himself



Kingy accepting his trophy for 2nd at Sandown



Father and son team Sam and Tim Ede busy in the pits



Andrew accepting his 2nd at Sandown



Kingy, Shaz and Bob celebrate the podium finishes for Kingy and Andy at Sandown.



Mark working on Andrews brakes



The boys group up for tea trackside after replacing the 95 diff



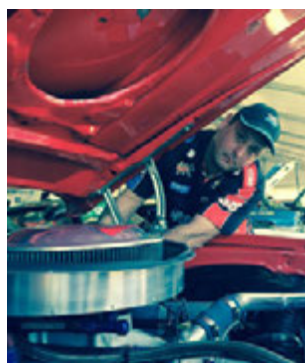
Kingy with mate Doug



Race fans just love it when the boys start up their engines



Kingy sustained a little bonnet damage in race 1



Paulie under the 85 bonnet



Damage from the last race when Andy was the filling for a TCM car sandwich – other side of the car has an identical dent !









The ENZED Touring Car Masters series is supported by ENZED, Rare Spares, Shannons, PWR, Meguiar's Unique Cars, Hoosier and Australian Sports Marketing.  
For more information visit [www.touringcarmasters.com.au](http://www.touringcarmasters.com.au)

## TCM'S FANTASTIC FOUR ON TOP IN SANDOWN QUALY 12, September, 2014

THE ENZED Touring Car Masters 'fantastic four' have set the scene for a highly competitive opening race at Sandown Raceway tomorrow morning.

John Bowe scored pole for the Rare Spares Sandown Cup this weekend at the 3.1km Melbourne venue but the double TCM champ has Jim Richards (2nd), Andrew Miedecke (3rd) and Greg Crick (4th) in close company behind.

Just 1.2 seconds covered the top 10 in qualifying continuing the trend of highly competitive qualy sessions from the TCM pack this year.

Bowe's effort was just his second ever pole at Sandown, while Richards continued his impressive streak of top three starts at the venue – his sixth from eight attempts in TCM.

Fresh from his comeback podium finish at Sydney Motorsport Park recently, after six months out of the seat MOPAR Charger driver Greg Crick says he was pleased with his efforts in qualifying.

"I suppose now I know where I stand in this pecking order behind those three... It's fourth!" he joked.

"I'm actually really pleased. The car is great and I just didn't quite get the most out of it in qualifying. We didn't make a small adjustment on the new tyres that we probably should have.

"The car feels fantastic, it actually feels like the old VP Commodore Touring Cars I used to race here," the 1993 Sandown 500 runner-up added.

"They are actually nicer to drive, you make the same adjustments to tune them and I reckon they're actually quicker than we were then. It's really good."

Behind the top four, 2013 Sandown pole sitter Keith Kassulke was fifth and Mark King sixth in the second of two Whiteline Racing Chevy Camaros in the field. Tony Karanfilovski, returning ute racer-turned TCM star Kim Jane, Jason Gomersall and Bill Pye completed the top 10.

Fords Mustang, Falcon Sprint and XB Falcon Hardtop, two versions of Chevrolet's Camaro, Crick's Charger and Gomersall's Holden Torana made it 7 different models inside the top 10 in qualifying today.

Just nine-tenths covered the top nine cars in qualifying and only 0.6s covered second through ninth on the grid.

Outside the top 10, HQ Monaro duo Brett Youlden and Les Walmsley will start race one tomorrow from eleventh and twelfth, respectively, with Paul Freestone and Gavin Bullas next.

Bullas was a last-minute addition to the field, replacing his mate Rusty French in the Sky Sands Porsche after Rusty 'called in sick' ahead of the weekend.

In his first ever drive of a TCM Porsche, the double series champion was only able to log limited laps in the opening session after engine mount issues saw the car forced to the sideline. He missed practice two while waiting for repairs only to rebound strongly to log the 14th fastest time.

## BOWE, CRICK TAKE SATURDAY RACES AT SANDOWN 13, September, 2014

JOHN BOWE and Greg Crick were the two big winners in the opening pair of sprint races that make up round five of the ENZED Touring Car Masters Series this weekend at Sandown Raceway.

Bowe won the opening 12-lap encounter in style this morning while Crick jumped to the front early to win the reverse top-10 eight-lapper later in the afternoon, giving Chrysler their first TCM victory.

Starting from pole, Bowe withheld early pressure from long-time rivals Jim Richards and Andrew Miedecke before pulling away to win the opening race. Miedecke passed Richards for second in the closing stages with Keith Kassulke and Kim Jane completing the top five.

Tony Karanfilovski was resolute in his defence of sixth position, holding out a squabbling pack that included Mark King, Jason Gomersall, Greg Crick and Les Walmsley – the pair taking the top spots for the second race with the grid inversion.

Despite still feeling the effects of carbon monoxide poisoning sustained earlier this year, Crick took advantage of reverse-grid pole-sitter Les Walmsley striking dramas at the start to take an early lead in the later sprint race held on Saturday afternoon.

Walmsley's HQ GTS Monaro broke its clutch when the green flag flew, allowing Crick to take a lead he'd never lose on the opening lap of the race.

It marked the first win for Chrysler in TCM history with Crick's Mopar Charger having previously recorded the best ever race result for the brand – second – at the circuit back in 2012.

Jane charged to second place in the Melbourne's cheapest cars Falcon while Jason Gomersall scored his second TCM podium finish and the first for his recently completed SL/R 5000 Holden Torana.

TCM officials suggest that the race marks the first time that that aussie-built cars had locked out a race podium since the series' formation in 2007.

Bowe started 10th and picked off five cars on the opening lap before eventually advancing to fourth place at the end, Mark King completing the top five after an early battle with Jane, and a late-race scrap with Bowe that saw the Mustang pass Camaro for fourth with two laps to go.

Tony Karanfilovski (with a second sixth place finish today), Jim Richards, Keith Kassulke, Andrew Miedecke and Bill Pye completed the top-10.

Sunday's finale grid will be decided on points from the first two races with TCM returnee Kim Jane expected to start near the front in the Melbourne's Cheapest Cars XB Ford Falcon coupe.

"With a fifth and a second, we should be somewhere near the front for tomorrow's race and I think if we can hang onto the 18 and the one (Bowe and Richards), then we'll be doing a good job," Jane said.

"I really enjoyed the second race and it's good when you can be around guys you know and trust on the track. I've raced Jason (Gomersall) in Utes and have been racing Mark King since the NASCAR days so it's great to race guys you know.

"I'm not planning on backing off and we want to run at the front of the field tomorrow."

Amongst the classes, Karanfilovski and Gomersall split the race honours in ProAm while Cameron Mason remains the man to beat in the ProSports class battle.





# RICHARDS, GOMERSALL, BURCHARTZ ROUND 5 WINNERS AT SANDOWN

## 14, September, 2014

JIM RICHARDS has lived up to his reputation as the king of Sandown in ENZED Touring Car Masters competition, taking race three at the Rare Spares Sandown Cup and the ProMasters round victory in the process.

Jason Gomersall (iSeek Racing Holden Torana) won ProAm and Sven Burchartz (Ford Mustang) won ProSports in a clean, competitive and racy weekend of TCM action at the suburban Melbourne circuit that delivered three winners from three races.

Richards started on the second row for the 8-lap final race but a strong start saw him jump to second on the opening lap behind early leader Kim Jane.

Richards struck on lap five when Jane made a slight error at Dandenong road, slipping past to take a lead he'd never lose. Jane, driving the Melbourne's Cheapest Cars XB Falcon, slipped to fourth place before recovering to third at the line.

Andrew Miedecke finished second with polesitter John Bowe making a slow start and ultimately dropping to ninth place at the finish.

Race three featured a six-car freight train for the lead with Greg Crick (Charger) and Jason Gomersall's Torana in the mix for much of the race with the leaders.

Richards won his seventh TCM race at Sandown and notched up his 19th podium from 24 starts at the venue this weekend.

"I've always liked this place, I came here for the first time in 1975 and have raced here every year since," Richards admitted.

Sven Burchartz (Right) grabbed a race three victory when Cam Mason (Left) struck dramas in ProSports. PIC: Dirk Klynsmith

"I thought at the start I would be fourth or fifth in that one and the big cars would get me on the straight, but when Kim made his mistake I was able to take advantage and get through.

"I don't know what happened to John but he got a terrible start and that helped.

"I was quicker than the guys in front but it was hard to pass and once I was in front I had to scrap for it – I was looking in the mirror.

"It's been a great weekend and I'm looking forward to going to Bathurst and then getting the Javelin back on track."

Andrew Miedecke and John Bowe completed the ProMasters class podium with Kim Jane unluckily missing out on a trophy by one point.

ProAm class winner Jason Gomersall hailed the continued improvements in both car and driver as contributing factors to his best all-round weekend performance since joining the TCM series last year.

"It was very cool to run with that leading pack in race three," he said after finishing fourth.

"Qualifying didn't go to plan; I didn't think I got the most out of it, but the races were great. We're chipping away and making improvements every time.

"There's more in the car but lots more in me as well and I'm looking forward to Bathurst and finishing the season strongly."

Mark King (King Springs Camaro) and Tony Karanfilovski (TIFS Racing Mustang) completed the round podium in ProAm.

Sven Burchartz capitalised on misfortune from race one and two winner Cameron Mason to take the third race – and round victory – in ProSports in the Ford Mustang he's sharing with Chris Stilwell this season.

Mason was holding the class lead before suffering a puncture on his Ford Mustang down the high-speed back straight – handing the victory to the consistent Burchartz.

The win extended the combo's lead in the ProSports class where two drivers can share the driving duties and still contend for the class title.

Mason was still classified second for the round thanks to his two class wins on Saturday with Sydney winner Will Vining completing the ProSports podium.

Jason Gomersall won the Rare Spares achievement award, Les Walmsley the Meguiar's / Liqui-Moly 'Looks good – goes great' award and Leo Tobin the PWR Cool Master prize for round five.

The next round of the ENZED Touring Car Masters Series will see the field return to the hallowed turf of Mount Panorama for the Supercheap Auto Bathurst 1000 this October.

### ROUND RESULTS:

#### ProSports

1.	Sven Burchartz	168
2.	Cameron Mason	159
3.	William Vining	156

#### ProAm

1.	Jason Gomersall	172
2.	Mark King	168
3.	Tony Karanfilovski	164

#### ProMasters

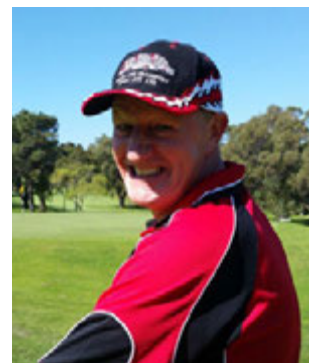
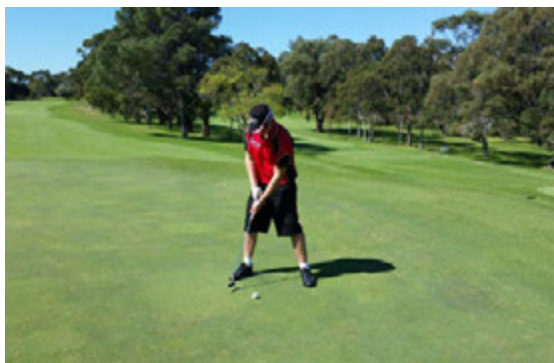
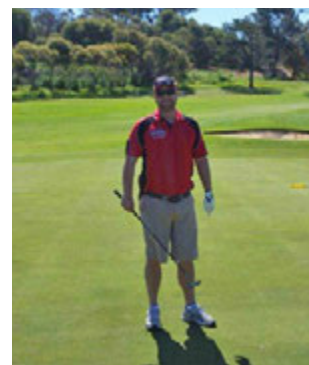
1.	Jim Richards	164
2.	Andrew Miedecke	157
3.	John Bowe	154



## Other News

### JOE'S WHITELINE GOLFING SUPER TEAM

Here are the photos from the Golf Day at Royal Fremantle for South Fremantle Football club, it was a really good day with Richard Niven (Challenge Chemicals) Adam Jenkins(BGC Fibre Cement) Jesse Grey Morgan(Mainfrieght) and off course me. We finished with a score of 61 with myself hitting the longest drive on the 11th hole, we finished over all 6th with the winner on 56.4 with handicap so we were not very far from top spot, all the guy's had a great day out representing Whiteline transport which was much appreciated by all.











## The Thunder Down Under 2014 Touring Car Masters Series

Round 1 TCM 100 Adelaide February 27 to March 2  
Round 2 TCM Cup Winton April 4-6  
Round 3 Hidden Valley 90 Darwin June 20-22  
Round 4 TCM Thunder Down Under SMSP August 22-24  
Round 5 TCM Sandown 100 Sandown September 12-14  
Round 6 TCM Mountain Masters Bathurst October 9-12  
Round 7 TCM Southern 90 Phillip Island November 14-17



CLASS	Driver No #	Driver	R1	R2	R3	R4	R5	R6	R7	Penalties	Total
ProSport											
ProSport	6	Chris Stillwell/Sven Burchartz	156	148	150	116	168				738
ProSport	98	William Vining	92	125	146	160	156				679
ProSport	15	Cameron Mason	164	48	160	120	159				651
ProSport	4	Rusty French / Gavin Bullas	136	123	104	146	104				613
ProSport	46	Leo Tobin/Keith Davidson	129	123	39	96	139				526
ProSport	33	Greg Keene	180	160	56	0	129				525
ProSport	72	Bruce McLeod	0	108	120	129	117				474
ProSport	43	Mick Wilson	81	81	129	139	0				430
ProSport	10	Tony Hunter	0	172	0	0	0				172
ProSport	32	Amanda Sparks	0	0	132	0	0				132
ProSport	13	Rory O'Neill	120	0	0	0	0				120
ProSport	8	Gary O'Brien	0	0	0	0	0				0
ProAm											
ProAm	85	Mark King	165	168	172	172	168				845
ProAm	88	Tony Karanfilovski	96	170	138	160	164				728
ProAm	56	Brett Youlden	160	80	136	150	138				664
ProAm	35	Jason Gomersall	123	90	114	84	172				583
ProAm	74	Wayne Mercer	99	123	126	111	114				573
ProAm	50	Carey McMahon	70	152	132	69	111				534
ProAm	99	Les Walmsley	0	0	30	156	93				279
ProAm	60	Cameron Tilley	98	0	0	129	0				227
ProAm	21	Garry Treloar	124	0	72	0	0				196
ProAm	7	Bill Pye	48	0	0	52	90				190
ProAm	3	Steve Mason	80	87	0	0	0				167
ProAm	11	Adam Bressington	0	0	157	0	0				157
ProAm	10	Tony Hunter	0	0	111	0	0				111
ProAm	22	Nigel Benson	78	0	0	0	0				78
ProMaster											
ProMasters	18	John Bowe	168	168	172	172	154				834
ProMasters	1	Jim Richards	144	168	168	142	164				786
ProMasters	95	Andrew Miedecke	165	129	104	176	157				731
ProMasters	52	Keith Kassulke	143	128	156	128	141				696
ProMasters	48	Eddie Abelnica	160	160	70	0	0				390
ProMasters	75	Greg Crick	0	0	0	145	150				295
ProMasters	48	Kim Jane	0	0	0	0	153				153
ProMasters	28	Brad Tilley	45	0	0	0	0				45

The ENZED Touring Car Masters series is supported by ENZED, Rare Spares, Shannons, PWR, Meguiar's Unique Cars, Hoosier and Australian Sports Marketing.  
For more information visit [www.touringcarmasters.com.au](http://www.touringcarmasters.com.au)

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