

Darwin



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ALL THE LATEST FROM **Round 3**
Hidden Valley Raceway, NT
JUNE 14-16, 2013 →

WHITELINE RACING NEWSLETTER



A word from Shaz

HIDDEN VALLEY, DARWIN

JUNE 14-16, 2013

ROUND 3

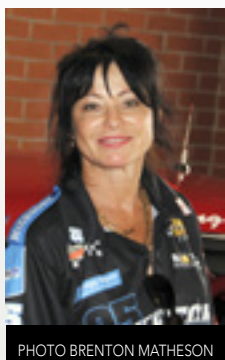


PHOTO BRENTON MATHESON

The Darwin round is a real favorite with the Whiteline Racing Team, apart from the fact we have enjoyed past success at this event the atmosphere and warm weather are a highlight. Can't say we enjoy the war with the pesky midgies, but sales in repellent spray must go a long way in boosting the NT economy !!!!!

Since the Perth round, both drivers headed off for some R & R - Kingy headed to the states and Andrew on two wheels to the very tip of Australia. Be sure and read in other news their stories and pics. For the Adelaide based Whiteline Racing workshop, work got underway to prepare the Camaros before the round.

King Springs/Whiteline Camaro No. 85 - Mark King

Body repairs were completed by the Truck Factory to the right door and guard, a diff ratio change to suit Darwin, a shock package change as an experimental measure, gear shift modifications to speed up gear shifting, and replacement of all four brake rotors as part of routine maintenance.



Hidden Valley
Darwin, Northern Territory

Opened
1986

Length
Turns 2.87 km (1.78 mi)
14

Lubrimaxx/Whiteline Camaro No 95 - Andrew Miedecke

Gear box ratio changes were made to compensate for rev and weight penalties for success at Perth round, diff ratio change to suit Darwin and the penalties, installation of carbon clutch assy as an attempt to improve starts, however, as you will read proved to be problematic, minor body repairs, fitted extra head restraints for additional safety, rebuilt front brake calipers as part of routine maintenance.

With the preparation complete the cars, tyres and spares were loaded up. This trip, Bob the Builder would tow a b triple behind a Mercedes Benz prime mover thanks to Daimler Trucks Adelaide, as we also transported the Porsche entries of Keene, Sparks, O'Neill and Almond. It certainly looked impressive when it headed north bound the Sunday prior to the race weekend. Andrew 'Smythy' took part in the road trip too.

Bob and Smythy had a good run up, parking up at night - there was a lot of free grazing cattle which were pretty hard to see in the dark ! They also stopped at Mataranka Springs for a swim in the hot spas. I think this went down very well ! The guys arrived on Wednesday and exhausted themselves unloading the roadshow in the heat. They were in bed pretty early that night to recharge their batteries.

Thursday the rest of the gang and other team members for Whiteline Racing and the Porsche's all started to fly in from all over Australia.

Andrew had arrived earlier to enjoy a spot of fishing with two of his mates Cliff and Max who also headed trackside to cheer him on. Andrew's partner Jenny made the journey north to support Andrew but also her Son, Elliott who races in the V8 Ute series.

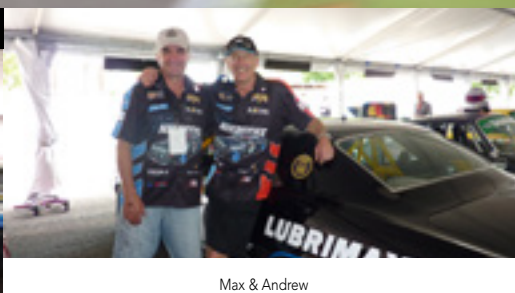
Lubrimaxx Managing Director Bruce Blannin and WA Manager Trevor were trackside to keep a watchful eye on the team.

Tim Ede flew up from Adelaide so too Birdman, Kingy from Brisbane and Jason from Sydney. I flew up Friday morning. The team was enhanced by two local lads from Detroit Luke and Justin, with special thanks to Branch Manager, Sally. The boys worked hard all weekend and did a great job. They enjoyed catching up with Kingy, being young lads they were talking cars and between them, Kingy has gone away to custom make them springs to improve the handling of their 4 W.D. Mark is so appreciative of the team that work to put him on the track and loves to give something back wherever he can.

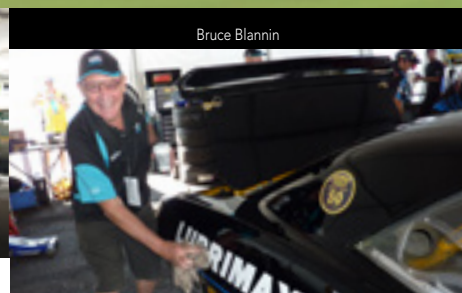
Our home for the weekend was the Darwin Free Spirit and the crew enjoyed the entertainment and hospitality on the Thursday night.



Mark, Luke, Justin & Andrew



Max & Andrew



Bruce Blannin



PHOTO DIRK KLYNSMITH

Friday the cars had two opportunities to hit the track for practice sessions.

The first session was held at 9.10 a.m. for Kingy in the 85 King Springs Camaro, 9 laps were completed with the quickest on the 7th with a 1.18.7 and was 9th fastest in the standings, meanwhile in a surprise result, Andrew in the 95 Lubrimaxx Camaro completed 10 laps with his quickest on the 7th with a 1.18.8 seeing him in foreign territory 11th in the standings.

Kingy was really pleased with his first stint with the crew making a small camber change and the rear roll centre was raised. As for Andrew, shock horror, sway bars, roll centres, tyres and jetting all changed. Andrew and Birdman were scratching their heads – they needed to do a lot more to overcome the weight and rev penalties Andrew was carrying to become more competitive. The quickest for the session was Michael Almond from SA in the 26 Copyworld Porsche, followed by Tony Edwards in his Holden Torana then Bowe. Sadly for Tony, mechanical failure would put him out for the weekend. Michael's team worked hard all weekend chasing a gear box issue.

Practice 2 held at 2.15 proved that the crew were making progress with the 85 King Springs/Whiteline Camaro – Mark completed 10 laps, with the quickest on the 2nd with a 1.18 making him 4th fastest with stable mate Andrew in the Lubrimaxx No. 95 camaro in 5th with a 1.18.1 so whilst still off his usual pace was heading in the right direction. Quickest for this session was Keith Kassulke.

TCM held their inaugural bbq and raffle for all teams Friday night. The prize was a generator and it was great to see Tony Edwards win, especially given the bad luck with his car, plus, he was hands on in the shopping and cooking of the snags !! Thanks TCM and Tony.

Both cars used the session to bleed brakes. Andrew would hit the track later in the afternoon for a media rides session – word back to me was those that sat in the passenger seat got a real buzz from the experience !

Friday night the crew dined at the Free Spirit, Sally from Detroit joined us for a drink - it was pretty relaxing with the crew retiring at a reasonable hour for our early start.



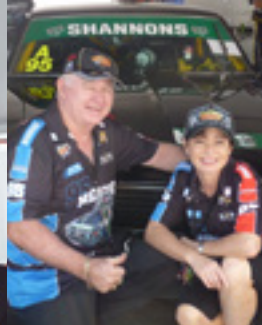
PHOTO DIRK KLYNSMITH



PHOTO DIRK KLYNSMITH



Andrew & Jenny



Bob & Shaz



Attack of the midgies



Stu taking care of business for KRO Racing



Tim Ede - PHOTO DIRK KLYNSMITH

Saturday our qualifying session was held and one race.

Qualifying was held at 10.05 but was interrupted by a triggered red flag. Andrew completed 4 laps with the quickest clocked lap on the 4th with a 1.16.9 clearly quicker than yesterday's practice sessions but Andrew and Birdman were still not happy with the speed and handling. Birdman told me that the set up for qualifying was way off, the changes made were based on the car with worn tyres, but when they put the newer tyres on for qualifying the set up was not a good combination. For the 95 Lubrimaxx Camaro this would mean a 5th place starting position behind Bowe, Crick, Almond, Gomersall.

As for Kingy in the 85 King Springs Camaro, Mark was 8th quickest with a 1.17.1 done on the 2nd lap of 5 completed, also an improvement on yesterday. A clutch issue had developed and a temporary fix it was completed due to the time constraints prior to race 1, with the decision they would replace it at night for the 2nd and 3rd races, but found the temporary fix it was good enough to complete the round.



Trevor and Bruce from Lubrimaxx enjoyed catching up with fellow racing enthusiasts.

Race 1 – 1.50 – 12 Laps

The first race of the weekend would see the field start out of the positions they qualified. Andrew out of 5 and Kingy out of 8. With the green shown the race got underway, with predictably the front three, Bowe, Crick and Tilley making the most of their qualifying positions. For Andrew the take off from the grid was good, but then the clutch slipped, with the Camaro flat spotting and as a result of this Andrew lost several positions. Greg Keene in his Porsche from SA got a blinder of a start out of 9 and so too did Kingy. By completion of the first it was Bowe, Crick, Tilley, Keene, Kingy with Andrew battling it out back in 11. On the start of the 2nd lap, in turn 1, Kingy moved on Keene under brakes to now be in 4th, meanwhile lap 2 had been progressive for Andrew making up 2 spots to now be in 9th. Kingy was managing to hold his 4th position with Kassulke in his rear vision mirror and finally succumbed to the pressure of the big ford on the 6th lap, Andrew continued to creep up the field to be 7th, with turn 1 his corner for his moves, he is a master under brakes. Bowe had developed a good lead. On the 8th lap, Andrew moved on Bullas on turn 1 to now be in 6th behind Kingy. On the 10th lap Andrew broke 2nd gear in the gearbox, which allowed Bullas to regain his spot with Richards going through too. Andrew managed to complete the final 2 laps but would have to be content with 8th. Whilst Tilley and Crick enjoyed a good dice for 2nd and 3rd the order to the chequered flag was Bowe, Crick, Tilley, Kassulke, Kingy in a great drive, Bullas, Richards and then Andrew.

This was such a pleasing result for Kingy in the King Springs/Whiteline 85 Camaro – the hard work the boys have been doing in developing this car over last season and this season are starting to show rewards. The temporary repairs performed on the clutch seemed to be holding on well, so Jason and Kingy decided not to change it – the crew again checked the clutch prior to the 2nd race on Sunday.

Different story for Andrew in the 95 Lubrimaxx/Whiteline Camaro, the clutch and gearbox would need to be changed – work got underway with the job well in hand by 6pm that night.

The team spruced themselves up and we headed out for dinner on the marina at Cullen Bay – we enjoyed a fun dinner at Yots and caught up with Marshall Brewer, going over tales of nascar days at Thunderdome in Melbourne back in the 90's.



PHOTO DIRK KLYNSMITH



Mark and Elmo



Elmo watches as the pack chases down Mark - PHOTO DIRK KLYNSMITH

Sunday two races were scheduled.

Race 2 - 11.10 a.m - 12 laps.

The reverse grid start would see Andrew out of 3 and Kingy out of 6. For Andrew a repeat of the race 1 start, good off the line itself, but then a flat spot, but this time a better recovery. The very quick little Porsche of Greg Keene's led the field and managed to hold all at bay for a complete lap. Andrew had some battle scars from Turn 1 chaos where he was sandwiched between Stillwell and Tilley and now we all had our fingers crossed that the tyre that was being rubbed by the rear right guard would last the race. By the end of the first the order was Keene, Richards, Andrew with Kingy having dropped a couple of spots in 8. On the 2nd Richards and Andrew gobbled up the Porsche and Bowe had very quickly made his way through the traffic to be in 3rd with Tilley making fast progress and was in Andrew's mirrors. At the start of the 6th, Tilley moved on Andrew to take over possie 3 with Kingy holding his own now in 6th. On the 7th Kingy and Kassulke were side by side battling for 6th and 7th with Kassulke the successor in turn 1. On the 8th JB was menacing Richards and a great battle ensued, but early in the 10th lap, JB made his move on Jim to take the lead. On the 11th lap, Andrew managed to round up Tilley on the section of track called the Valley to regain 3rd spot. This is how they would finish with Bowe, Richards, Andrew, Tilley, Kassulke and Kingy finished in 8th. The race was run in much slower lap times than in previous sessions. Incredibly the back right rear remained inflated, but in the holding bay after the race, the front right tyre blew and went flat - we were very lucky.

On return to the pit the crew did their best to tidy up the right side, guards and replace tyres. Birdman also had to repair bent front end bars.

For Kingy, he experienced no grip, so prior to the final race of the day, new tyres were fitted. The quickest lap for the race was completed by S.A. Michael Almond in his 26 Porsche on lap 4.



ELMO gives Kingy some tips for the next race!! - PHOTO DIRK KLYNSMITH

The final race for the event was at 2.20 and over 12 laps.

Andrew would start out of 6 and Mark out of 7. Bad news for Michael Almond with the Porsche experiencing a split oil line on the dummy grid and was out of contention.

Both boys got good starts, although Andrew yet again had the flat spot issue which resulted in several lost spots and Kingy got a biff in Turn 1 from car 60 Tilley into Turn 1. By the end of the 1st they were sitting in 8 and 9 behind one another.

JB didn't take long to round up 28 Tilley to take the lead early in lap 2. Andrew made up a placing with Kingy remaining in in 9th for the next few laps. The first 4 runners JB, Tilley, Richards and Crick were never threatened. Andrew successfully made his way through the field to be in 5th which was assisted when Bullas went bush when attempting a move on Kassulke. For Kingy on the 10th lap there were anxious moments when Bullas again spun on the circuit and thankfully Kingy got through that section of track whilst this was happening without becoming caught up in it. Kingy, did however lose a couple of placings whilst the field around him settled and was only able to make up one placing before the race finished. So the order was, Bowe, Tilley, Richards, Crick, Andrew and Kingy in 9th. This race did produce quicker times, with the front runners back in the 1.17's.

Kingy's Camaro will need some body work repairs prior to the next round in Queensland.

As for the round, Andrew in the Lubrimaxx/Whiteline 95 camaro would finish 6th and Kingy 7th in the overall standings. For Kingy, however, he did take out 2nd trophy in the Pro Am class that has been created and was also awarded a trophy for his achievements over the weekends, three starts, three finishes and took part in all practice and qualifying sessions. Sadly, Kingy was not at the presentation to receive his awards, I stood in for him, but it would've been great for him to have accepted his trophies and accolades himself - Good work Kingy !!!! Elmo loves you !!! (check the pics)

Whiteline Racing were awarded with a prize sponsored by Liqui Moly for their effort in transporting 6 cars out of Adelaide to Darwin to compete. The person very deserving of this is Bob the Builder who worked hard at loading, unloading and also driving the b triple from Adelaide to Darwin return. "Life on the road on the desert wasn't too tough, thanks to Kingy who went to the wharf in Darwin and bought a huge supply of fresh prawns. The boys enjoyed some at the track, but my spy on the road tells me Smythy was peeling them and hand feeding them to Bobby whilst they made a mile !"

The b triple returned to Adelaide Wednesday - work will get underway to unload the roadshow and prepare the cars for Queensland which is being held at the end of July.

An appropriate quote from Birdman over the weekend in the search for some relief from the Darwin heat, Is this a Darwin cool breeze, or an Adelaide Hot Northerly !!

Look forward to touching base post Queensland round.

For further information:

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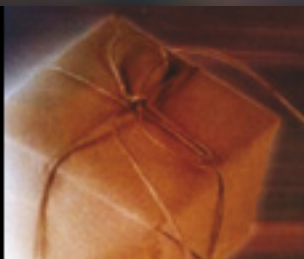
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PRODUCT TEST

STEEL WHEEL STANDARDS

STORY BY ALLAN WHITING, PICS BY GLYNN HELGESON

ARE YOUR STEEL WHEELS AS TOUGH AS THEY LOOK?

Strength standard compliance is essential for safety

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

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



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

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

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

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

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

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

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

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

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Bowe takes pole number five in the north as Stillwell leads the Sportsman charge

15, June, 2013

In a drama packed session for the Masters, reigning champion John Bowe has taken another pole in the north, making it five from six pole starts at the Skycity Triple Crown, while reigning Pro-Sportsman champion, Chris Stillwell is leading the charge for the Class B contenders as the field takes its next step forward, the top ten meaning this weekend is anyone's game as the heat and the muscle combine for an all in show, top end racing in the Top End.

The session opened with heartbreak for Steve Makarios as his GTHO Falcon spun down the straight at full pace, hitting the brakes from top speed, the wheel studs sheering sending the left rear wheel past the sideways Falcon which ended the session sideways into the wall off turn one. As the field prepared to put in their early fliers, there were lockups, wheels into the dirt, the classic machines using all the kerbs for the fine line to find those minor advantages to seek the head of the grid.

Five minutes in and Bowe was at the helm, running under 2012's lap record pace and spot on for an impressive qualifying turn out, another early indication that the Masters will keep getting better with age. For Hidden Valley debutant, Cameron Mason, his Camaro took a spin exiting the hairpin, Gomersall was pushing on as he sought even better times from his SL/R 5000, then Steve Mason was first on sight of the fresh oil at turn six, his Shelby Mustang not pulling up at the turn and ending his session in the tyre wall as the red flag was called.

On the session restart, the field returned to the hot track as pit lane again became the busy place to be. Keene and Mercer were soon in their own off-track runs, more victims of the oil slick. Turn one had cars four wide as more Masters joined their fellow qualifiers from the lane. With minutes remaining, only four cars remained on the circuit, with Bressington's HQ rejoining the field to make it five, but most of the field would return to the paddock knowing their early laps would have been their best, the session closing with Bowe on top with a 1:14.92, his challenger from years past, Greg Crick to share the front row, with Michael Almond, Jason Gomersall, Andrew Miedecke, Brad Tilley, Chris Stillwell, Mark King, Greg Keene and Keith Kassulke rounding out the top ten to start Race 1.



Bowe makes it 5 from 6 poles



Mark King - PHOTO DIRK KLYNSMITH

John Bowe, #18 Dunlop Super Dealers/Wilson Security Ford Mustang

"I love this place! I think I was fortunate though as Crick and I got clear lap before red flag and oil went down, so I don't think necessarily indicative. Honestly, Almond is potentially the quickest over race distance, the heavy muscle cars and tyre deterioration we always have here could mean a one lap wonder, but it's always nice to have pole and go from the front.

"I can already feel the difference in tyre degradation by the fact that I found 2.5 seconds just by changing the tyres, so the tyres used yesterday and the ones we'll put on for the race, they'll become second hand pretty quickly.

"Greg Crick and I are good mates, and this will be the first time we've been on the front row together in probably 30 years so with the heat, tyres going off and a very tough field, the racing will definitely be interesting."

Greg Crick, #75 Mopar Performance Chrysler Charger

"It's been a quite good qualifying session and I'm glad we put a time in on the out lap. Les (Small) had made changes overnight that made it better than expected and took me my surprise, having a lot more grip than I thought. My lap was pretty conservative, the car has a bit more in it so it will be on from the start and it's going to be tough but fun racing with the Porsches coming through, Miedecke not far off, so many strong race pairings to come through.

"We've got so much support here in the paddock, and we're even online now (Greg Crick Motorsport on facebook) so the fans are all around wanting to see the Charger because there's just something about them that the Aussie muscle car people love, so to get this one up on the front row is more than pretty good."

Chris Stillwell, #6 Stillwell Motorsport Ford Mustang

"I went to the US recently to the Skip Barbour Driving School for Advanced Road Racing to see if I could learn a trick or two and I think it's worked.

"We spent the first practice sessions managing our speed, probably running around 85-90% to imprint some of the lessons I've learnt before going up to full speed in qualifying so we're more than happy with the result.

"I was lucky to find a spot and get a quick lap in before the interruptions, we bagged the time and we're very happy. It's interesting to see some of the cars moving up the field that were consistently in the middle of the group so that's good for the category and it'll be a great show."

The Touring Car Masters will heat up Hidden Valley Raceway with Race 1 from 1:50pm as part of the V8 Supercars Skycity Triple Crown, going live across the country on the 7 network.

Qualifying results

1	John Bowe	(A)	1:14.9211
2	Greg Crick	(A)	1:16.0559
3	Michael Almond	(A)	1:16.2517
4	Jason Gomersall	(A)	1:16.6104
5	Andrew Miedecke	(A)	1:16.9996
6	Brad Tilley	(A)	1:17.0334
7	Chris Stillwell	(B)	1:17.0519
8	Mark King	(A)	1:17.1267
9	Greg Keene	(B)	1:17.8986
10	Keith Kassulke	(A)	1:17.9400

Masters take the heat as Bowe makes it 4 in a row while Keene brings Pro-Sportsman home

15, June, 2013

As the Touring Car Masters took to the grid for the opening race of Round 3 of the popular classic series, John Bowe took his Mustang to the prime position, joined on the front row by long-term friend and challenger, Greg Crick. From positions three and four would be the Torana of Jason Gomersall paired with the Camaro of Andrew Miedecke, with a strong set of names and machines taking their places on the tarmac, promising the action would be on across the field.

Missing from the starting grid was Makarios whose qualifying dramas would put him out with no custom wheel studs available to get the strong Synergy powered Falcon back on track for the weekend, while for Bressington, his HQ had also been called to retirement with on-going engine concerns that had plagued the crew since last round.

Off the line went Bowe, but it was Greg Keene's Porsche making an immediate charge from ninth to fourth by turn one, the SportsMed entry almost a local hero in the Territory, and ready to make an impact on the muscle cars ahead. With Brad Tilley under Greg Crick, Keith Kassulke pushing forward, Chris Stillwell took to the inside wall to take his Mustang towards the head of the pack, while Mark King went to the outside to hold position from Gomersall.

Crick's Charger was on exactly that, a charge, going back under Tilley's Falcon to reclaim second position at turn three, Garry Treloar made a move on Tony Karanfilovski, and it was side by side battles across the pack heading into the turn six hairpin. Kassulke was ready to take on Stillwell, Steve Mason moved to the inside of Karanfilovski, while Amanda Sparks' 911 was off at turn one in her freshly rebuilt entry on her return to the series.

Miedecke, Stillwell and Cameron Tilley were locked in battle, as the Sprint of Jim Richards began to close in on the challenge for the top ten. As Wayne Mercer stepped his Falcon wide through turn two, out front, Bowe had pulled a 1.5 second gap, the battles behind allowing the reigning champion to focus on the open track ahead. Cameron Mason and Gary O'Brien went side by side along the straight, Mason off at turn one, into a slide he couldn't catch but soon returning to the tarmac to start his recovery mission, while Chevrolet versus Porsche saw Miedecke shooting out from the slip stream on the run to turn one to take seventh from Keene.



Mark King - PHOTO DIRK KLYNSMITH

Gavin Bullas had impressed from the start, firing his XA Falcon five position up to be at the heart of a Kassulke, Miedecke battle as the laps began to fall away. Gomersall found himself under pressure from Stillwell, Steve Mason was feeling the challenge from Mercer along the fast straight, and O'Brien was now looking to catch Treloar's Charger as it quite literally fired out of the corners. Wilson was back in business, and working to keep the new spec power plant of O'Neill's Porsche at bay, with Cameron Mason now closing in.

Richards had found the move, sweeping around the Gomersall Torana on the run out of turn three, with King, Kassulke and Bullas forming a freight train of muscle cars, Kassulke wanting more, pulling out to take King for fifth at the most popular passing opportunity of the valley, turn one as the laps ticked over to mid race. The fight for the top ten placings continued with Gomersall, Cameron Tilley, Stillwell, Karanfilovski and Steve Mason all driving hard to seek the next move forward.

Gary O'Brien's Holden HQ had been running strong, but on lap seven, began to drift back, the GTS now cruising around the circuit as his competitors powered on past, clear issues but the determination to finish would win out. As Treloar took a spin into the grass at the first corner, a regular sight at the valley track returned, a small grass fire began to burn as the Masters roared on past to tackle the final four laps. Miedecke had taken Bullas for sixth to be on the bumper of teammate King, but Bullas soon fought back to return four Fords to the top five.

After an earlier off, Sparks was recovering well, her Porsche having regained four positions to be back on the verge of the top 15. Bowe's Mustang still had control, closing in on the struggling O'Brien HQ as he widened the gap to Crick in second, Brad Tilley in his famous sideways, full throttle, full lock action still with the pressure on the second-placed Charger. Disappointment for Karanfilovski, the gearbox giving in to see the Falcon retire at pit exit, but on track there was no moment to rest as the Masters field powered on to the chequered flag with Bowe now more than three seconds ahead.

Crick took to the defensive line to hold the Falcon of Brad Tilley to third, while brother Cameron Tilley was still all over the rear of the Steve Mason Shelby on the final run to turn one. As the flag fell, Bowe would take his fourth win in a row at the valley circuit, Crick holding off Brad Tilley for second, Kassulke, King, Bullas, Richards, Miedecke, Keene in ninth taking out the Pro-Sportsman race victory, while Stillwell rounded out the top ten to place the Pro-Sportsman classed Mustang next to Keene's Porsche on the front row for tomorrow's reverse grid Race 2.

The Touring Car Masters will be back on track at Hidden Valley Raceway with Race 2 from 11:10am, and the Race 3 finale from 2:20pm live across the country on the 7 network as part of the glamour and action that is the V8 Supercars Skycity Triple Crown.

Race 1 results

1	John Bowe	(A)	1:16.9657*
2	Greg Crick	(A)	
3	Brad Tilley	(A)	
4	Keith Kassulke	(A)	
5	Mark King	(A)	
6	Gavin Bullas	(A)	
7	Jim Richards	(A)	
8	Andrew Miedecke	(A)	
9	Greg Keene	(B)	
10	Chris Stillwell	(B)	



PHOTO DIRK KLYNSMITH

Sponsor Pitstop

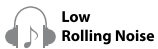
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Kassulke takes Pro-Am pride into Sydney Skyline challenge 21, June, 2013

Having joined the Touring Car Masters in 2010, now the proud owner of both Ford and Holden muscle cars in the Masters ranks, Papua New Guinea-based racer Keith Kassulke has come to know the honours and heartbreaks of motor sport. Recently taking out the Class A Pro-Am round win at Hidden Valley Raceway, the only international face in the Touring Car Masters field flies in and out to re-join his Savy Motorsport prepared machines, and is making the trip to Australia once again, this weekend to return his Nissan Skyline R32 GT-R to the tarmac in Sydney.

In the northern heat of Darwin, Kassulke headed to the Top End with a focus on just one vehicle, his 1974 Outbound Racing Ford XB Coupe, looking for a strong performance to lift him further towards to the top of the Class A Outright series title standings, setting himself amongst the legends and statesman of the sport, and cementing Kassulke's position as one of the series' strongest performers.

Opening the weekend, Kassulke was an early fixture in the timesheets, comfortably in the top ten after the first session, but Kassulke and his crew wanted more, changing the setup to avoid pushing into the hairpin, to return to the track for Practice 2 where the #52 Outbound Racing machine set the pace, Kassulke topping the times ahead of competitors including Bowe, Crick, Miedecke, Bullas and Richards. Going on to qualify in the top ten, Kassulke had an air of confidence as the field took to the grid for the times that count, the three races.

Race 1 saw a strong start by the #52 Ford, Kassulke into seventh by the second lap, going on to make a pass under Bullas for sixth, finding a way through on the Camaro of King, to go on and use the final seven laps to not only hunt down the Tilley Falcon ahead, but play to his defensive strengths to keep the Chevrolet in the mirrors and come home in fourth.

The top fifty percent reverse grid rules would kick in for Race 2, putting Kassulke into seventh position, sharing row five with the Tilley Falcon, the second race of the weekend promising to be a battle from the green. Never a moment to pause, the 12 laps had the mighty Coupe battling for position at every turn, its power on the straight an advantage, but its weight always a concern with tyre wear in the heat of the day. Kassulke again battled with Class A counterparts Bullas and King, making a pass on Stillwell in the closing stages to claim fifth at the flag.

Race 3, the final race of the weekend, and on aggregate performance, Kassulke lined up from position five, Miedecke on the outside, Richards and Crick ahead. Taking on the opening corners of competition like they were the last, Kassulke and Miedecke made light contact as the duo went side by side towards the main straight for the first time. It was soon time to get past the blue oval of Bullas and hunt Crick's Charger up ahead, but Miedecke would make his return to the battle, putting Kassulke back into sixth as the XB was left to hold off a freight train of muscle cars for the final eight laps of the weekend, Kassulke crossing the line for the final time in sixth.

A tough weekend would come to a close, Kassulke having done enough against his professional challengers to take out fifth outright for Round 3, along with the first place honours in the Class A Pro-Am classifications, a surprise achievement for the Papua New Guinean as he explained,

"I'm absolutely stoked! I had a pretty good weekend, with a few near misses, and some very slippery times in the last race, but I made it and I was very, very, happy to cross the line cleanly, even more so now with this accolade.



On to Sydney with the Skyline R32 GT-R

"This was my third visit to Hidden Valley, and I love it more and more each time I come here. The group of drivers that I race with are fantastic, and obviously I love all the cars, but of course I love my car more, and I love the category; the cars, the drivers, and particularly coming back here, it's a great place to be and a real joy to be recognised as the top Pro-Am entrant.

"Queensland is not that far away, only three weeks, and unfortunately the XB has a few panel repairs that need to be repaired, but the Savy Motorsport crew will get into that pretty quickly and she'll be back looking her best to hopefully perform at her best again.

"Going to Queensland, and with Brisbane being my original home town, I will have plenty of family and friends supporting me there, and after both of my cars were top three last year, we want to be on the podium again!"

Kassulke currently sits seventh in the Class A Outright points standings for the Touring Car Masters, and now turns his focus to another of his racing machines, this time it's to be a 540 horsepower 1989 Nissan Skyline R32 GT-R that Kassulke will enter in Round 3 of the NSW Production Sports Car series at Sydney Motorsport Park.

The previous outings for the Outbound Racing Skyline have not left great memories, with its 2012 Bathurst Motor Festival weekend ending in first practice when the engine expired, and returning to the Festival in 2013 without testing, the problems returned to cause a retirement after just three laps of the weekend at the mountain. With Kassulke's Savy Motorsport crew being kept busy across his three race entries, the Skyline has had further work completed on its power plant, including changing from the car's original twin turbo to a single turbo system, both driver and team confident that this weekend will see a strong performance against a full list in the Production Sports series as Kassulke moves from muscle cars and classic exotics to tackle Lamborghinis, Porsches, Mitsubishi's and more.

PHOTO DIRK KLYNSMITH



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Other News



Whiteline Racing were awarded with a prize for their effort in transporting 6 cars out of Adelaide to Darwin to compete. Thanks to Liqui Moly !



Savy Motorsport and Whiteline Racing travel the Desert in Convoy.

PHOTO BY YOGI (MILEMAKER PHOTOGRAPHY)



PHOTO BY YOGI (MILEMAKER PHOTOGRAPHY)





Mike Fowler from Cummins South Pacific (left) with 2013 National Trucking Industry Woman of the Year, Sharon Middleton.



Yogi the man behind the wheel of the Dick Savy Motorsport Transporter is also an avid photographer. Yogi travelled with Bob the Builder in the Whiteline Triple back from Hidden Valley. Word is the boys enjoyed the journey home, stopping at the Hall of Fame and other notable tourist spots on the way home so Yogi could get some 'shutterbug' in !! Check out a few of his pics from the Savy garage and a specky one of the triple on the highway. Good work Yogi.



PHOTOS BY YOGI (MILEMAKER PHOTOGRAPHY)



Other News



Andrew & Co. roughing it
around the top end !





The Smoky mountains on
the border of North Carolina
and Tennessee just a great
ride! Mark King

While over in USA, thought
I should drop by the Nascar
Coke 400 at Charlotte and
check on Marcus! ➔



Series Results

TOURING CAR MASTERS

Class A 'Outright'

Position	Driver	Series Points
1	John Bowe	497
2	Jim Richards	456
3	Andrew Miedecke	440
4	Greg Crick	393
5	Gavin Bullas	327
6	Mark King	285
7	Keith Kassulke	239
8	Michael Almond	258
9	Wayne Mercer	225
10	Eddie Abelnica	224
11	Jason Gomersall	204
12	Brad Tilley	156
13	Paul Freestone	132
14	Adam Bressington	127
15	Cameron Tilley	102
16	Brett Youlden	93
17	Tony Karanfilovski	84
	Garry Treloar	72
	Cameron Mason	72
20	Graham Alexander	64
21	Les Walmsley	42
22	Steve Makarios	35
23	Tony Edwards	0
24	Bill Pye	-

Next Round

Round 4

Queensland Raceway
Ipswich, QLD
July 27 - 28

Round 5

Muscle Car Masters
Sydney Motorsport Park, NSW
August 30 - September 1

Round 6

Sandown
Sandown Raceway, VIC
September 13 - 15

Round 7

Mount Panorama
Bathurst, NSW
October 10 - 13

Round 8

Phillip Island
Phillip Island Grand Prix Circuit, VIC
November 23 - 24

Class B 'Pro-Sportsman'

Position	Driver	Series Points
1	Steve Mason	500
2	Greg Keene	452
3	Chris Stillwell	340
4	Gary O'Brien	279
5	Rory O'Neill	268
6	William Vining-Falvey	171
7	Nigel Benson	164
8	Amanda Sparks	148
9	Mick Wilson	42
10	Tony Hunter	-



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DIRK KLYNSMITH

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