



NEWSLETTER

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MASTERS**

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BUMPER EDITION
Round's 5+6
→



A word from Shaz

Muscle Car Masters, NSW
AUGUST 30-SEPTEMBER 1, 2013

ROUND 5

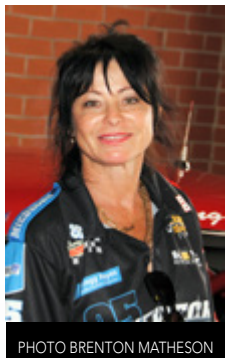


PHOTO BRENTON MATHESON

Muscle Car Masters is always a special event on the racing calendar and where all the Dads spend their fathers day and really, because it is their day, I'd say they are pretty free of being in strife !! This is an event where we run independently of the V8 supercars with other categories including Formula 5000, Group Nb, Nc 3500, Group A & C and Group S.

As is the case prior to every round, Birdman is kept busy prepping the cars for the stint trackside.

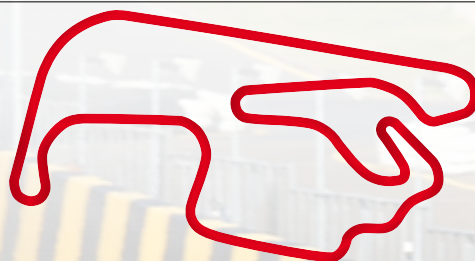
95 – Andrew Miedecke – Whiteline/Lubrimaxx Camaro the diff was changed to suit Eastern Creek, some minor body repairs from Queensland Raceway, rear spring rates were changed, minor front end changes to suit Eastern Creek and new rear brake rotors were fitted.

85 – Mark King – Whiteline/King Springs Camaro required major body repairs to the left hand side including a new door, diff ratio changes to suit Eastern Creek and minor front end changes to suit Eastern Creek. Special thanks to Jason, owner and operator of Hurley's Smash for the work he put in sourcing a door and painting it up for fitment once it arrived in Adelaide.

Crew for this round is always extra special with the added assistance of the boys from Yass Timmy and Johnny, Brenton and Smythy drove the Whiteline Van towing Amanda Sparks Porsche, Timmy Ede flew in, Jason is Sydney based, bringing along workmates, Darren and his son, Daniel, Birdman flew in Thursday, Andrew flew in with mate Brad and Kingy lobbed in and I was the final crew member to arrive on Friday night - my plane had a mechanical issue which delayed the departure but got there in the end !! Sydney is local for Jason with Darryl and his son Daniel helping out pitside.



Bobby keeping an eye on things



Sydney Motorsport Park,
NSW (Formerly Eastern Creek)

Brabham Circuit
(Extended Circuit)

Length 4.5 km (2.8 mi)
Turns 18





PHOTO DIRK KLYNSMITH

Friday was a private practice day, with multiple sessions, so gave the team the opportunity to shake down the Camaros. For the 85 Camaro of Kingy's a gearbox change was necessary when it jammed in 4th gear, with the 95 Camaro of Andrew's a shocker change took place when the front shockies lost their gas.

Friday night Chef Brenton cooked up the TCM Category bbq – and it sounds like a good time was had by all. Some of the boys, still decided to eat at the buffet back at the Travelodge – it is as much as you want – there is no question a few boys are going home much heavier than when they got here !! The buffet took a hammering on the Saturday night as well. Got to remember though, it was Fathers Day weekend !!

Saturday a qualifying session and race were held. Both the boys not over impressed with the extended circuit at Eastern Creek, preferring the good old days.

Qualifying was held at 9.53 and was a scheduled 20 minute session. Andrew completed 4 laps with the best on the 3rd, with a 2.06.1 which resulted in 2nd position behind John Bowe. On return to the pit, Andrew commented that everything was good with the car, but to close the gap on Bowe would be nice, but added that unfortunately due to the configuration requirements we were at our max and he was literally driving the wheels off it. As for Kingy in the 85 King Springs Camaro, 5 laps were completed with the best on the 2nd with a 2.08.3. Kingy, Jason and the boys were still trialling various set ups.



The lads take in some R & R Saturday night after a full on day at the track



Hmm, 3 wise monkeys, hear no evil, see no evil, speak no evil (Kingy, Bobby and Smythy)



All smiles - Bobby had a win at the Blacktown Club !!



Poor, Pop, being the team's auto electrician can be exhausting



OMG – Pop being an auto electrician, ably assisted by Bushy





Shaz and Mark on the dummy grid - Pic Brenton Matheson



I'm sorry Richard, but it was just such a goodie, had to include it !!



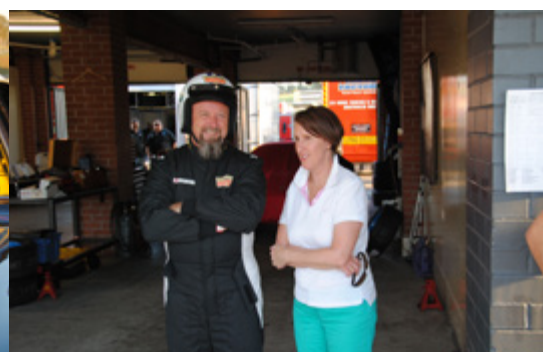
Brenton, in the kitchen AGAIN !! – Did a great job mate !

Race 1 was held at 12.56 and to be decided over 10 laps. On the front row was Bowe vs.. Miedecke, but not for long with Andrew getting a terrible start off the grid, losing 5 placings before turn 1. Kingy was also having his trial and tribulations off the grid, just wheel spinning and going nowhere. For Kingy he did manage to make up a few spots in his 85 King Springs Camaro, finishing mid field in 14th. On return to the pit the crew would go about stiffening the back end to achieve better drive out of corners, they were also chasing an oil leak, which at first was thought to be from the motor, but discovered it was from the tailshaft, but had mixed with residual oil from a previous motor leak, hence giving the crew mixed signals re its origin. For Andy, the rest of race 1 would be a chase to see what could be salvaged. By the end of the 1st Andy was in 4th, but a huge gap from 1 to 4 had developed. On completion of the 5th at the end of the straight to turn 1 for the 6th, Andrew got around Cam Tilley to now be in 3rd behind Bowe and Richards, with great tussles from 5th through to 8th. Whilst Richards went over the line in 2nd a time penalty would result in Andrew finishing 2nd behind Bowe.

Race 2 for the weekend was held Sunday at 9.47 and was a reverse grid start. The early setting for the race was dominated by Porsche with Adelaide's Greg Keene leading the charge in his 33 yellow machine and no 7 Bill Pye debuting in a bright orange Porsche in 2nd after getting a blinder of a start. Kingy got a great start too and was in fact in front of his stable mate Andrew. It was evident very early in this race that Andrew was experiencing mechanical issues and was forced to pit due to a misfire which was found to be a broken wire off the alternator, ending race 2 aspirations and possibly impacting badly on the series standings. The porsches continued to entertain up front with the big ford of Brad Tilley in the mix until he spun on the 5th relieving the pressure off No. 7 Bill Pye. This however, cleared the way for John Bowe. Meanwhile, Mark was enjoying a great race leading a pack of mid fielders, with Cam Tilley hot on his tail. Pye and Tilley in the final couple of laps of the race changed leads multiple times, with the little Porsche just getting over the line in front of Bowe to take the win. Kingy driving a terrific race finishing in 7th. Kingy was really pleased with how the car handled and believed the base desired set up had been achieved.



Leslie's husband Don, Darren Ringe and Leslie Williams MP with Andrew. They all enjoyed their experience of a hot lap with Andrew trackside Eastern Creek – they were the generous and successful bidders at a charity event aimed at raising money for a young cancer patient Callum.



Bushy, Tim and JB - Pic Brenton Matheson



Brad, Smyth & Bob - Pic Brenton Matheson



Kingy & Shaz - Pic Brenton Matheson



Smythy and Brad have got it all sorted ?? Pic Brenton Matheson



Great mates, Darryl and Andrew enjoy catching up - Pic Brenton Matheson

Race 3 and the final event for the Touring Car Masters was held at 2.55 and over 10 laps. Kingy out of 9th and Andrew out of 10th. Excellent start for Andrew and he was a man on a mission, sitting 5th by completion of the first lap, for Richards he was deemed to have jumped the start and would receive a 5 second penalty for doing so, with Bowe hitting the lead, but not without Pye in his porsche nipping at his heels. On the third lap the positions were changing with Richards able to regain the lead, with Cam Tilley, Andrew and Pye in the mix. Bowe had dropped back to 4th. As for Kingy, he got off the line really well, but a pesky gearbox issue in the 2nd lap would see him a dnf. It was later discovered that the issue was the diff, with the crown wheel breaking teeth, resulting in no drive. Andrew got around Richards on the 8th to take the lead and the battle between Pye and Bowe was extremely entertaining, with Bowe's Ford winning on the straights and Pye's Porsche just amazing in and out of the corners. Andrew took out a very exciting win and with Richard's penalty, meant Bowe got 2nd, Pye 3rd, Cam Tilley 4th then Richards.

Whilst Andrew had a dnf in the 2nd, the 2nd in Race 1 and win in the final saw Andrew finish 3rd in the Pro Am Series and maintain his 3rd position in the series.

The loading up got underway and Bob The Builder was able to leave the track in day light !! Getting the early departure was a bonus as it meant Bob hit Adelaide on the Monday – unloading started without delay as the turnaround for Sandown tight.

Both Kingy and Andrew have been busy in other areas, so be sure to check out other business.

Look forward to sharing our adventures with you post Sandown.

Kind regards, Shaz.

For further information:

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shaz@wline.com.au



Kingy & Jason - Pic Brenton Matheson



Bob & Stuey - Pic Brenton Matheson



Shaz & Tassie Devil Darryl - Pic Brenton Matheson



Timmy & Brad - Pic Brenton Matheson



Brad, Smythy and Timmy - Pic Brenton Matheson



Andrew and Birdman - Pic Brenton Matheson

Bowe takes 80th career pole to sit aside Schumacher

31, August, 2013

Reigning dual Touring Car Masters champion, John Bowe, has secured a seventh consecutive pole position at Sydney Motorsport Park, placing the Tasmanian born racer on equal pairing with Michael Schumacher in the international rankings of most driver career poles, the latest achievement to add to the significant motoring resume of one of Australia's own legends.

Having shown that Mustang 'Sally' was once again on pace during yesterday's practice, Bowe headed out for the morning qualifier confident that the latest power plant by Synergy Race Engines would do the job well, and once again, expectations were met and confidence rewarded, Bowe remaining at the top of the time sheets with a 2:05.0246 on the new Sydney Motorsport Park circuit.

In a stellar career, where Bowe has exerted dominance across the Australian motor sport landscape in more than 40 years of racing, being the only driver to win six championships across four series, he now continues to be the most dominant personality in Touring Car Masters history, with his 1969 Ford Mustang Trans Am, affectionately known as 'Sally', the most successful vehicle on series record.

Bowe was in his typical calm yet enthusiastic mood when told of his latest achievement, but had only praise for his committed team, saying,

"That's just fantastic. The car was great once again, didn't miss a beat.

"We are suffering with a lot of penalties, but it felt really good and I got hooked up with a great lap so it's coming together. The latest engine we've got on board was built by Steve Makarios (Synergy Race Engines) particularly for torque, as that's what works really well around the back on the tight track. I'm very pleased with it so far, and of all the cars I drive, and that's a lot, this is my favourite as its challenging and fun, but not beyond you in terms of technical knowledge and work. It's proper old school racing.

"I didn't think the car would be this good, but you're always a chance! I know the track quite well, and I really like this new circuit - it adds another dimension, with the good old sections and the new challenge, it's grippy and tight so it's enjoyable and tough to race on.



Bowe takes 80th career pole

"I've really have always liked being at this place, from the first time out in 1990 with Dick Johnson. It's challenging to get the car to work properly - you need to be very stable for the tight turns and you need to have the horses for the long runs.

"I'm very grateful to still be racing, so achievements are an added bonus, especially as I'm racing in a category that I really enjoy.

"I don't think about things too much, so I just try and do the best I can so now I'm going to play it out how I see it in the first race, then we've got the reversed grid which always adds a new dimension and from there, it's the plan to bring it home.

We've done a lot of work on the car ahead of this weekend, and the boys always work flat out. It's been a real bonus to have Steve Makarios doing the engines this season. He is undoubtedly the best engine builder I've ever come across, he's just terrific, and I know I can always rely on that.

"My major partners in Dunlop Super Dealers and Wilson Security have been invaluable, and for them, we will always do our best and work hard. We hope to take some more good results for them and our loyal fans here, so now we'll see what we can do in the weekend's racing, but 80 pole positions, that's bizarre but a great thing to achieve, good one me. Do I get a cake?!"

Bowe and the Touring Car Masters field will hit the track from 1240 at Sydney Motorsport Park for Race 1 of Round 5 as part of the motoring extravaganza that is Muscle Car Masters, with Races 2 and 3 tomorrow as the event hits top gear for the annual celebration of Father's Day.

Pye takes maiden Masters victory before Miedecke brings it home while Bowe and Keene take the Round

1, September, 2013

Round 5 of the Touring Car Masters has played host to further history at the ninth annual Australian Muscle Car Masters with reigning champion John Bowe securing a convincing victory in the opening race, before it was over to series statesman, Bill Pye, the usually Camaro driving Master swapping to a Porsche to take his maiden series race win in a display of impressive race craft, before Andrew Miedecke wrapped up the weekend with his first race win for the season.

Having secured his seventh consecutive pole with the Masters in Sydney, Bowe led Race One from start to finish to secure his 16th race win over the six years he has joined the series at Sydney Motorsport Park, coming home with a seven second lead over Jim Richards (who later received a five second penalty for a start line infringement o place third), followed by Miedecke, Cameron Tilley in his return to the series, Eddie Abelnica leading home the battle pack of Les Walmsley, Keith Kassulke, Paul Freestone and Pye who had gained six places to move from 14th to eighth in the ten laps.

Greg Keene was a star in his Porsche, taking the challenge to the muscle for a rang long duel to bring home the class race win honours for Pro Sportsman, 11th outright across the line and on the tail of the Torana of Jason Gomersall just ahead. Disappointment for Adam Bressington as the Bandit HQ broke a conrod and retired to pit lane, while series debutant, Dean Neville was out with an extension housing problem in the gearbox of the Steve Mason-owned Camaro, while Steve Mason blew the limited slip diff in the #3 Shelby, but made it me home in 16th, and controlled sideways star Brad Tilley crossed the line just outside the top ten despite breaking the tramp rods in the rear suspension. Leo Tobin, still a fresh face to the Masters was enthused to finish his first race in the THD Motorsport after buying a spare engine from fellow Masters Kassulke to ensure his participation this weekend, but the honours would go to Bowe in his ninth race win for 2013, saying,

"I got a ripper start so with Cameron Tilley away well and the boys scuffling for racing room, it gave me a few seconds break quite quickly and then I could drive hard but knowing I had the advantage, and it was really only mine to lose.



Miedecke has a win on the board for Whiteline Racing and Lubrimaxx

"We've continued to try and improve the car which I'd rather not need to as it's about as good as it's going to get, but again I need to mention Steve Makarios (Synergy Race Engines) as his work on the car's engine performance is just brilliant.

"I'll take the wins where I can, and now I'll stick to the usual plan to do my best and I doubt it's going to be easy as it's hard to pass here and there's many great competitors who'll be ahead of me in the next race (reverse grid top 50%)."

Race Two and the top half of the field was reversed to place Brad Tilley and Keene on the front row, with Bowe, Richards, Miedecke and the battlers back in the pack. Sadly for Freestone, his weekend was over after engine dramas from Race One. As Bowe made his way through the pack, Richards and Miedecke were duelling again, while out front it was Porsches at the helm, Keene leading as Pye challenged to take the lead Porsche and race position. Miedecke suddenly dropped through the field, retiring to the paddock with a broken alternator lead, but the field charged on, Abelnica and Kassulke in a battle of the XB Coupes, going nose to tail, side by side, all the while the pack was hunting. Out front, Pye had the lead, Brad Tilley splitting the Porsches, with Keene third, and Pro-Amateur standout Walmsley added the second Outbound Racing entry to the mix.

When Brad Tilley's Falcon took a spin on lap four, Bowe was closing in, now sitting in second having gained eight places. Nose to tail from the start, a race long freight train of muscle had Mark King, Cameron Tilley, Gomersall, Tony Karanfilovski and Bressington thundering around the circuit, with the battle of Masters debutant Neville, Amanda Sparks and Mason fighting for place while closing in on the Class A muscle ahead. Bowe closed the gap to Pye to a single second, but it would end early for Gomersall, a cut tyre sending him into the dirt to wait for the flag in the turn five sand. Bressington and the Bandit HQ were on a mission to recover, storming from the rear of grid through to the 11th, a 13 place charge, but the action was at the front, Bowe taking the lead with two to go, Pye fighting back and after four lead changes in two laps, Pye would lead the field home just hundredths of a second ahead of dual champion Bowe. Walmsley took third, followed by Richards, Kassulke, Abelnica, King, Cameron Tilley, Karanfilovski and Keene rounding out the ten, another Class race win for the SportsMed Porsche.

Bill Pye, was more than enthusiastic about his maiden series win, having been with the Masters since its inaugural season, introducing the series' first Camaro entry six years ago, and having raced in no less than five series, in five different cars this season, including double billing with his Group A Mustang this weekend, saying,

"We're stoked! The Autohaus Hamilton team and Grant Geylen who built the car, will be very happy as we only brought the Porsche as a fill in while we complete the Camaro.

"That was a great race, and I really didn't think that the car could do it, but I think Bowe may have been kind to me..?!"

"I've won quite a few races here over the years, and have won quite a few Porsche championships so Porsches are really my forte, and this a very good Porsche.

"It's been great to have this success and I really do enjoy the historic racing scene, and while the Masters is a whole other ball game, it was even better with the win now as JB (John Bowe) and I had good fair racing all the way to the line and that makes it so much sweeter to know you had real racing and came out on top."

The final race would return the field to aggregate positions, Bowe and Richards back on the front row, while Abelnica was out after gearbox issues post-Race Two. Pye took a flying start to move into the lead battle, going side by side with Bowe through turn six on the opening lap. Richards, Cameron Tilley and Miedecke would battle it out for the ten laps as Pye and Bowe again traded places on numerous occasions to keep the action in top gear as battle packs broke out across the field.

Richards and Miedecke took control on lap four, Richards holding off the Camaro's advances until Miedecke moved under at turn two to take the lead with three to go. Kassulke had the power in the XB Coupe, fighting back from his bad start and into the top ten, while disappointment ended Neville's debut TCM weekend with a Race Three retirement. Gomersall, King and Mick Wilson also ending the round without a final race finish. Having dropped positions early on in the finale with a suspected misfire, Bowe closed the ten laps strongly inside the top three, the dual champion crossing the line as part of a

three wide finish, as the #18 Mustang and Pye's race-winning Porsche split Richards at the line. Just seconds later, Mason and Sparks would cross side by side as the field stormed home to complete race 15 of season 2013 where Bressington had again been a hard charging star, through the pack from 19th to ninth, but the glory went to Miedecke in an impressive drive to place himself with the season winner, the experienced racer and long-time Masters star explaining,

"It's been a weekend of ups and down, and it was tough to have the disappointment in race two all thanks to a broken wire, but it's great to get a race win on the board this season for Bob (Middleton), Sharon (Middleton), Lubrimaxx and the Whiteline Racing team.

"Wins are always an achievement in this field, and to take in on Father's Day in front of the enthusiastic Muscle Car Masters crowd, the people who really love and value our cars, makes it even better.

"Having missed the second race, I had extra 'ammo' with more want for it and with fresher tyres, so I was able to wear the field down and while wins are fewer and further between than I'd like these days, the team is always working hard to get more speed and there's no doubt we'll all be trying hard to taste this again this season."

As Bowe wrapped up another Class A Outright/Pro Master round victory, leading home Richards in the round and keeping the legendary duo heading the Class points lead, Walmsley took third in another impressive weekend that sees the Outbound Racing driver take out the round honours recognised as the top Pro-Amateur performer at the Muscle Car Masters outing. Greg Keene secured his third Class B Pro Sportsman round victory in a clean sweep of the class race wins to close the gap to Mason in the Class points tally with three rounds remaining.

Other News

Alice Springs Convoy

Recently I attended the Alice Springs Hall of Fame Induction Ceremony and Celebrations in Alice. Apart from guest speaking at the Transport Women Australia Ltd. Breakfast in 'Stuart's Bush Kitchen' at the Hall of Fame, I got really lucky and was able to drive the latest CAT, owned by Garry Kennedy of Kennedy Trailers in Bairnsdale. Poor Garry took ill and so when the task got offered to me I 'reluctantly' agreed to fill in for Garry. Thanks heaps to Sean Owen of Big Rigs for the pic. →

The Grand Parade in Alice was an all girl affair in the Gary Kenney CAT truck – Barb and Vicki enjoyed the ride !





Caught Up with KC.

It was great to see Whiteline's own K.C. on the wall of Fame – poor ole K.C. he's retired but can't get away from us.



*Hall
of Fame*
AWARDS

In between race meetings, Bob and Shaz with mates Barb and Gary headed to Alice Springs for the Annual Hall of Fame Awards. Shaz was guest speaker at the Transport Women Australia Ltd. Breakfast on the Friday – Bob and Gaz took time out to check out Bob's little shrine having been inducted a few years ago. We also were so happy to catch up with Vicki and Terry Harwood from Perth too – great weekend.

Hall of Fame – Cleveland's No. 1

Bob, Shaz, Terry, Vicki, Barb and Gaz photographed here in front of Frank and Margi's No. 1 Kenworth that proudly sits in the Hall of Fame, named Miss Margaret.



Andrew racing in Tassie in his Capri

Baskerville Action

Andrew took part in the Baskerville Rally where he competed in his very flash little Capri – Racing is truly in his blood !! Definitely born a racer, Andrew didn't take a second thought when the opportunity arose to race his newly finished Capri in Tassie. The field of some 30 cars, was extremely hi bid, GT, rally – all sorts. Andrew campaigned well, finishing 2nd in the first race, a dnf in the second due to a minor gear issue, started from the rear in the 3rd to finish 4th.

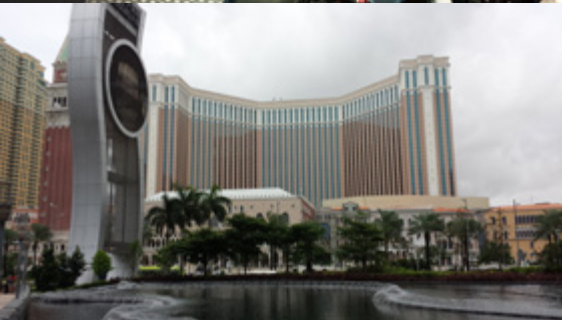
Andrew commented that given the car had been just finished it was a great result AND each of his starts of the grid were perfect !! I did cheekily ask him when the Capri was built did they install floaties in the chassis, to which he replied, no, I'm driving, not George !!





Kingy visits Macau

Kingy took some time out to visit some of the sites in Macau, China



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- > Helps restore power & economy
- > Fast acting
- > Suitable in LRP & unleaded cars

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- > Suitable in LPG, petrol & diesel vehicles

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- > Plugs leaks in cooling systems & heater cores
- > Compatible with all AFAB coolants
- > Suitable for all cooling systems

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oil boost treatment

- > Reduces oil consumption
- > Increases oil pressure
- > Reduces engine noise
- > Extends turbo life in high performance cars

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engine flush

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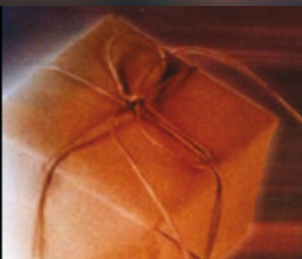
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PRODUCT TEST

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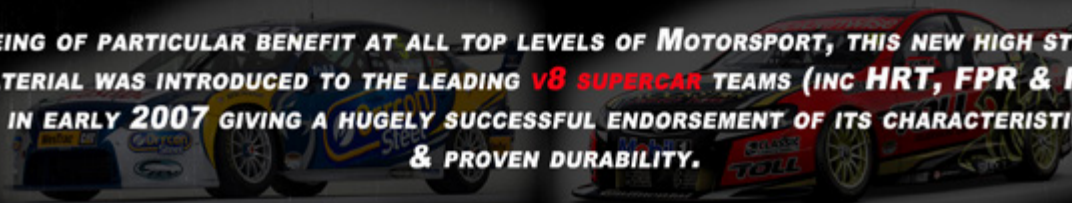
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The business grew rapidly in the 12 months to follow & it wasn't long before the move was made to a new workshop on Angle Vale Crescent at Burton. The workshop in Wing Street was no longer large enough to cater for the ever growing flow of work that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

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

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

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



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A word from Shaz

SANDOWN RACEWAY, VIC
13 -15 SEPTEMBER, 2013

ROUND 6

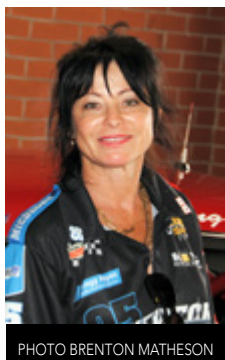


PHOTO BRENTON MATHESON

The team was faced with a very quick turnaround post Eastern Creek to prepare for Sandown. The Whiteline boys in the workshop got straight onto unloading the b double transporter on its return and Mark 'Birdman' was straight onto tools and ordering parts.

95 – Andrew Miedecke – Whiteline/Lubrimaxx Camaro

A diff ratio change was undertaken to suit the Sandown circuit, front shock repairs and modifications to fix the problem encountered at Eastern Creek, right hand front guard repaired for something different, engine changed, ballast (weight) changed in accordance with the regulations and new front brake rotors were fitted.

85 – Mark King – Whiteline/King Springs Camaro

Following the diff failure at Eastern Creek, the diff centre was rebuilt, there were minor repairs to the left hand rear quarter panel, the gearbox was dismantled and checked, the front shockers were removed and checked and the exhaust system was repaired from kerb damage sustained at Eastern Creek.

With thanks to Tony and the boys at Iveco, the cars were loaded up and the b double was towed behind a new white, fully automatic Iveco.

With Sandown a hop, skip and a jump away compared to the travel so far this season, Bob the Builder did not depart until Thursday morning.

Smythy and Birdman also left Thursday, as a tow vehicle fully loaded with a Porsche.

We welcomed back Paul Currie from Moyhu to the team who has been out of action for the bulk of the season. Timmy Ede flew in with a terrible cold which he didn't let slow him down, Kingy arrived from Brissy and Jason from Sydney. Andrew's mate Brad was there to assist and Andrew was supported with Jenny, George, Harry, Bruce Blannin and Michael all making an appearance over the weekend to cheer him on. I flew in Friday night.

Melbourne,
Victoria

International Circuit

Length 3.104 km (1.928 mi)
Turns 13





PHOTO DIRK KLYNSMITH

Also making an appearance over the weekend were Merrin and Chris Templar – those who have followed Whiteline Racing for some time, will remember Chris “The Saint” successfully campaigning one of our nascars.

Friday the boys were to have two practice sessions and the signs were good, particularly in the 2nd practice. Practice 1 was held at 9.35, Andrew completed 4 x laps, but had developed a minor water leak from a connection which needed attention. For Kingy, the 85 King Springs Camaro jumped out of 4th gear once – this was investigated, whilst a softer shock was fitted as an experiment, which proved to be no good, choosing to revert back to firmer shocks. In the 2nd practice, the jumping out of gear issue re-emerged, so the d – tent pressure and rail adjusting stopper were adjusted which would allow top gear to look in. As for Andrew in the 95

Lubrimaxx Camaro a good balance had definitely been achieved with him being quickest for the session with a 1.168448 achieved on lap 8 of nine in the session held at 12.20. Kingy was 9th quickest with his best time clocked on the 4th of 6 laps with a 1.19.04.

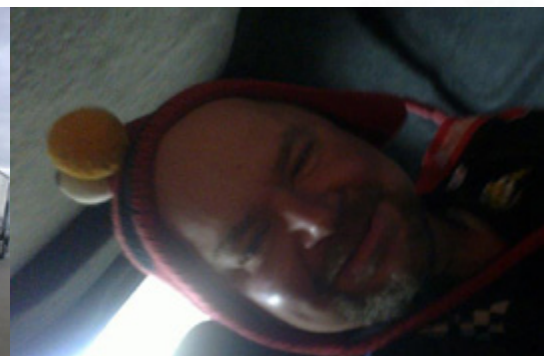
A post practice incident on return to pit lane would result in John Bowe being disqualified from the Sandown round with an enquiry pending – please refer to press releases from TCM for further details. Whilst Bowe was out, Mustang Sally still took to the track with Stephen White behind the wheel.



Paul was a welcomed back crew member for Sandown



On the road again - Bob the Builder just white lining along



It seems Kingy is coming to terms with being likened to 'Elmo' ??



Bobby looks at home





PHOTO DIRK KLYNSMITH



Smyth 'happy' about being in the kitchen



PHOTO DIRK KLYNSMITH



Andrew seen here with Tannin, Jenny's Grandson, teaching him the ropes about being a race car driver early

Friday night the team had tea at the Monash, which was our home base for the weekend away from the track.

Saturday was a busy one with a practice session, qualifying and race 1. The practice was held at 9.45 a.m and Andrew in the 95 Camaro had a blinder of a session, even improving on his time on Friday and was still the quickest on the track with a 1.16.45 – he achieved this on the 3rd and only did 3 laps, commenting on return to the pit he was really happy with the car Birdman had prepared for him.

King in the 85 King Springs Camaro was also making progress, was sitting 8th quickest, but had found considerable speed on Friday with a 1.18.301 on the 3rd of 4 laps.

Qualifying was held at 1pm and a 20 minute session. Andrew in his Lubri-maxx 95 Camaro did three laps with his quickest on the 2nd, even better than the morning practice time, clocking up a 1.15.82, but also having found additional speed was Kassulke in his 52 Ford and pipped Andrew for pole with a 1.15.5565, .2644 of a second quicker !! Still a great result, with a front row start in the bag for Race 1. On return to the pit, Andrew commented that the rear spring adjustments had created the best balance he had ever had in the car and that the engine was strong.

For Mark in the 85 King Springs Camaro he qualified in a 11th, slightly slower than his morning practice with a 1.18.2961 but on return to the pit, was positive about the result saying the car felt great, apart from a tyre rubbing on a guard and that he had been balked in traffic so was unable to get a clear run.

So the scene was set for Race 1 with Kingy out of 11 and Andrew out of 2.



PHOTO DIRK KLYNSMITH

Race 1 was held at 3.30 and over 12 laps. A bit of wheel spin on the start looked as though Andrew would lose his front row advantage, but regained momentum and led the pack into turn 1. Abelnica managed to get around Kassulke who had started out of pole, to be sitting behind Andrew, however, Kassulke managed to regain position and was now in 2nd behind Andrew. Once Andrew hit the lead there was no looking back for him – he was off and wanted and got the chequered flag. Behind him though, different story, Kassulke was in 2nd right up until the 6th, when on the 7th after being hotly pursued by the amazing Jim Richards, succumbed to the pressure spinning off field. In third was Paul Freestone. Kingy also had a great race, having started out of 11, just kept pegging away at the field making up a couple of spots each lap to finish in 6th. The dice between 4th to 7th was very entertaining. It was a great result for the team 1 and 6.

Post race the messages from all of you that had watched the race live on Channel 7's telecast was most welcome.

TCM at each of the rounds has been sponsoring a category bbq and drinks - given the ban on gas cookers, Whiteline Racing were able to assist with the facilities from the A trailer to cook up a feast – these bbq's allow teams to mix after the racing has been done to enjoy a catch up, although there were a few teams burning the mid night oil to fix cars before the racing action on Sunday – there were still 2 races to be run.

The crew were early to bed, tucked up in their beds watching AFL or the rugby depending which state they came from !!!

Race 2 was held at 9.15 and over 12 laps. The starting order was reverse grid. Kingy got a good start only to find he was 'ambushed' in turn 1, understanding that races aren't necessarily won on the first corner of the 1st lap, Kingy backed out to let the field settle down, but had already determined that the roll bar and brake changes were good. For 95 Andrew in the Lubrimaxx Camaro, he too got off the grid well, only to be a three way sandwich in turn 1 sustaining some panel damage to the door. By the completion of lap 1, Mason led, with Kingy in the King Springs Camaro 4th and Andrew was now 6th. Andy was on a mission – by the 3rd he was in 2nd chasing down rival Abelnica and by the 5th led the pack. Jim Richards managed to get around Abelnica also on the 9th, although it was touch and go when Abelnica was unbalanced by the rumble pad fish tailing almost into the path of Richards. Kingy was also making great progress with anxious moments on the 10th when he encountered Abelnica who was struggling to control the big red Ford. Kingy finished in 4th, again a great result for the team with a 1 and 4.

In that race, Andrew also clocked the quickest time of the field with a 1.164 on the 4th lap.



PHOTO DIRK KLYNSMITH

Race 3 was held at 11.45 and was not without some anxious moments when they were formed up on the dummy grid. Kingy's 85 King Springs entry had a stone chip that had now fractured multiple layers. The officials were onto it and given Kingy chooses to wear an open face helmet were not going to allow him to race if we couldn't source a full face helmet. The helmets we found did not have the all important hans device fitted to protect a drivers neck, so the officials then said if the window was taped with clear tape so that if it did fracture in the race, the shattered glass would not fly into Kingy's face. Jason and I rang like marathon athletes (nowhere near as fit as athletes I might add) and sourced a secret stash of tape Birdman has hidden for these kind of situations !!!! The boys taped up the window and Kingy was cleared to take part in the race. The race was over 12 laps. Andrew and Richards both got great starts off the line, with Jim victorious through turn 1, Andrew managed to successfully move on Richards to take the lead on the 4th, only to have Richards regain the lead, until on the 8th Andrew took number one spot again – it was great racing seeing two legends up the front, doing what they passionately love – hard, fair racing ! The pressure they were applying to each other was great to watch. Behind these boys, Kingy, Abelnica, Crick and Mason were having their own ding dong battle with Kingy doing a great job – they would fight it out until the chequered flag seeing Kingy finishing in 8th.

Again Andrew was the fastest in the category, clocking a 1.168 on the 8th lap of the race.

The win would see Andrew take out racing honors for the weekend and Kingy would take out 3rd in his class.

Given that Bowe did not run and that Richards also has a great weekend of racing finishing 2nd, Richards now leads the series, closely followed by Andrew and Bowe.

Bathurst and Phillip Island are yet to be run – and anything can and does happen in motorsport.

The boys loaded up the transporter with the builder managing to get out of the circuit in daylight – the b double pulled into the Whiteline depot around 12.30 am.

Work is underway to prepare the cars for the much loved round at Bathurst.

Talk to you all then.

For further information:

Sharon Middleton
0418 826 272
shaz@wline.com.au



PHOTO DIRK KLYNSMITH





John Bowe Racing Statement 14 Sept 2013

This weekend's Wilson Security Sandown 500 plays host to Round 6 of the Touring Car Masters, with reigning dual champion, John Bowe, moving aside as Stephen White prepares to make a surprise Masters debut, taking over the wheel of the pristine #18 Dunlop Super Dealers/Wilson Security Ford Mustang as of today's practice session, to see out the weekend's on track action as part of the Masters field.

Following a pit lane incident involving Bowe's #18 Mustang and an official at the close of the red-flagged second practice session, Bowe has been excluded from the event, the first time such a penalty has been applied in Bowe's more than four decades of racing. Having experienced brake issues during the session, Bowe returned to the lane quite rattled, disobeying directions of an official and subsequently running over the foot of a female official. It has been confirmed that the dedicated and long-serving official was not seriously injured, and has been given the all clear after her fall. The incident was investigated, and the decision made to exclude the reigning champion from the remainder of the Touring Car Masters Round 6 competition. An appeal was unsuccessfully lodged.

White, having made a name of his own, one of the original Holden Young Lions who went on to compete throughout the United Kingdom and Europe, racing everything from British Formula Ford, Formula Renault, Formula Vauxhall Lotus, British Formula 3, British Formula Palmer Audi and testing with the leading Formula 3000 teams, before returning to Australian shores to challenge in the Auto One V8 Ute Racing Series - protected by Amor All.

Taking his season's first race victory at Townsville's Round 4, White has been a consistent podium contender during season 2013, and is currently placed 11th in the title hunt.

Usually at the wheel of the #19 Dunlop Super Dealers/Erebus Motorsport Holden, White will step across to the #18 blue oval muscle, under the experienced eye of Bowe, who will coach from the sidelines as he waits and watches, this weekend being the first time another has completed competitive racing in the Dunlop Super Dealer/Wilson Security Mustang.

The Touring Car Masters debut, while unexpected, will be a unique opportunity for White to step into a muscle car, with the Dunlop Super Dealers driver saying,

"This is an exciting opportunity, one that I will take on with the greatest of respect for the car, the team, and for John's (Bowe) position in the series.

"We hope to go out and put in a strong showing for our shared sponsors and the fans of motor sport, with the main aims to keep 'Sally' on track, and bring the car home clean.

"It is an honour to have been asked by John (Bowe) to take over control of his successful and well known car, and I will do my best to make all involved proud that they chose me."

Set to be standing on pit row as his Mustang, the most successful entry seen in Touring Car Masters history, tackles the intense pack with another at the wheel, this could possibly be one of the toughest moments in Bowe's more than 40 years motor sport history, the champion saying,

"As a racer who loves to race, this is devastating, but it would not be right to pack up and go home, so 'Sally' will stay on track for my supporting sponsors and fans.

"I am truly very sorry, and I have spoken to and visited the lady whose foot I ran over and she is sore, but fine. I have to say, she has been very understanding of my mistake and I have to accept the penalty handed down.

"Unfortunately this has had a big impact on 'Sally', but luckily my Dunlop Super Dealers mate, Stephen White has agreed to race my car today and tomorrow. He is a very good steerer and is way underrated. To support the series and my sponsors who are my friends, we need to race, and it's a hard gig for Stephen to step in late, but there's no expectations only thanks for helping out."

The Touring Car Masters will be back on track at Sandown Raceway, with practice, qualifying and 12 laps of live televised Race 1 action to wrap up day two of the Wilson Security Sandown 500.

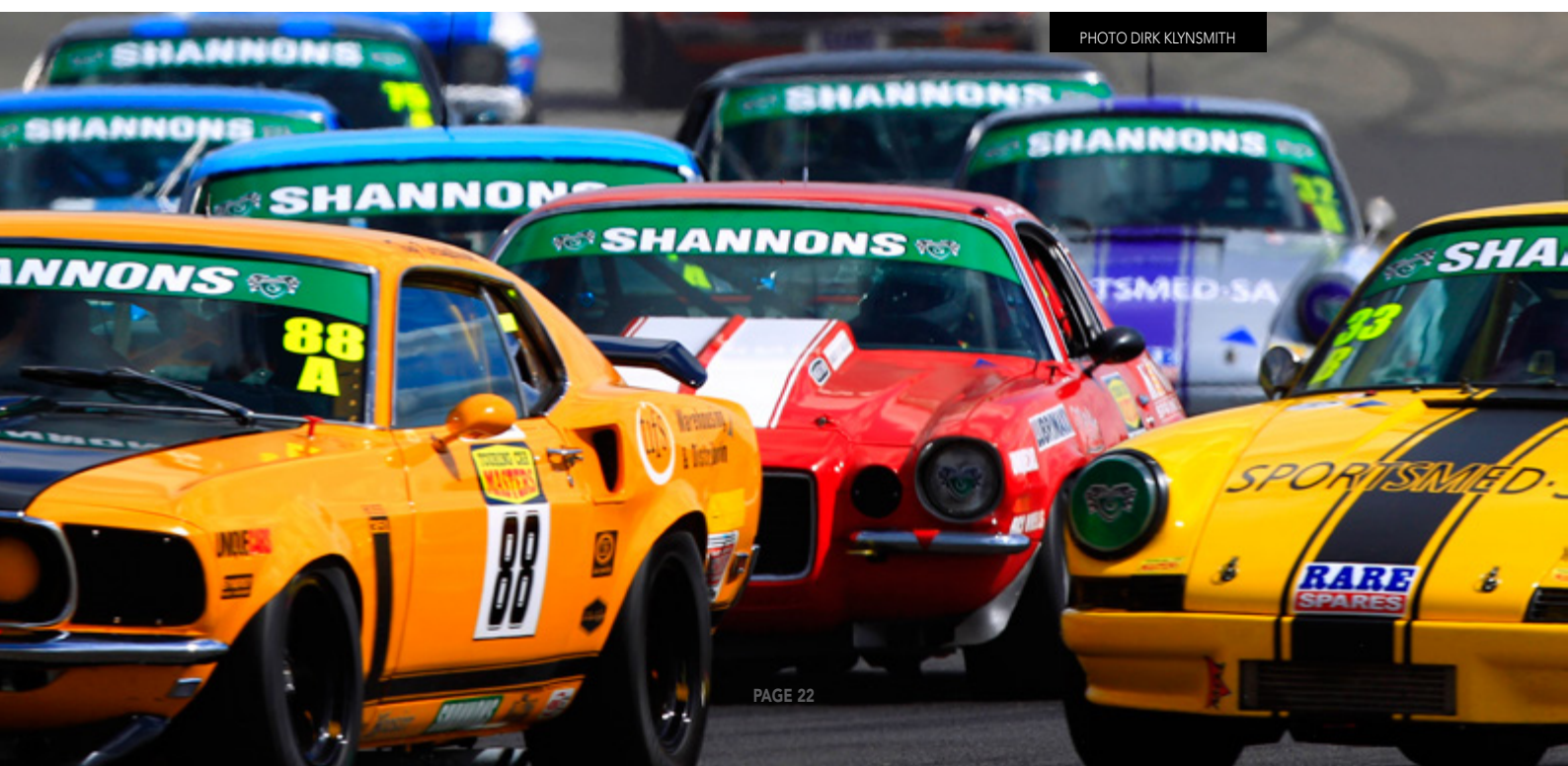


PHOTO DIRK KLYNSMITH

Miedecke takes it to the max for Race 1 honours

14, September, 2013

Touring Car Masters veteran, Andrew Miedecke has added to his bank of series victories, taking honours in the opening race of Round 6 at the Wilson Security Sandown 500, coming home under record time and with more than ten seconds of tarmac ahead of 2010 Champion Jim Richards who brought home a new race lap record in the action packed 12 laps of Sandown Raceway.

Lining up on the front row alongside Keith Kassulke, the Lubrimaxx/Whiteline Transport Racing Camaro had been on a mission in the practice sessions, topping the time sheets in two of three sessions, the #95 feeling as good as it's been all season. Coming off of a race winning feeling at Round 5, Miedecke was on a charge from the start, a blinder seeing the Camaro move into the lead for the opening turn and the Lubrimaxx driver simply never looked back.

The field was to host all the action with four wide on the run to the opening corner, Greg Keene and Paul Freestone took the wide line, Kassulke and Eddie Abelnica putting the pair of Ford XB Coupes door to door. Wayne Mercer and Jason Gomersall were battling it out for ninth, while ahead, it was on between the Mustangs of Tony Karanfilovski and Stephen White in his first competition laps aboard John Bowe's famed #18.

Out front, the top three looked comfortable, Miedecke leading Kassulke and Richards, as Abelnica fell back to the three way battle for fourth. For Gary O'Brien, the race ended all too early with a broken gearbox, but on track the action continued to heat up as Greg Crick and White challenged, contact sending White through the sand. As Rory O'Neill retired his Porsche with a broken throttle line, Freestone charged through under Abelnica to move into the top four, a podium in his sights.



Miedecke returned to race winning form

Mercer made an impression inside the top ten, too hot at the turn one braking zone, his Falcon going sideways into the inside armco, but the built tough Ford soldiered on, while for Chris Stillwell, a loss of oil pressure brought the #6 back to the garages, the weekend over for the Race Fuels Mustang. As Kassulke spun from contention, Freestone took third and the hunt was on for Richards ahead, Miedecke now well out from the field.

With Crick off at turn two, Steve Mason had brought the Shelby into the battle raging between Mark King and Jason Gomersall, lap after lap the gap closing, the Chevrolet/Holden tussle now including a blue oval contender. Series debutant Andrew Adams was looking the goods, having gained seven places to be inside the top ten as Crick retired from the race. Young-gun William Vining had been thundering in to close the gap to Amanda Sparks, taking position from the Porsche on the final lap run with Keene, further up the road, holding on for tenth.

Miedecke would bring it home for the race victory, a 13 second buffer to title challenger Richards, with Freestone shining in third, Karanfilovski holding out against fellow Mustang racer White who crossed the line in fifth, regaining the position just inches in front of the Abelnica XB. It was all over in sight of the flag for Gomersall, his Torana splitting a brake line and spinning into the armco at the start of the straight where it would miss the finishing flag. King, Mason, Adams and Keene rounded out the top ten, with Mason securing the Pro Sportsman race honours to keep his lead over Keene in the Class title hunt looking safe, while with the weekend's exclusion of Bowe, Richards and Miedecke are now back on track, a three way battle for the Outright title set to unfold.

Race 1 winner, Andrew Miedecke, #95 Lubrimaxx/Whiteline Transport Racing Camaro

"It's nice to get a decent start - I don't always get them - and it does make it easy.

"The car has been very good all weekend, and Mark (Peacock, engineer) has done a lot of work so I was pretty confident going into the race and I thought we'd have it, but winning the start made it a bit more comfortable.

"I think we have been held back a little to date. We have had a few things this year that haven't gone our way and we have been a little bit down in power in some of the races, so now we have a good engine and are pretty confident we can keep on going with it.

"The whole team deserve these good times. Bob and Sharon Middleton (Whiteline Transport Racing team owners) are dream people to drive for, and I have been driving for them for 19 years now so every time I go away it's like going away on holidays with the family.

"Mark (Peacock) has been engineering the car all that time and is a very clever guy so that means we have a great understanding and when it all comes together, this team and this series is a great way to be finishing and prolonging my career."



Miedecke & Peacock





Miedecke and Mason make it three from three for Class victories 15 Sept 2013

Opening race day Sunday, the Touring Car Masters lined up for Race 2, with the top fifty percent of the field reversed to add to the action, but it wouldn't change the results, Andrew Miedecke making it two from two before making it a clean sweep of successes in the final race to secure the round and close in on the three-way class title hunt, while in Class B, Steve Mason would overcome a drama-filled weekend to keep his Shelby on track, taking three from three class race wins to extend his class title lead with two rounds remaining.

The 12 laps of Race 2 would be filled with Masters excitement, Mason and Mark King to start from the front, with Eddie Abelnica and Stephen White from row two. As Amanda Sparks and Greg Keene fired their Porsches to the outside line, White had tasted top ten success in his first outing and had a flyer off the line to secure third and push forward with Abelnica's blue oval solid in battle.

Miedecke, Tony Karanfilovski and Paul Freestone were in a freight train of muscle along the pit straight, while Mason and White were nose to tail, side by side, as Richards closed in before a loose run through turn three saw Miedecke make his move, now through to second on the road, an eight place gain in the opening two laps. As Mason held strong to keep White in his mirrors, Miedecke was all over Abelnica up ahead, slipstreaming the XB Coupe to put his #95 Camaro into the lead with eight laps still to run.

As Gary O'Brien retired with a split radiator, series debutant Andrew Adams found the sand-trap at turn one, seeing a yellow at turn one, Richards waited to make his move, charging past for second before the #48 XB Coupe went sideways through turn three to bring White right into the action as Richards began to reel in Miedecke's leading Camaro, but the Lubrimaxx entry had the strength, taking win number two to ensure a prime position start for the finale. White locked down third in just his second series race, leading home King, Abelnica, Karanfilovski, Kassulke, Freestone, while Mason had succumbed to the power of the six-litres, but the Shelby took it to Adam Bressington's HQ all the way to the line to secure his second class race win, the pair crossing side by side for ninth and tenth.

Closing a pressure-driven, action-packed weekend, the Race 3 finale unfolded with drama for Rory O'Neill, retiring from pre-grid with an oil leak and faulty oil pressure gauge, a disappointing end for the #13. Richards took control from the start, while Keene's Porsche again gained off the grid to push the muscle machines of Wayne Mercer and William Vining, Mason looking good challenging between Abelnica and Karanfilovski. As Miedecke charged, the Camaro was back in the lead at turn one as Mercer took a drag race along the straight with the fellow Falcon of Steve Makarios. While Adams made it through the dust, Jason Gomersall became stranded in the turn one sand, but Richards was back in the lead on the run to Dandenong Road.

Mason wanted more, taking the fight to King and Kassulke, before a two place charge around the outside on the back straight from the #48 XB, before Kassulke went on to slipstream Abelnica and take sixth as Greg Crick joined the battle of King and Abelnica. In the third change of lead, Miedecke took to the outside of Richards as the door to door action continued across the field. Possibly the most impressive Masters debutant to date, White had made his place comfortable in third, and Mason was again proving the Shelby's strength, pushing Abelnica as the pair began a power versus handling battle that would see them to the line, just a car length in their final drag to the flag, Mason's tenth enough to make it a three-peat of wins and the class round honours to extend his Pro-Sportsman (Class B) title lead over Keene with two rounds remaining.

For Miedecke and the Whiteline Transport Racing team, it would be a dream weekend, crossing the line for his fourth consecutive race win, leading home new Outright (Class A) points leader Richards, White impressing with another third to take his place on the round podium, while Freestone brought it home fourth, ahead of Karanfilovski, Kassulke, Crick, King and Abelnica, with Mason rounding out the top ten. Miedecke had convincingly secured his second round victory of the season, and with reigning champion John Bowe having been ruled out of the weekend's competition, a three-way fight for the title is set to unfold, Richards, Miedecke and Bowe now in the mix as the series heads to the hallowed tarmac of Mount Panorama, Bathurst.



Round 6 winner Miedecke

Andrew Miedecke

#95 Lubrimaxx/Whiteline Transport Racing Chevrolet Camaro – Race 1/2/3 and Class A Round 6 winner

"Sandown is my favourite track – I won my first ever race here and the track suits my style, so it's great to have had such a good weekend.

"We have changed the car and the Chevy is very fast so we are in good shape. It's far easier when you have a car that has an edge so it has been a good weekend. I'm looking forward to racing with Jim (Richards), John (Bowe) and the rest of the field at Bathurst as this is getting full on now.

"When a car works well at Sandown, it tends to work well at Bathurst so I think we will be on the pace there, and that's a good feeling.

"This weekend's result is fantastic for Bob and Sharon (Middleton, team owners), for Lubrimaxx, and for our dedicated team. I could hear Bob's smile growing over the radio as the weekend rolled on – they are all so pleased that we're back, and it's looking very positive for me to have a 20th anniversary of racing with this great team next season."

Steve Mason

#3 Hercules Engines Shelby Mustang – Race 1/2/3 and Class B Round 6 winner; Class B points leader

"It all feels great but honestly, I'm only the steerer. The Carter brothers who prepare the car won the round this weekend.

"We had a situation yesterday where we had a fairly broken car and we really didn't think we were going to make it out today, but the guys worked late into the night and got up early this morning to repair everything and get us back on track, so this is all thanks to Phil and Peter – they make this happen.

"The car was great, absolutely fantastic this weekend. The car is just the way I want it, it's doing what it needs to do and as a team, we're performing at our best so we're definitely looking forward to Bathurst." The Touring Car Masters will be back on track at Sandown Raceway, with practice, qualifying and 12 laps of live televised Race 1 action to wrap up day two of the Wilson Security Sandown 500.



Other News

Inaugural Reunion - Speedway

A reunion of sedan speedway drivers was held at the Canine Association, Kilburn on Sunday 22nd September. It was like being transfixed into a time warp !! Bob and great mate Gary Reuter enjoyed catching up with old buddies that they used to race speedway with, reliving racing action and reflecting on life in general. It was fun, emotional and for some, their health was challenging. It was a great initiative and gong by the numbers very popular. ↓

Some of the drivers for a group photo, Gary and Bob are in the far right hand corner

A lot of effort went into making these reunion speedway cakes, one represented Rowley Park the other Speedway City.

Bob Middleton





Michelle with husband Bruce

Special Wishes

Special get well wishes to Michelle Blannin who is nursing her 2nd broken ankle in so many months.

Our thoughts are with you and we hope you are back on your feet and trackside really soon.

Love all the Whiteline Team.



Upcoming Events

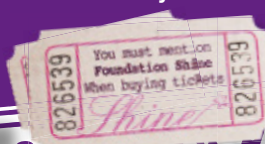
THE PICCADILLY FUNDRAISING EVENING

One price \$16 (two movies) - no concessions

1 Night only - 3rd November 2013 at 6.00pm - be early!

The Piccadilly Theatre is situated at 181 O'Connell St, North Adelaide

Sponsored by The Freemasons



MOVIE NIGHT FUNDRAISER

3rd Nov 6pm

The Butler

Biography / Drama

Starring Forest Whitaker, Oprah Winfrey and John Cusack

As Cecil Gaines serves eight presidents during his tenure as a butler at the White House, the civil rights movement, Vietnam, and other major events affect this man's life, family, and American society.



Captain Phillips

Action / Biography / Drama / Thriller

Starring Tom Hanks, Catherine Keener and Barkhad Abdi

The true story of Captain Richard Phillips and the 2009 hijacking by Somali pirates of the US-flagged MV Maersk Alabama, the first American cargo ship to be hijacked in two hundred years.



DOUBLE

FEATURE

For further information & bookings call, sms or message
Gary Le Rossignol - 0417 878 286 - sosroll@senet.com.au
Money will be collected at the Door on the night.

Part proceeds go towards

Shine★
FOUNDATION SHINE
INCORPORATED

DIRTY DEVIL KUSTOM'S PRESENTS
4TH ANNUAL
DIA DE LOS MUERTOS FIESTA
2 NOVEMBER 2013
5PM TILL LATE
\$25 ENTRY

CAR SHOW WITH TROPHIES
AMERICAN CLASSICS, HOTRODS, KUSTOMS
TATTOOS
ROCKIN' VENDORS
PINSTRIPING
ART SHOW
BAR AND FOOD

THE FLATTRAKKERS (NEW)
THE DETONATORS (OLD)
THE SAUCERMEN
THE LINCOLNS
SUGAR SHAKERS (OLD)
THE SATELLITES

DJ JESSE
DJ MIDNIGHT ROCKER
MC BRENTON

1 BELFREE DRIVE
GREENFIELDS

Proceeds to support Shine Foundation and Kustom Kulture Weekend 2014

Series Results

TOURING CAR MASTERS

Class A 'Outright'

Position	Driver	Series Points
1	Jim Richards	908
2	Andrew Miedecke	879
3	John Bowe	849
4	Keith Kassulke	629
5	Mark King	591
6	Greg Crick	507
7	Eddie Abelnica	434
8	Tony Karanfilovski	402
9	Adam Bressington	385
10	Wayner Mercer	369
11	Jason Gomersall	336
12	Gavin Bullas	327
13	Paul Freestone	301
14	Les Walmsley	286
=15	Brad Tilley	258
=15	Michael Almond	258
17	Cameron Tilley	241
18	Graham Alexander	229
19	Stephen White	149
20	Steve Makarios	122
21	Brett Youlden	93
=22	Garry Treloar	72
=22	Cameron Mason	72
24	Andrew Adams	57
25	Tony Edwards	0
26	Bill Pye	0
27	Andrew Fisher	0

Class B 'Pro-Sportsman'

Position	Driver	Series Points
1	Steve Mason	1001
2	Greg Keene	964
3	Amanda Sparks	613
4	William Vining	609
5	Gary O'Brien	517
6	Rory O'Neill	490
7	Chris Stillwell	340
8	Nigel Benson	164
9	Rusty French	138
10	Mick Wilson	120
11	Leo Tobin	111
12	Phillip Showers	87

Next Round

Round 7

Mount Panorama
Bathurst, NSW
October 10 - 13

Round 8

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

Photo Credits

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