

news & letter

WHITELINE RACING

SHANNONS QUEENSLAND TOURIST TROPHY

QUEENSLAND RACEWAY, QLD

JULY 31 - AUGUST 1

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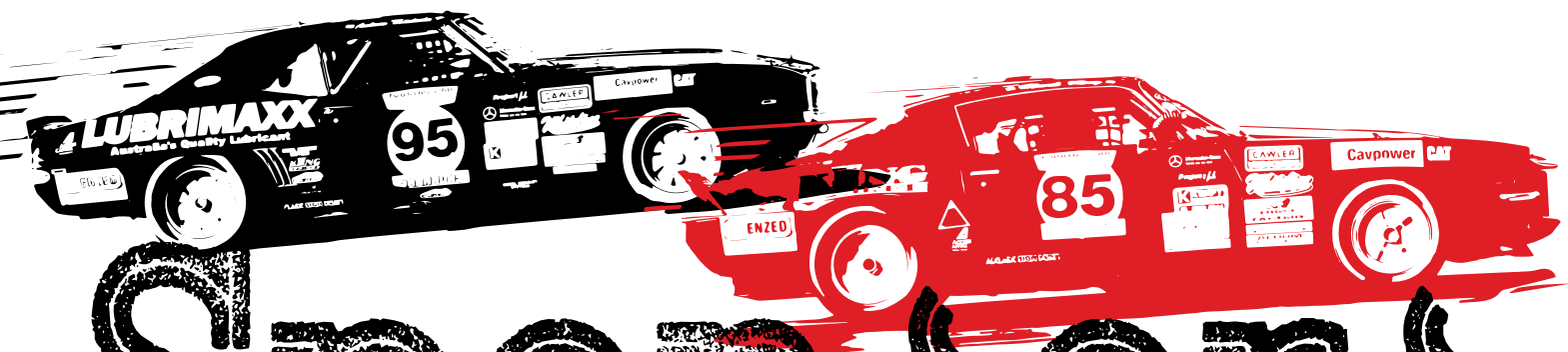
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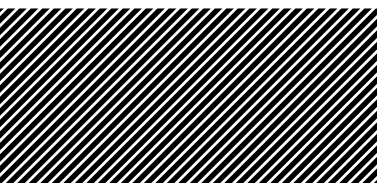
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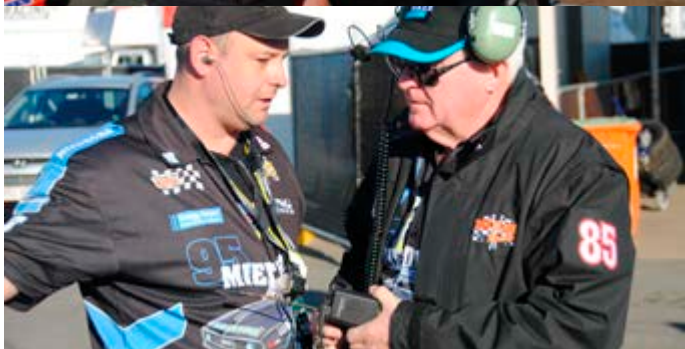
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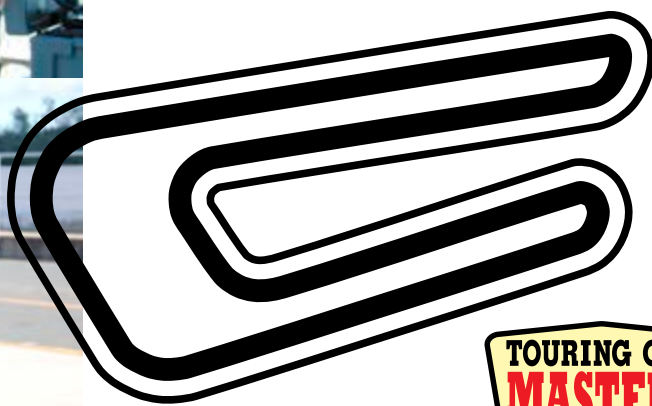
↑ PICS BRENTON MATHESON

SHANNONS QUEENSLAND TOURIST TROPHY

QUEENSLAND RACEWAY, QLD

3.12 KM (1.95 MI)

URNS 6



TOURING CAR
MASTERS



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A WORD FROM SHAZ

ENZED THUNDER IN THE VALLEY

HIDDEN VALLEY RACEWAY, NT

JUNE 19 - 21 2015

QUEENSLAND RACEWAY IPSWICH
ROUND 5 - TOURING CAR MASTERS

The team were really looking forward to heading north to Kingy's home town of Queensland to battle out round 5 of the series.

And whilst we were all excited to be getting together for a weekend fix of racing we were also deeply saddened when one of the TCM family team drivers Bill Pye was tragically killed in the week leading up to racing in an ultra light on his property in NSW.

Bill was a valued member of the category and friend to us all - we will miss seeing him on the track in his Camaro and in the pits catching up with us all - see other business for more information about this.

This event, Bob with Brenton as his wing man headed out of Adelaide the Sunday prior to race weekend, as the boys planned a track day for the Tuesday to spend some time experimenting with some new ideas - something on race day is impossible to do due to time constraints and limited practice laps.

Bob and Brent reported back they had a pretty good trip up other than an owl deciding to launch just as the prime mover was on the spot - Brent said he ducked. All was fine, but I was sad for the owl - since I went to my goddaughter Sophie's birthday party a few years ago where she had farm yard animals visit - an owl was part of the visit - got to actually hold one and see how their head swivels completely in a full circle - what a gift to have - he was so soft, fluffy and had the most amazing eyes - I have a whole new appreciation for them - anyway enough about the owl.

As per usual Birdman had a bit to conquer prior to the trip up, which included:

85 King Springs Camaro - she was pretty heavily body damaged and the work was completed by The Truck Factory, once back at Whiteline Racing headquarters, Birdman completed diff and gear ratio changes to suit Queensland raceway, new front brake rotors were fitted, maintenance performed on the brake master cylinders and routine general check over.

95 Lubrimaxx Camaro had in house damage repairs completed to door and guard, gearbox and diff changes, new brake rotors were fitted, new rear brake pads fitted and general checkover. The exhaust system required repairing due to a split that had developed.

So Tuesday, the boys tested - not a lot to report other than they were pleased to have the time to 'play' and fiddle to set the cars up in preparation for practice on Friday. All the gear had to be packed up again, but the transporter was able to park up at the raceway. Special thanks to Darcy, he loaned the team a car to get around in whilst in Brisby. Andrew jumped on his plane and flew back to Pt MacQuarrie.

Our home for the weekend was close and handy to the track, Ipswich Central Hotel, meals were at the local restaurant The Ulster - food really good and hospitality outstanding. Must've been cause every night tea was at the same place and they mostly had the surf and turf.

Wednesday was free, so Bob, Brent, Birdman went down to the Gold Coast for a up close and personal tour of King Springs and oh man what a facility.

The boys were greeted at reception by the King Springs ladies and fitted out with all the safety gear for the tour. They got to see the manufacturing area, full tour of production, the powder coating division, distribution area and the research and development section run by Laurie Frawley. After the tour, Kingy took the boys to Ashmore Steak and Seaford, where they under sufferance (yeah right) enjoyed platters of Morton bay bugs and prawns - tough gig.

The other special part for Kingy about this being in his home town is that neighbour and mate Chippy could come and be part of the action, so too engine developer Ed. Darcy Andy's mate to us all was in his home town so was there to support the team however he could and one of Andrew's siblings James came along to keep an eye on his brother - so as per usual the whole scene in Queensland was really social.

Thursday the rest of the gang started to arrive, Jason, Paulie his mate Callan, with me as per usual the last to arrive Friday night, Brent came and picked me up from the airport!

Friday the boys took part in two practice sessions, one held early at 8.46 - the track was icy and foggy - it was a 15 minute session, then they had a second run, 20 minutes at 3.10, with dramatically different temperatures.

The category was enhanced with the trans am category, adding some very impressive Mustangs, Camaro, Shelby and Pontiacs - they were running their own class in our races.

95 - Lubrimaxx Camaro - Andrew Miedecke

Andrew didn't bother much with the first session, just couldn't get a clear run with traffic, but the second session had a go. The track was slower than the first session because of temperatures being hotter, they didn't have the balance right, fiddled during the session, but then didn't get a clear lap to assess whether they had it right or not, the one lap showing potential got shut down as the 95 Camaro approached traffic. Throughout the day and in between the sessions the crew cleaned up underneath from Tuesday's practice day, completed roll bar changes, a brake pad change and adjustments to the front sway bar. Andrew commented to me post practice, that they hadn't quite reached the full potential of the car at this stage.

Session one as I stated only minimal track time - 4 laps in fact, time 1.19, second session 9 laps, best on the 6th with a 1.17.34, placing the 95 Camaro fourth quickest for the session, with Johnson, Bowe and Seton setting the early pace 1- 3 respectively.

85 - King Springs Camaro - Mark King

For Kingy no real major or dramatic changes to the setup of the Camaro, the crew played with tyre pressures and between the first and second practice changed brake pads.

In the first session, Kingy completed 8 laps, best time achieved on the 7th with a 1.18.28, in the second session 10 laps with the best time achieved on the final lap with a 1.18.0667 placing him 7th quickest of the group.

TCM put on a category sausage sizzle which is always a great time for the crews to catch up, then the boys headed to the hotel for tea together.

Saturday - Qualifying - 8.25 a 20 minute session

Qualifying was certainly on the pace with record times clocked. Andy put in 8 laps in his 95 Lubrimaxx Camaro with the best on the final lap, with a 1.1651 which was a record time for the track, but also flying were Johnson in possie 1 with a 1.15.9 and JB with a 1.16.1 so right from the onset this trio were set for some exciting racing. On return to the pit, Andy and Birdman sat in the trailer having a chat, in which Birdman mentioned that he was not handling the Apex's as good as could be suggesting that the balance was not quite right.

Kingy in the 85 King springs Camaro put in 5 laps, best on the final lap with a 1.17 placing him 7th off a tightly matched grid. On return to the pit commented that was the quickest he had been around that circuit and felt the benefit of the new tyres. Performance was also boosted because the earlier brake issues plaguing the Camaro had successfully been addressed.



THE TEAM ENJOY DINNER OUT TOGETHER AT THE ULSTER IN IPSWICH

Race 1 – 12 Laps – 12.50

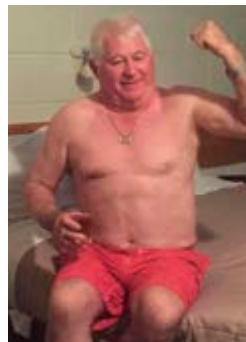
A rolling start format, with the boys out of where they qualified, Andrew out of 3 in the Lubrimaxx Camaro and Kingy out of 7 in the King Springs Camaro. With the race underway it was a clean start for Andrew, with Andy looking early in the race to challenge for 2nd place with Bowe to start chasing down Johnson, but settled back into third for the time being, meanwhile, Kingy lost the advantage of 2 spots when he found himself boxed in. With the second lap underway, Andy made his move on turn 2 and managed to get around Bowe and was now in the chase for a very quick Johnson in the mustang. While Johnson consolidated his lead, JB and Andy continued to enjoy very close racing with Bowe's exceptionally quick under brakes Torana looking threatening on several occasions, but Andy managed to maintain his composure and hung onto 2nd. Kingy once free of being boxed in had settled into 9 and found his standing improving when Gomersall who was in front of him, spin. Kingy and Abelnica were engaged in close racing with Kingy ultimately spinning when an inside attempt to move on Abelnica caused a coming together and saw Kingy spin – Kingy was able to rejoin the field and finished in 19th. Even getting back on the circuit proved difficult, as the 85 King Springs Camaro had stalled and took a couple of goes to turn over. Also enjoying an entertaining tussle were Seton and Richards with Seton coming off best. In the later stages of the race the leaders started to come up on lapped traffic, however, this in no way impacted on the first 5 over the line, Johnson, Miedecke, Bowe, Seton and Richards. The race was run in record times, with Johnson taking out the ultimate record of 1.15.9, however, Bowe and Andy were lapping in record times too, 1.161 and 1.16.6.

On return to the pit Bobby and Andy discussed race lines and Kingy was naturally disappointed and already thinking about the work he now had ahead of himself in the remaining two races which were run on the Sunday.

Saturday night the crew caught up at The Ulster for dinner, then whilst half the gang walked the main street of Ipswich to have a night cap, some of us returned to our motel and had an UNO challenge.



BOBBY LIMBERING UP BEFORE HEADING OFF FOR THE JOURNEY NORTH TO QUEENSLAND. BOBBY TOOK OFF EARLIER THAN USUAL THIS TRIP, AS THE BOYS TESTED AT IPSWICH ON THE TUESDAY PRIOR TO THE BIG EVENT



BOB 'CHILLING' OUT BEFORE HEADING OUT TO DINNER



SHAZ CAUGHT IN A 'CURLY' SITUATION

Sunday – Race 1

Yesterday, prior to leaving the track in preparation for race 2 of the weekend, the boys got busy with some prep work, both cars needed brakes done, 95 Camaro had three cooked brake rotors, it needed to be fuelled and a clean up, the 85 car needed some new pads and thanks to Coxy and the crew at Nissan Motorsport the rear spoiler that had a mounting bolt cracked was re fibre glassed and returned to the team for installation – thanks guys.

Rolling start conditions on a brisk sunny Queensland morning was the order, with Andrew in the 95 Lubrimaxx Camaro out of 2 and for Kingy because of the spin in race 1 would have to start right at the rear of the field.

Safety car off the race was on – with turn 1 brilliance Andy led the field, however early in the 2nd lap turmoil ensued when Tilley had brake issues, which resulted in his heavy contact with Kassulke which then caused Cricky to get caught up in it too – sadly the damage to the cars was severe – these beautiful cars of yesteryear with heavy repair work required. It took several laps under yellow for the tow trucks to clear the cars ready for racing to recommence. Fortunately for Kingy, for once starting so far back of the grid would be an advantage sparing the 85 King Springs any involvement in the carnage. Right from the restart Andy was under siege with Johnson right on his tail. On the 7th a bad brake lock up caused a flat spot to Andy's front right and as a result compromised the handling, there was further action when Bowe attempted an inside move on his own mustang sally, realising it was looking like it could get messy pulled all stops out to avoid contact and whilst this took place Seton took advantage going around Bowe and Johnson successfully moved on Andy in the final stages of the lap. Johnson once clear was able to create a nice gap, followed by Andy, Seton and Bowe continued to have a great contest. The race was shortened due to the early race carnage. Kingy continued to peg off the field and managed to finish the race in 11th which was a welcomed come back and improvement in the standings. The leaders were doing 1.17's so the pace wasn't as hot as it had been, where in race 1 the record was broken. The race was shortened to 10 laps due to the time lost clearing the circuit of damaged cars.



THE ULSTER IN IPSWICH GREAT FOOD, GREAT STAFF – IF YOU LOOK AT THE ARCHES ON THE BUILDING THE FLOODS IN 2011 WENT A FAIR WAY UP THOSE WALLS AND IN THE 70'S CONSUMED THE WINDOWS ENTIRELY !!



THE BOYS AND GIRL ALL CLEAN AND TIDY TO HEAD OUT FOR DINNER, ALMOST BOB AND SHAZ DRAGGING THE CHAIN !!

Race 3 Kingy starting out of 11 and Andy out of 2. The start was 'busy' with Johnson getting away well and Abelnica from the third row getting a real hot shot to move into 2nd, by the end of the first lap it was Johnson, Abelnica and Andy 1 – 3, Seton was an early retiree pitting with a mechanical issue. The order would remain unchanged when on the 4th JB successfully moved on Andy and was now chasing down Abelnica and Johnson, JB got the job done on Abelnica and was now in 2nd place. Andy also did well rounding up Abelnica but by this stage the front two had developed a good lead and were enjoying a tussle of their own. Plenty of action was still taking place behind Andy with Richards taking advantage of a Gomersall mistake to move up the order. By the eighth lap the field was coming up on lapped traffic, but the passing was clean. The order of the first five remained unchanged and they went over the line Johnson, Bowe, Miedecke, Abelnica & Richards 1 – 5 respectively. Kingy was able to salvage what had been a tough weekend in the office finishing in 7th after a good battle with Karanfilovski for the first half of the race – like he said post race, a few more laps, may have been an even better story.

So work now gets underway to prepare for Muscle Car Masters event at Eastern Creek –

Bobby and Brent will have the transporter back home late Monday, so work will begin to unload and put in place repairs and set up for the Sydney circuit.

Talk to you all then.....

SHAZ

For further information:
0418 826 272 - shaz@wline.com.au



BRENT SEEN HERE MAKING THE BEST BACON AND EGGS FOR THE GANG – THE TRANSPORTER WAS PARKED ON AN ANGLE AND THE EGGS WERE TRYING TO SLIDE INTO ONE CORNER – GOOD OLD EGG CARTON USED FOR BALANCE.

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TCM TORQUE - SHANNONS QUEENSLAND TOURIST TROPHY JUL 28, 2015

2015 MARKS just the third time that the ENZED Touring Car Masters series will have visited Ipswich and Queensland Raceway.

Yet there's still been plenty of notable stories to emerge from the circuit over the years as the 2015 series enters the second half of a remarkably competitive season.

With only a handful of points splitting the top three drivers in the championship – and both John Bowe and Steven Johnson not out of the equation despite missing rounds – QR could be a key round in this year's TCM fight.

A PLACE OF FIRSTS

QR may have only hosted two TCM rounds, but it's still been the place for several series 'firsts'.

QR 2013 marked the first pole position for Keith Kassulke, when his Outbound Racing Ford Falcon Coupe' ousted the dominant John Bowe and a quick Jason Gomersall in qualifying two years ago. Keith would go on to score finishes of second, fourth and third across the three races, respectively, that weekend.

2012 was also the first time that Greg Crick raced in TCM, driving a Ford Falcon GTHO owned by Steve Makarios. Crick, of course, would go on to purchase 'Alvin' the Charger for regular TCM competition.

2012 also marked Mark King's first round with Whiteline Racing, a relationship that the Brisbane driver maintains to this day. King had raced the Ford XA Sedan prior to jumping in the 1970 Chevrolet Camaro.

Tony Karanfilovski took the wraps of his then-new Ford Mustang at QR in 2013, making quite an impression on its debut. The Yellow TIFS '69 TransAm marked Tony K's third car in TCM, following stints in the little Alfa GTA-M and the somewhat more powerful Ford Falcon GTHO – but the new Mustang, built by Spencer Rice's Classic Speed Shop – was a step forward again. Karanfilovski qualified sixth on the cars' debut and finished in the same position in race one.

Taking advantage of the field inversion for race two, Karanfilovski shaded Jim Richards for the entire race but on the final lap launched an attack in the braking zone at turn three – much to the delight of the crowd. Unfortunately for Tony, he out-braked himself and after leading for about five meters, ran off into the gravel. The heroics may have cost him a result, but instantly won him over to the Ipswich crowd!



DK DIRK KLYNSMITH PHOTOGRAPHY

Tony K went on to finish fifth in the final race to cap off a strong weekend.

FLUCTUATING TITLE FIGHT

The closest title fight in TCM history has been compelling since the first round at the Clipsal 500 Adelaide in March, but perhaps more impressively, has featured three different leaders from after the last three rounds.

Andrew Miedecke led the standings following the opening round in Adelaide, leading Gavin Bullas and Eddie Abelnica.

Eddie Abelnica then jumped to the top after round two in Tasmania, his consistency the key. Miedecke plunged to fifth in the ProMaster standings after a tough round, with Greg Crick now second and Jim Richards third.

A zero score from Abelnica at Winton dropped him out of the running, Gavin Bullas leaping to the top thanks to his second-place effort. Mr. Consistency Greg Crick retained second with Miedecke moving back to third.

Miedecke then returned to the top of the charts following his strong Darwin weekend – but Jim Richards was the big mover, leaping from fourth to second in the AMC Javelin and relegating Crick to third in the progress.

So, bearing in mind there's 180 points up for grabs at each round, Miedecke leads Richards 557-543 points, with rounds at Muscle Car Masters (Sydney Motorsport Park), Bathurst and Phillip Island to come.

Crick, in third, is a further 11 points further back whilst fourth-placed Mark King is only 96 points from the lead.



ANDREW TAKES PART IN THE CATEGORY SIGNING SESSION TRACKSIDE

Remarkably, despite missing Tasmania, John Bowe sits 6th in the ProMaster points standings: just 119 points from the lead and must not be ruled out of the championship picture.

His rivals will be hoping Steven Johnson, 192 points from the lead, continues to take points off his car owner and teammate!

BY THE NUMBERS:

This year marks the 2nd visit by TCM to Queensland Raceway. 6 TCM races across 2 rounds have been held at QR since the series' first visit in 2012.

POLE PROGRESSION

2012 John Bowe (Mustang) 1m16.8783
2013 Keith Kassulke (Ford Falcon Coupe) 1m17.6731s

Smallest margin 1st to 2nd in qualifying: Bowe to Jim Richards, 2012 (0.0270s)

ROUND WINNERS

2012: John Bowe (Mustang), 2013: John Bowe (Mustang)

RACE WINNERS:

John Bowe – 5, Jim Richards – 1

LAP RECORD PROGRESSION

Andrew Miedecke – 1m17.4866s, Race 1, 2012. The lap record has not been broken since.

FASTEST LAPS

John Bowe – 3, Jim Richards 1, Andrew Miedecke 1, Keith Kassulke 1.



BEING AT HIS HOME TRACK KINGY HAD MATES TRACKSIDE TO CHEER HIM ON, SEE HERE WITH CHIPPY, THEY HAVE BEEN MATES SINCE THEY WERE 16 YEARS OLD

GOMERSALL TOPS PRACTICE ON HOME TURF

JUL 31, 2015



A RECENT UPTURN in form for iSeek Racing Holden Torana driver Jason Gomersall has continued into practice for round five of the ENZED Touring Car Masters this weekend at Queensland Raceway.

The Queenslander took advantage of cooler conditions in the first of today's two practice sessions to bank a stunning 1m16.7840s lap – underneath John Bowe's existing circuit qualifying record for TCM cars.

The lap not only saw him on top of the practice times for the first session, but hotter conditions later would see that his time held as the fastest throughout the day.

Coming off the back of a strong weekend in Darwin – where he twice finished in the top five and won the ProAm class battle – Gomersall backed up his first session efforts with fifth overall in the much warmer afternoon practice later in the day.

Steven Johnson topped practice two in the Payce Ford Mustang, showing no signs of ill-effects from jet lag despite having just arrived back into Australia following a whirlwind trip to take in the Spa 24 Hours endurance race last weekend.

On combined times, Gomersall and Johnson were split by just 0.2 seconds today with the top five covered by just 0.5s.

John Bowe (Torana) was third overall, Glenn Seton (Mustang) fourth and ProMaster points leader Andrew Miedecke (Camaro) fifth.

Eddie Abelnica, Jim Richards, Mark King, Greg Crick and Keith Kassulke completed today's overall top-10: the group covered by just 1.5 seconds across the two 20-minute sessions.

It was a strong day for the Queensland contingent, five locals finishing practice inside the top 10 today, including a lockout of first and second place.

Michael Uebergang finished fastest of the Queensland TransAm racers that have joined the TCM pack this weekend, just 0.2s faster than Brett Curran.

Uebergang, the brother of Aussie Racing Cars racer Adam, was a last-minute call-up for the series this weekend, replacing John English in the No. 99 Ford Mustang Coupe.

Charlie O'Brien had an early end to his second session after pulling off to the side of the circuit early on thanks to a broken throttle cable – igniting a small grass fire in the process.

JOHNSON, BOWE, MIEDECKE TOP 3 IN QR QUALY AUG 1, 2015

STEVEN JOHNSON has stormed to pole in qualifying for the Shannons Queensland Tourist Trophy this morning at Queensland Raceway, edging out John Bowe by 0.2s to grab his second pole for 2015.

Johnson needed just five laps to score pole early in the session, electing to sit out much of the second half of the session and save his tyres for race one later today.

Bowe charged hard late in the session and got to within 0.2s of Johnson's record 1m15.9050s lap but ultimately missed out on pole for only the second time in the past thirteen rounds.

Chevrolet Camaro driver Andrew Miedecke was another to edge closer to the Johnson – Bowe pair, his 1m16.51s lap also well underneath the existing qualifying record at the 3.1km circuit.

The points leader set the fastest first sector of qualifying but couldn't complete the lap – however still looks racy in third.

Jim Richards qualified fourth thanks to a late charge from the Shannons AMC Javelin, while 2013 QR Polesitter Keith Kassulke was fifth – comfortably his best starting position of the season so far.

Jason Gomersall sat inside the top three early in the session however was shuffled to 6th as qualifying progressed – matching his best result of the season set at Darwin recently.

Mark King, Glenn Seton, Eddie Abelnica and Tony Karanfilovski completed the top-10 with Greg Crick and Andrew Fisher just missing out on a berth inside the ten.

Just 1.6 seconds covered the top-10 and one second blanket the group from third to 10th, showcasing the close nature of the field this weekend.

Queenslander Charlie O'Brien was 13th outright and first of the local TransAm brigade in his Pontiac Firebird, out qualifying Ian Palmer's similar TCM-spec car.

A host of the TransAm drivers reported personal-best lap times this morning, rising to the competition on offer from the TCM cars.

Cameron Tilley qualified 16th in his Valliant Pacer – but won't be overly concerned about his starting position if this year's results are anything to go by.

The Sydney driver has a season-best staling position of 10th – at Darwin – this year but has finished in front of his starting position in every race bar one (he started and finished 15th in race one at Winton this year) this season.

A last minute addition to the field, Cameron Mason qualified 16th in the '69 Chevrolet Camaro he shares with Dad, Steve – the pair electing to compete at short notice this weekend.

Retrieving the car from the panel shop late last night, the pair travelled up from Newcastle overnight and arrived at the circuit at 6:30 this morning in order to take part.



BIRDY AND ANDREW DISCUSS STRATEGY AND DRIVING LINE POST RACE

VALE: BILL PYE JULY 29, 2015

THE TOURING CAR MASTERS family is shocked and saddened to hear of the passing of our friend, fellow competitor and great racer, Bill Pye.

A staple of the TCM series for several years, TCM understands that Bill was tragically killed in a light aircraft accident on his property near Coonamble, in country New South Wales, earlier this morning.

A committed part of the TCM family, Bill began racing in the series driving a 1969 Chevrolet Camaro and then a Porsche 911, before debuting his latest Camaro last year.

Showcasing his love of the sport, Bill ran the latest car as a tribute to Bob Jane's iconic Orange Camaro that dominated the local racing scene in the early 1970s, replicating the same livery as Jane's car on his TCM racer.

Bill was also heavily involved in the Group C & A Heritage Touring Cars series where he proudly raced one of Dick Johnson's old Greens Tuff Ford Mustangs from the 1985-86 Group A era.

Bill was a committed and competitive racer and was a fantastic part of the TCM paddock at every round.

He famously 'beat the V8's' in his Porsche 911 RS at the Muscle Car Masters round in 2013, his first race win in the series. Taking advantage of the reverse-grid race at Sydney Motorsport Park, Pye rocketed to an early lead and then held out the otherwise dominant John Bowe in a fantastic battle for the lead.

The pair swapped positions four times before Pye edged out Bowe in a narrow finish.

It was a fantastic showcase of his ability behind the wheel and his willingness to fight for every position.

The victory in the Porsche was a nod to his massive success behind the wheel of the German marque's cars, Pye having tasted great success in Porsche Cup, Marque Sports / Production Sports Car and GT3 Cup Challenge competition over the years.

Bill's most recent Touring Car Masters round was ended early, his Camaro heavily damaged in a crash in race two at Hidden Valley, in Darwin.

But we're sure he would've fought back and got the Orange Camaro running once again to ensure he could continue doing what he loved - racing.

He was a fighter on the track, a great part of our paddock off it and he will be missed.

The Touring Car Masters management team, on behalf of the broader TCM family, offers their support and thoughts to the Pye family and their friends at this time.

TCM will engage with Heritage Touring Cars management and competitors prior to the upcoming Muscle Car Masters event this September at Sydney Motorsport Park, with a view to offering a joint tribute to Bill that weekend.

JOHNSON WINS, SETON STORMS AT QR AUG 1, 2015

PRE-ROUND, Steven Johnson joked about the pressure of delivering results in front of his friends, family and an army of Queensland fans on his return to racing in his home state this weekend in the ENZED Touring Car Masters.

Junior Johnson didn't disappoint, delivering pole position and a comprehensive race one victory in today's Shannons Queensland Tourist Trophy opener in the Ipswich sunshine.

Johnson led from pole position, set a new lap record and won comfortably in today's race – the first of three this weekend.

Interest in the race was focussed further back, as Andrew Miedecke and John Bowe battled for the entire 12-lap duration.

Miedecke passed Bowe for second in the early running but then had to defend for the remainder as the Torana came on strong as the race progressed.

After several close moments, the Camaro driver held out the Torana after a thrilling battle that lasted the entire race.

Behind them, Glenn Seton stormed to fourth place in his Thunder Road Racing Team Ford Mustang – climbing from eighth on the grid.

He battled his way through several strong contenders in the top-10 early on before chasing and ultimately catching Jim Richards' Shannons Insurance AMC Javelin.

Echoing their classic 1987 ATCC title fight, the pair ran side-by-side on several occasions before a bold braking move into turn one saw Seton slip past and secure fourth spot.

With Richards fifth, Keith Kassulke finished sixth, Eddie Abelnica 7th, Greg Crick 8th and Tony Karanfilovski 9th.

Remarkably, Cameron Tilley continued his remarkable run of top-10 performances this season by finishing 10th in his Tilley Automotive Valliant Pacer.

The Sydney driver has only once finished outside the top 10 across thirteen races this season – despite only qualifying inside it on one occasion, when he started 10th for race one at Darwin.

On only one occasion – Winton, where he qualified and finished race one in 15th – has Tilley failed to score in the ten this year.

Charlie O'Brien finished 11th in his Pontiac Firebird and first of the Queensland TransAm runners home.

Jason Gomersall finished 12th after slipping off the road mid-race whilst battling inside the competitive top six group.

Earlier, Johnson stormed to pole in qualifying, edging out John Bowe by 0.2s to grab his second pole for 2015.

Johnson needed just five laps to score pole early in the session, electing to sit out much of the second half of the session.

Bowe charged hard late in the session and got to within 0.2s of Johnson's record 1m15.9050s lap but ultimately missed out on pole for only the second time in the past thirteen rounds.

Chevrolet Camaro driver Andrew Miedecke was another to edge closer to the Johnson – Bowe pair, his 1m16.51s lap also well underneath the existing qualifying record at the 3.1km circuit.

Jim Richards qualified fourth thanks to a late charge from the Shannons AMC Javelin, while 2013 QR Polesitter Keith Kassulke was fifth – comfortably his best starting position of the season so far. Showcasing the strength and safety of the TCM Machinery, both drivers were uninjured in the accident.

After four rounds of the series, Andrew Miedecke provisionally leads the ProMaster points standings by just fourteen points over Jim Richards.

Greg Crick sits in third, just 28 points from the lead, while the ever consistent Mark King has moved to fourth place in his King Springs / Whiteline Transport Racing Chevrolet Camaro.

Gavin Bullas sits fifth in the standings, one point behind King, while John Bowe is now only 119 points from the lead despite missing the round in Tasmania earlier this year.

JOHNSON SECURES HOME TOWN ROUND WIN AUG 1, 2015

STEVEN JOHNSON has maintained his perfect run of success in the ENZED Touring Car Masters Series, winning his third round from three this year at the Shannons Queensland Tourist Trophy at Queensland Raceway.

Though Johnson won all three races at the Ipswich venue, his round win didn't come easy: first having to fend off Andrew Miedecke in race two and then his own teammate – and car owner John Bowe – in race three.

Miedecke grabbed an early lead in race two before Johnson chased him down and passed him, while in the finale' he led from lights to flag but had to withstand a challenge from Bowe in the closing laps as the Torana driver rapidly closed.

Johnson won the round ahead of Miedecke (two seconds and a third) and Bowe.

Jason Gomersall (iSeek Racing Holden Torana) won the ProAm class on a countback, tying on points with Tony Karanfilovski for the class victory, with Ian Palmer's Pontiac Firebird third.

Leo Tobin won Pro Sports, and as he was the only entrant in the class this weekend also scored second and third place as well.

Charlie O'Brien won the TransAm class ahead of Brett Curran and Ian Woodward.

Johnson was thrilled to win on home turf, take his third TCM round win and take his streak to eight race wins from nine starts.

"You can't do it without a great team and thanks to Steve and Brendan for the car, everything was spot on this weekend as it always is," he said.

"I've got to thank JB, the team owner, even though he did crash into me today!

"It's been great to have all you guys here, the racing has been awesome and thanks to Rare Spares, ENZED and Shannons for supporting the category.

"It's been a great weekend it's never nice to see cars go into the trailer like Keith, Greg and Cameron but I'm glad they're OK and hopefully they get them repaired for the next round."

Johnson survived a brief run-in with Bowe as the pair battled for second place early in race two, light contact between the pair giving Bowe the repair bill for not one but two panel and paint jobs before the next round.

Bowe finished fourth in race two after an attempted pass on Johnson resulted in him losing the spot – and third to a charging Glenn Seton – following a move at turn four.

"Andrew Miedecke had Steve perched on the right hand side and was slowing him up, as you're allowed to do, and I thought there was a gap on the inside and that I could sneak though," Bowe explained.

"Stevie was trying to do a criss-cross which I realised when I got alongside him! We had a coming together and he apologised but it's just one of those things!

"As much as I don't like paying for the damage it's a fact of life!"

Miedecke finished second for the round, another consistent performance by the Whiteline Racing Camaro driver extending his lead in the ProMaster points standings to 46 over nearest rival, Jim Richards.

The racing at Queensland Raceway was highly competitive with a trio of close races this weekend.

Race two saw the pitched five-car battle for the lead between Miedecke, Johnson, Bowe, Seton and Richards while the third race saw a flying Eddie Abelnica jump to second early in the running before dropping back to fourth at the finish.

Seton was on track for a strong weekend following finishes of fourth and third in the first two races, respectively, before a brake issue saw him withdraw from the finale' just prior to the rolling start.

The third race ended with five different models finishing in the top five - Ford Mustang leading home Holden Torana, Chevrolet Camaro, Ford Falcon Coupe and the AMC Javelin of Jim Richards.

The only major incident of the weekend occurred at the start of the second race on Sunday morning, when Cameron Tilley locked the brakes of his Valliant Pacer heading into the turn three braking zone.

The Pacer was turned right across the infield and, out of control, bounded into the path of Keith Kassulke's XB Falcon. Kassulke was then hit by Greg Crick following the initial contact, however all three drivers emerged unscathed – though Kassulke was battered and bruised - from the incident.

TransAm racer Anthony Tenkate won the Meguiar's / Liqui-Moly 'Looks Good, Goes Great' award, Cameron and Steve Mason the Rare Spares Achievement award, and Greg Crick the PWR 'Cool Master' award.

The next round of the ENZED Touring Car Masters series will see the Muscle Cars return to what is essentially a 'home' event – the Muscle Car Masters at Sydney Motorsport Park on September 4-6.

The weekend will mark the return of the series to the event following an absence last year.



PIC B MATHESON



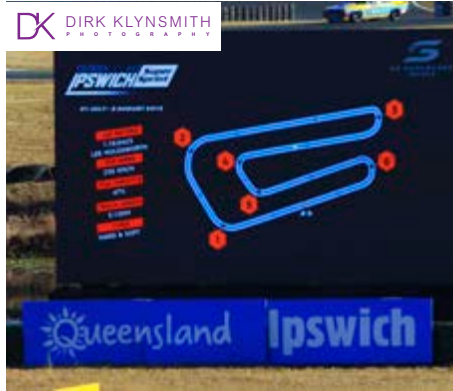
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other news

VALE: BILL PYE



LOSS OF A TCM FAMILY MEMBER

Sadly in tragic circumstances we have lost one of our fellow racers and friends in Bill Pye.

We will remember good times shared at race tracks around Australia.

Our deepest sympathy goes out to Bill's family and loved ones.



ANDREW PICTURED WITH BILL.

BENZ - FLEET UPGRADE FOR WHITELINE

Shaz in Melbourne collecting 1 of 4 new Benz's set to join the Whiteline fleet as part of its vehicle upgrade program - making way for the new vehicles are the Cummins powered Argosys. There is no doubt the creature comforts in these vehicles are 2nd to none. Pre delivery is currently underway with the new vehicles set to hit the highway in the coming weeks. These vehicles will do something like 250,000 per year as a road train and/or triple to Perth.



ANDY CATCHES UP WITH DISNEY 95

Armed with his helmet, Andy was looking to get in a couple of hot laps behind the wheel of Disney's 95 Car !! Top racing number.



AUSTRALIAN TRUCKING ASSOCIATION (ATA) SAFETY TRUCK PAYS WHITELINE A VISIT

Safety truck being driven by Glen has been busy of late attending Australia wide numerous truck events and community events to deliver the safety message from industry !!



GLEN SEEN HERE WITH SHAZ OUT FRONT OF WHITELINE ADELAIDE.

SHAZ PAYS A VISIT TO CATERPILLAR

Early July Shaz got the opportunity to talk about all things Whiteline with a visit to Caterpillar. The event was well attended in person and on line around the country. Was a fun morning and well done to Simone and Bianca for their assistance in putting the event together.

Invitation to all Caterpillar staff: Come along and hear from Sharon Middleton

- With over 31 years in the transport industry, Sharon is an owner and Director of Whiteline Transport
- Sharon obtained her multi-combination licence in 2009 after deciding she no longer wanted to sit behind a desk.
- Sharon is President of the South Australian Road Transport Association (SARTA), the SARTA Rep for the Australian Trucking Association Council and a Director of Transport Women Australia Ltd.
- Sharon is also the co-founder of Foundation Shine

Promoting awareness of mental illness and raising funds for organisations who provide much needed support to sufferers. Sharon has been awarded:

- 2011 - South Australian Road Transport Association Outstanding Contribution to Transport Award
- 2013 - Australian Industry Woman of the Year award

WIN Melbourne invites you to come along and hear about Sharon's career, her challenges, her passions and inspirations.

Date: Thursday July 9th 2015 Time: 10.00am - 11.00am Location: AG Conference Centre

To join WIN or for more information please contact one of the WIN Committee: Simone Smyth (ext. 5984), Rebecca Graham (ext. 9242), Anica Mistic (ext. 9293), Thana De Silva (ext. 9910), Nicole Geddes (ext. 9187), Sandra Bertello (ext. 9271), Siobhan McDonald (ext. 9489), Bianca Crow (ext. 9018)

Connections website: Women's Initiative Network

BOB, BRENT AND BIRDMAN DROPPED IN FOR A KING SPRINGS TOUR



A PUPPY'S WORK IS NEVER DONE !!

Nuggy got busy sprucing up his wardrobe, his preference is omo front loader, finds he gets great results !! WOOF



HARWOOD SOUTH AUSSIE ADVENTURE CONTINUES

Hi Shaz and Bobby,

We did the train ride today from Quorn it was a amazing, Terry loved it, he was in his element. The train was packed and our carriage had a great group of people in it they were a hoot, so many laughs xx

Have attached a photo, off to Leigh Creek tomorrow then Arkaroola, we are both looking forward to seeing and exploring the Flinders xxx





SERIES RESULTS

Round 1 Clipsal 500 Adelaide February 26 - March 1
 Round 2 Symmons Plains V8 Supercars March 27 - 29
 Round 3 Winton V8 Supercars May 15 - 17
 Round 4 Skycity Triple Crown Darwin June 19 - 21
 Round 5 Ipswich V8 Supercars July 31 - August 1
 Round 6 Muscle Car Masters September 4 - 6
 Round 7 Supercheap Auto Bathurst 1000 October 8 - 11
 Round 8 Phillip Island V8 Supercars November 19 - 21



Class	Driver	R1	R2	R3	R4	R5	R6	R7	R8	TOTAL
PRO MASTER CATEGORY - 2015 ENZED TOURING CAR MASTERS										
ProMaster	Andrew Miedecke	168	81	152	156	164				721
ProMaster	Jim Richards	133	136	126	148	132				675
ProMaster	John Bowe	90	0	180	168	156				594
ProMaster	Mark King	122	90	135	114	114				575
ProMaster	Greg Crick	129	154	120	129	36				568
ProMaster	Steven Johnson	0	180	0	176	180				536
ProMaster	Eddie Abelnic	148	140	0	69	132				489
ProMaster	Glenn Seton	81	126	156	0	100				463
ProMaster	Gavin Bullas	157	101	157	45	0				460
ProMaster	Keith Kassulke	136	84	0	126	42				388

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

Whiteline Racing is supported by

