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ALL THE LATEST FROM **Round 7**
Mt Panorama, Bathurst, NSW
October 10 - 13

**WHITELINE
RACING**
NEWSLETTER



A word from Shaz

SUPERCHEAP AUTO BATHURST 1000

October 10 -13 2013

ROUND 6



PHOTO BRENTON MATHESON

Without a doubt the boys really look forward to competing at the legendary Bathurst circuit. Most have memories that take them back to their childhood of special times on the mountain with mates, dads, uncles and granddads in the camping grounds. There is nothing quite like the view of the Mount Panorama sign etched into the hill and the smell of the camp fires on arrival, not to mention the sea of colour from the thousands of flying flags.

I asked both Andrew and Mark what Bathurst meant to them in the days leading up to Bathurst.



PHOTO BRENTON MATHESON

85 - Mark King

"Bathurst is without doubt the most exciting and enjoyable race circuit in the country and having confidence in the car I can't wait to give the Team a great result."



PHOTO BRENTON MATHESON

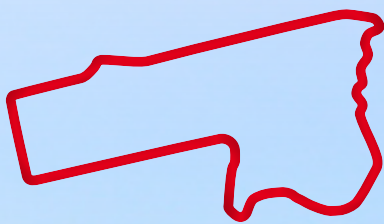
95 - Andrew Miedecke

"It's 8 days till we are on the track at Bathurst and I am really looking forward to it. The revisions to the car which Mark has made, along

with the new front shock valving, courtesy of Mark King have transformed the car. It was fantastic at Sandown and that means it will be at Bathurst too. We have so much drive out of the corners it will really help carry speed on the long straights. George will be racing too and as usual I will stay with friends at their house on Mountain Straight. It's a great atmosphere there and I can come and go as I need. So it is any wonder I can't wait to drive the Lubrimaxx/Whiteline Camaro at one of the great race tracks at one of the world's great races is something that would light any boys fire !"

Would their dream of conquering the mountain turn into reality – well for the answers you will need to read on !!!!

Prior to the round Mark 'birdman' had a bit to get through to prep the cars for the big event.



Bathurst,
New South Wales

Opened
17 April 1938

Length
Turns 6.213 km (3.861 mi)
23

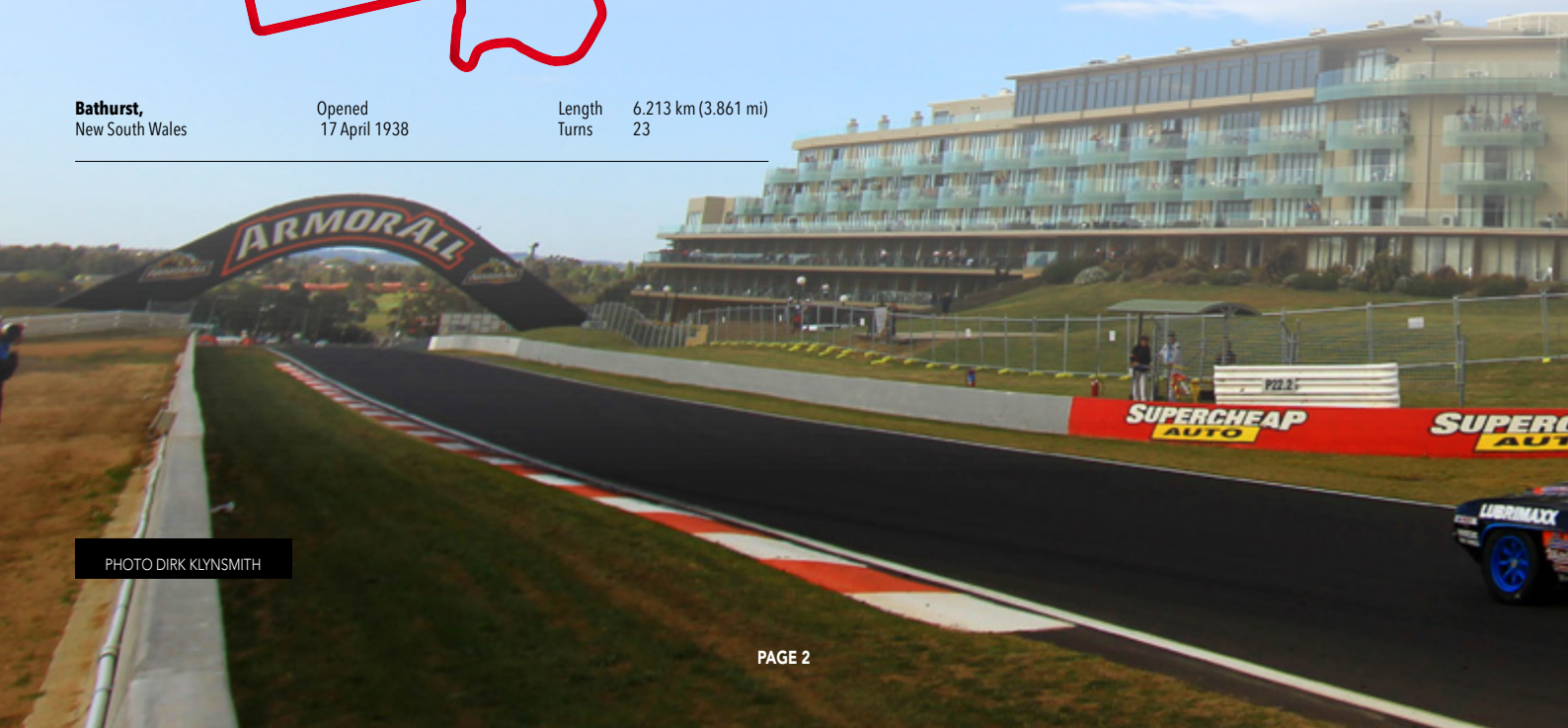


PHOTO DIRK KLYNSMITH



PHOTO DIRK KLYNSMITH



Pic SPORTSPICS

85 - King Springs/Whiteline Camaro

Work included the diff ratio change to suit Bathurst, gearbox ratio changes again to suit the track, new front brake rotors were fitted, car put onto chassis dyno to check engine tune, all shocks were dyno checked and a new windscreen was fitted.

95 - Lubrimaxx/Whiteline Camaro

To suit Bathurst diff and gear ratio changes made, left hand door was repaired as a result of damage sustained at Sandown, clutch repairs, rear brake pads changed and all shocks dyno checked.

With all the work complete the cars were loaded up, so too the tyres, spares and the porsche's from fellow South Aussie racing teams, Rory O'Neill, Black Cat Racing and Greg Keene and Amanda Sparks of KRO Racing.

Bob the Builder headed off in the transporter Tuesday morning, arriving at the track late that night. Brad had already arrived and they got unpacking underway. Brent and Smythy headed off in the Whiteline Van on Wednesday morning. Paul, Jason, Mark, Andrew all arrived throughout Wednesday. Birdman flew in with Gregg, Amanda, Lili and Stu (jake brake). They were on a beautiful plane supplied by Pilates Air (see the Pic) I was the tail ender arriving Thursday night.

Thursday trackside was a practice day with two sessions run. Practice 1 Andrew, in his 95 Camaro only completed three laps with his best on the first with a 2.2587 which made him 7th quickest for the session but didn't get the opportunity to improve on this when a brake lock up whilst bedding in brakes caused a flat spot to the front right tyre – the team were unable to get this changed in time to resume the session. As for Mark, in the 85 King Springs Camaro six laps were completed with the best on the 5th with a 2.28.95 making him 10th out of a field of 28, so a good indication set up was pretty damn good !!

The second session was not without its headaches, whilst Andrew in the 95 Camaro found speed and was now in third spot with a 2.23.58 on lap 7 of 8 an oil leak had developed and would need to be rectified prior to qualifying Friday morning. Andrew also made contact with Alexander transferring a bit of paint work. Birdman believed the issue was from oil travelling up into the distributor shaft.

Kingy in the 85 Camaro also found more speed completing 7 laps with the best on lap 3 with a 2.27.13 and was now 8th however, in the session the fuel pump failed. On return to the pit, the crew went about replacing it, but to add to the frustration, the spare fuel pump which had been loaned to another team at a prior round had been returned not working !! We found ourselves having to beg borrow and steal !

Seton was quickest in a Ford Falcon, followed by Bowe in a Ford Mustang then Andrew in the Chev Camaro.

Andrew commented to me despite the oil issue, the car felt good and he felt good about the weekend of racing that lay ahead.

Thursday night all the team dispersed with accommodation shared around three houses and the transporter. Smythy and Brent clearly enjoying the male bonding at the track !!

Tim & JB were due to be there Thursday arvo, however, poor old JB is breaking down and was forced to Canberra hospital that night - Tim arrived trackside early Friday morning. GET WELL Johnny !!

Dori and Andrew Middleton are diehard racing fans and were at Bathurst for the big race and to cheer the boys on.

Qualifying was held at 8.25 a.m. Friday morning – early morning track surfaces are often quite slippery.

It didn't take Andrew too long in his 95 Camaro to clock up a very quick time in on lap 2 of three laps with a 2.21.8616 to be .23 of a second behind pole sitter Glen Seton with a record time of 2.21.62. Bowe and Richards were off 3 and 4 on the second row.





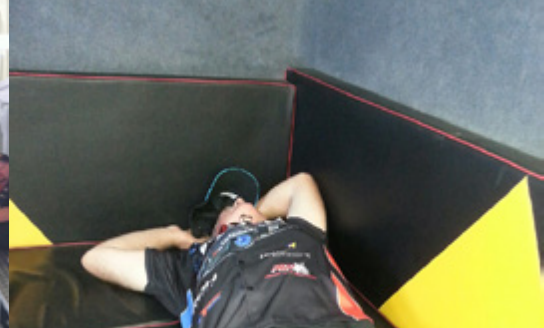
Andrew and the boys enjoy a catch up



Hmm, clearly Bathurst is hard Yakka – Brad taking time out to count zzzzzzzzzzzzz



Hmm, they thought they had hidden from me in the B trailer, but Shaz was onto them and caught the 'bad boys' out !



The Smythster is pooped !



Sebastian (L) of Pilates Air with Greg Keene on the flight to Adelaide from Bathurst



Sebastian piloted the Pilates Air back to Adelaide



Lili, Amanda, Stu and Mark waiting take off

As for Kingy in his 85 Camaro getting a clear lap of traffic proved to be an issue for him and as such would have to be content with 12th quickest, when he clocked his best lap in the 3rd of 5 laps with a 2.25.47. Kingy was set for a quick lap when on Conrod Crick had major motor issues making it impossible for Kingy to see past the smoke and fumes.

Race 1 was held at 2.25 and meant to be over 7 laps, I'll explain. Andrew did well with the start off the grid, a little bit taily, but managed to get off the line. Seton out of pole, was however a different story and this in fact assisted Andrew as the field was held up behind Seton. In the final stages of lap 1, Freestone's Camaro made contact with the wall and in fact lost a wheel which triggered the yellow. The yellow remained out there when on completion of the 4th the chequered flag was shown as on time finishes due to television commitments for the category is paramount. Kingy despite what was going on in front of him and around him was able to move strategically to get a good start and was in 9th when the yellow was triggered. Andrew won the "race" but allocation of points was modified due to the short length of the race.

The rest of the day was pretty 'cruisy' for the team – we left the track in day light !!

That night Andrew took the team to the Kelso pub for dinner.



Pics BRENTON MATHESON



Saturday, two races were scheduled the first at 8.50 and again to be over 7 laps. It was a reverse grid race, which saw Andrew in the 95 Lubrimaxx/Whiteline Camaro out of 12 and Kingy in the 85 King Springs/Whiteline Camaro out of 4. Both the boys got off the line in fine style with Kingy taking full advantage of the reverse grid race to take the lead and looked fantastic up front for the entire first lap, on the 2nd he was being challenged, but was mainly due to a miss fire that had developed and was running on only 7 cylinders. Andrew was making good pace through the field and was in 6th by the end of the first. On the 2nd disaster would strike at the end of Conrod onto the chase, when Andrew came up pretty quick behind 35 Gomersall and was in his slip stream – when he last checked his mirrors Seton was 5 car lengths back, Andrew pulled out and whammo, Seton had found incredible speed to be alongside Andrew in his blind spot – he simply did not see Glen. It was devastating and at high impact both Andrew and Glen hit the wall, both sustaining heavy damage. The yellow was triggered and Kingy used this time to enter pit lane where the crew verified he had dropped a cylinder – Kingy circulated but was severely limited. Due to the incident, this race was reduced to five laps, again to maintain that the timetable remained on track.

Both Andrew's Camaro and Glen's Ford were impounded for the officials to do their usual investigations and reports. Andrew was taken to the medical centre for a thorough check over due to the speed at the time of the crash.

One race, one round can be completely season changing.

So as a team, we were gutted – the 95 Car too badly damaged to repair for the 3rd race as the front end had moved out significantly and the 85 Camaro with a major engine issue.

The decision was made, given there was several hours before the next race that an engine change would take place. The crew went into over drive and the swap was made in time for Kingy to take part in the final race for the weekend.

Kingy was to start out of position 13 and 7 laps was to be the length of the race.

Kingy got a great start, but was forced to back off when boxed in from the domino effect created when Abelnica bogged down on the start line. The field settled down and by completion of the first lap Bressington was leading with Bowe, Richards and Youlden on his tail. Kingy had managed to make up a couple of places and was now in 11th. Kingy improved by one spot briefly on the 4th but finished up in 11th for the race. Bowe, Richards and Youlden took out 1 – 3 in a race that did run the full length.



Kingy operating the fork to lift his replacement chevy engine



Pic BRENTON MATHESON



Pic BRENTON MATHESON



Smythy and Brent on kitchen duties !



Pic BRENTON MATHESON



The banged up 95 Camaro - Pic BRENTON MATHESON

Between race 1 and 2 some of the packing up had taken place, with the 95 Camaro loaded up and so too, Greg Keene's 33 entry with engine failure. The other cars of 32 Sparks, 13 O'Neill and 85 Kingy were loaded into the transporter with tyres, toolboxes etc.

Bob was keen to take advantage of a window to leave the track Saturday night and so too Brent and Smythy in the van towing a trailer – their plan was to get as far as West Wylong – find a hotel room for the night for a shower and good sleep then hit Adelaide early evening.

A lot of work is required prior to the final round at Phillip Island and Birdman will have his work cut out for him - so too our sponsors The Truck Factory thanks Mark and Harvey.

I will be in touch after the final round to give you the low down on how we fared and what the overall outcome was for the year.

Kind regards,
Shaz

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PHOTO DIRK KLYNSMITH



PHOTO DIRK KLYNSMITH

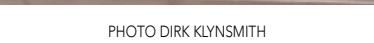


PHOTO DIRK KLYNSMITH



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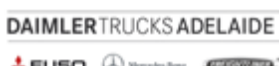
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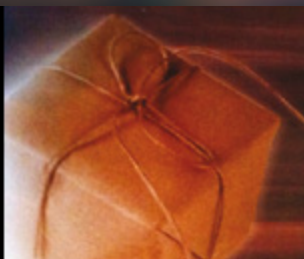
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PRODUCT TEST

STEEL WHEEL STANDARDS

STORY BY ALLAN WHITING, PICS BY GLYNN HELGESON

ARE YOUR STEEL WHEELS AS TOUGH AS THEY LOOK?

Strength standard compliance is essential for safety

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

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



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.

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Seton takes pole at the mountain



Glenn and Shaz - Pic BRENTON MATHESON

Seton returns to the Masters to take record pole

10, October, 2013

In his return to the Touring Car Masters, Australian motor sport legend, Glenn Seton, has launched his Falcon Fire Protection XY GTHO to the top of the time sheets, securing pole position at Mount Panorama for Round 7 of the classic series, posting a record time of 2:21.6286 as hopes for a repeat of his 2011 round victory begin to rise.

As the competitive field headed out for the morning qualifier, the dramas of practice continued to haunt some as Wayne Mercer's crew completed a tyre change just seconds before the session went green, the Lyndways crew hoping this would be the last of the dramas having suffered a diff barrier failure yesterday that caused extensive damage to the diff, tail shaft, floor, track rods and brake lines, but there's no doubt that the #74 teams' 'she goes, she goes, she goes' motto for Falcon 'Kylie' will keep them strong.

With practice being plagued by fuel issues across the field, no less than five entries had worked to overcome fuel pressure and surging concerns, while Brett Youlden changed the rear suspension and Adam Bressington's Bathurst return needed new bonnet pins to keep the HQ running clear. Brad Tilley was hoping that his on-going search for the right setup may have found its place, Tony Karanfilovski's Mustang was armed with a new gearbox to set down the fast laps, but it was early heartbreak for Les Walmsley having blown an engine on the opening day.

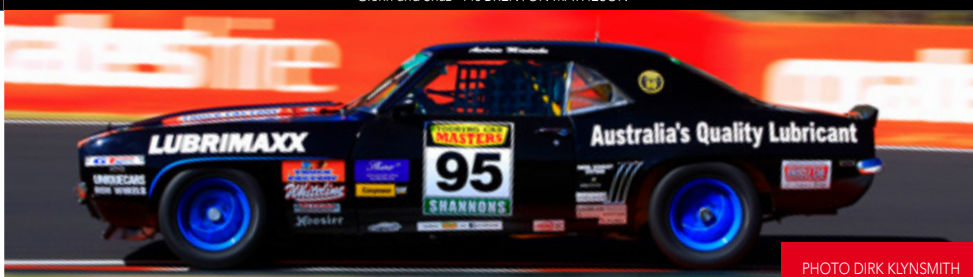


PHOTO DIRK KLYNSMITH

The lone female in the Masters, Amanda Sparks' Porsche had starred in practice, a big moment airborne along Conrod Straight late in first practice meaning the front was lowered to keep the #32 on the tarmac, but today it would be the #30 Falcon starring once again, Seton taking close to a tenth from Bowe's impressive 2012 pole time, showing he is serious about making the Seton name stand out once again here at Bathurst.

Having taken two pole positions at the mountain during his V8 career, a race and round win with the Masters in 2011, the now three time Mount Panorama pole position winner was clearly thrilled to be back for a 29th visit, saying,

"I didn't expect to do 21's after yesterday when we put new tyres on and were doing 23's (2:23.3511), so I thought that we could push into the 22's with the car, and to do mid 21's I'm very happy!

"The Falcon has been almost faultless. We had a couple of little concerns with the carburettor, but that's all fixed and this is a great early result for the team.

"Being my 29th time here with Supercars, Group A, Group C and now the Touring Car Masters, any opportunity to come back I'll certainly take with open arms. I've been to many tracks, been at circuits around the world, and Bathurst is definitely one of the best - it gives you the adrenaline regardless of if you've been here 29 times or if it's your first time. It's a place I love, and it's pretty dear to my heart.

"Naturally there's a huge difference between the Mitsubishi Evolution (Australian Manufacturers Championship) I race now and the Falcon, it's built from the days of 1972 with some technological refinements, while the Evo is a 4WD and effectively a custom race car. There's certainly a different style, you need to go easy on the throttle and keep it controllable because these big old cars are easy to spin the rear tyres and get sideways. I really enjoy driving both, so I'll happily change my style to suit and that change challenges you - that's what I like, being challenged.

"I want to win races, there's no doubt in that, but at end of the day I've come here to make sure the car comes home in one piece, and to help make sure that the team enjoy the racing and the category, it's what this series is about, enjoying motorsport and putting on a great show for the fans."

Heartbreak sees Masters tour the mountain

11, October, 2013

The opening race of Round 7 of the Touring Car Masters has seen heartbreak as the Freestone's Roadhaven Camaro of Paul Freestone made heavy contact with the wall across the top of the mountain, leaving the race to end before it began as the Masters toured to the flag under the safety car.

With drama unfolding before the field left the grid, Mick Wilson had retired to pit lane with the exhaust manifold coming loose, while Greg Crick lined up with the Mopar Charger, smoke billowing from the #75 as the oil stump came adrift. As the lights went out, the field charged towards the opening turn, more drama unfolding as Hell Corner hosted contact between Andrew Adams, Wayne Mercer and William Vining, but the field thundered on towards Mountain Straight.

In a battle of the legends, Andrew Miedecke made a ripper start leading the way as pole sitter Glenn Seton bogged down off the line, the pair sandwiching the side by side dual of John Bowe and Jim Richards, the two blue oval classics going side by side on the run up the mountain. In Pro-Sportsman, the battle was hot from the start with Greg Keene moving to the centre of the muscle around him to gain four places, while Amanda Sparks took her Porsche onto the grass in search of racing room, also finding four positions.

As Crick pulled off the circuit retiring the smoking Charger, Vining had taken damage from his race start hit, also retiring on mountain straight. With the field roaring across Mount Panorama, the iconic weekend ended all too soon for Sandown Pro-Amateur victor Freestone, a heavy hit into the concrete seeing debris fly smashing the windscreen of Tony Karanfilovski's Mustang tucked in behind, the #25 Camaro skidding along the wall before coming to a halt as the dislodged tyre continued on.

With the Safety Car called on the opening lap of the Masters weekend, Freestone departed the battered Camaro feeling heartbroken after the #25 had seemed to begin its rise in the series, the field touring the mountain behind the Safety Car for the remaining laps as the stranded vehicle was removed and debris cleared. A disappointing end to the day, but those first corners had seen impressive starts for Mark King and Jason Gomersall, both storming through to gaining three places before the race was halted.

The Touring Car Masters series regulations, supported by the standing race meeting regulations, see the shortened race classified as a points race with more than 50% of race distance covered, but less than 75%, therefore half points are awarded to each class, with Miedecke, Bowe and Richards coming home at the helm of Class A's Outright classification, while Keene, Gary O'Brien and Sparks taking the top three Class B Pro-Sportsman positions in the field.

Conrod claims Seton and Miedecke as Abelnica takes victory

12, October, 2013

The showcase of classics that is the Touring Car Masters took to Mount Panorama this morning for Race 2 of the weekend. The top fifty per cent of the field was reversed from the opening race's results, placing Greg Keene and Jason Gomersall on the front row, but it was another yellow flag finish after another moment of heartbreak when contact between Andrew Miedecke and Glenn Seton on Conrod Straight sent both into the wall at high speed.

With Keene getting a flying start to lead into turn one, Mark King and Gomersall went in side by side, a tap on the rear for Amanda Sparks seeing the #32 off the track, then sideways onto the tarmac with John Bowe taking evasive action to avoid the Porsche. King used the Chevrolet power to move around Keene to take the lead, Gomersall and Eddie Abelnica closing in. Adam Bressington moved under the Abelnica XB to take fourth, Brett Youlden's HQ looked strong in fifth with Miedecke leading the main pack, Glenn Seton, Keith Kassulke, Bowe and Jim Richards thundering on.

Abelnica took Gomersall at turn one with Youlden closing, before Tony Karanfilovski went wide and into the sand at The Chase. Miedecke and Seton made their way under Youlden going into turn two on the run up the mountain, with Richards all over Kassulke, taking position on the inside into Forrest Elbow, Kassulke closing the door on Bowe's first attempt, but Bowe was through on second look.

Drama unfolded when Conrod Straight played host to a drag race with Miedecke hunting down Gomersall as Seton closed in on the pair. As the Miedecke Camaro pulled out from behind Gomersall, Seton had arrived on the scene, contact made between the pair sending the legends into the wall at over 280km/h as Youlden went hard right to avoid the out of control pair. With drivers safely out of the stranded classics, the field had again settled in behind the Safety Car, King now suffering engine issues, dropping from fifth to 19th.

As the track was cleared, the Masters field would greet the chequered flag behind the Safety Car, Abelnica having done enough in the two green laps to surge into the lead and take the race win, leading home maiden race podium getters Bressington and Gomersall, with Youlden, Richards, Bowe, Kassulke, brothers Brad and Cameron Tilley, with Karanfilovski rounding out the Outright top ten as Steve Mason, Keene and Gary O'Brien brought home the race class honours in Pro-Sportsman.



Andrew Miedecke #95 Whiteline Transport Racing/Lubrimaxx, 1969 Chevrolet Camaro SS

"That certainly wasn't any fun.

"I made a good start, then was carefully picking way through traffic, mindful to finish ahead of Jim (Richards) for series title points.

"I knew that Glenn (Seton) was there, and coming onto Conrod, I checked my mirror to see Glenn around five car-lengths back, then slip streamed Jason (Gomersall) and pulled out to pass, but hadn't realised Glenn's power and in that short time he had pulled in the gap, and I didn't see him. I didn't expect Glenn's performance acceleration to be so strong.

"With the large wings on the seats and all the safety gear we have, I just couldn't see and having said that, if I'd been going to overtake two cars, there's always a possibility of a side by side pass, so you need to leave racing room, but Glenn has great power and may have been looking to get past before I came around."



Pics BRENTON MATHESON



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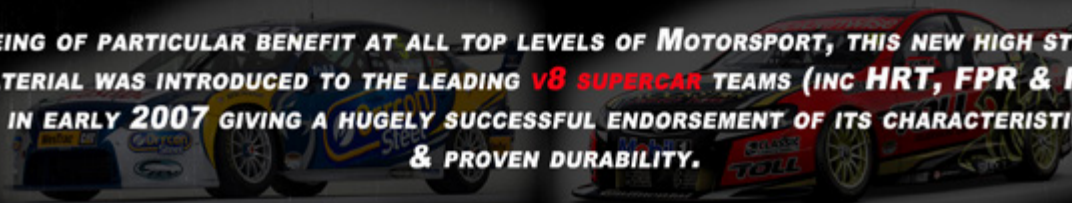
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Masters muscle across the Mountain as stars shine and commitment rewards

12, October, 2013

As the Touring Car Masters took to the grid for the Race 3 finale at Mount Panorama, there was an air of confidence through the field, and it was time to tackle the mountain one last time, a time for hard battles and a time for glory. The seven laps that unfolded were again action packed but not drama filled, with legends making their mark, new stars shining, and commitment rewarding the dedicated efforts of the Masters crews who brought their battered machines back to life for one last tour of the iconic circuit.

Off the line, Eddie Abelnica bogged down but Brett Youlden had tasted race victory last season and was out to make an impression on the head pack, moving to the inside line as the HQ and Jim Richards' Sprint took evasive action to avoid the Gomersall Torana. Amanda Sparks was squeezed wide with Greg Crick charging through, while John Bowe had launched his Mustang into second position and Adam Bressington would lead the field up Mountain Straight. Brad Tilley had his mighty Falcon pushing hard, looking around Keith Kassulke's XB, the pair going side by side through The Cutting, Kassulke holding strong to see Tilley, Abelnica and Cameron Tilley nose to tail on the run across the mountain.

Crick was keen to make a charge, passing Wayne Mercer over the top, Bressington and Bowe still fighting for position as Bowe took the outside of the HQ to take the lead, the Bandit versus 'Sally', side by side on the run to turn two with Richards in third and Youlden right in the action in fourth. As Bowe pulled away, the Bressington and Richards duel unfolded seeing side by side racing before the Sprint took second, legend leading legend around the icon that is Bathurst.

Tony Karanfilovski had his Mustang all over Abelnica, the XB having lost seven places at the start, with Mark King and his Camaro armed with a new power plant closing in. HQ versus HQ saw Youlden under Bressington at The Chase, with Steve Mason's Shelby muscling in on the Mopar of Crick, with Karanfilovski still reeling in the Abelnica XB. Brad Tilley was using all of his horsepower to surge further into the pack, but for Jason Gomersall the race ended in the sand after a lockup into Murray's Corner.



PHOTO DIRK KLYNSMITH

Brad Tilley's power had paid off, taking to the outside of Bressington through The Chase to secure fifth position with a lap and a half left to run. Crick was smoking but wasn't lacking horsepower or drive, under Karanfilovski at the exit of Forrest Elbow, having charged from 18th to eighth as the field started the final lap. Reigning dual title winner Bowe would bring his Mustang home for the race win on his 29th visit to Mount Panorama, with Richards, Youlden in third in an impressive showing, fellow Pro-Amateur Kassulke taking fourth and sideways star Brad Tilley rounding out the top five, Bressington showing his pace right on the Tilley Falcon at the line.

As the Outright contenders took the action to the flag, the Pro-Sportsman stars had once again muscled their way through the field, with Class title leader Steve Mason taking three from three Class race wins and his third round honours for the season, Gary O'Brien taking his 2011 Class title winning HQ into second for the Class race and round, while Greg Keene had kept the pressure on in the earlier races before engine dramas kept him out of the finale, wife Amanda Sparks bringing it home for the women of Bathurst to secure a Class third in Round 7.

The Touring Car Masters memories of the series' sixth visit to Mount Panorama set to remember the misfortunes of some of the greatest classic machines ever to grace the mountain tarmac, but the stars still shone with legends showing their known form as experience charged through, dedicated crews worked miracles to keep the mountain circuit full of muscle, and Pro-Amateur Masters staked their claim to further series glory.

Class B Round winner and Pro-Sportsman title leader, Steve Mason was thrilled to have taken honours as the iconic mountain, saying,

"We've had a challenging weekend, to come back from having a problem with the alternator in qualifying and starting at the back of the grid to a round win and that's just another honour to the team.

"As the racing went on over the weekend, we worked our way forward and won the second and third races for the class which gave us enough points to win Pro-Sportsman's round so we are pretty happy with that.

"Bathurst is just the best. It's the best track in Australia and we all love it - anyone who races here would say that they love racing here, it truly is the best place and makes the winning feeling that bit sweeter."

In a consistent performance through the interrupted racing laps of the weekend, reigning title holder John Bowe was happy to have secured the top step at Mount Panorama, saying,

"I think after everything that has been going on for the weekend, crashes and safety cars, we've been quite fortunate.

"In that last race I got a ripper start, Bressington lead me away but I had more pace in certain spots so was able to work through and then drive my own race.

"I do love coming to this place. I was very frustrated before the last race because we hadn't got to finish a race properly. It's one of the world's greatest circuits so coming up here and not racing is tough.

"I love racing these cars and I love racing on this track, I don't think there is anyone in the field who wouldn't love doing it but there's been too much drama and none of us want to see that.

"The atmosphere here is so good. On that last lap the people on the hill were waving and carrying on like we were finishing the Bathurst 1000 and we only had a short race, so they obviously like the cars in the series and we'll always try and put on the best show.



Consistency took Bowe to the top



Other News

Whiteline Team "putt' on a good show !!

Whiteline Transport put together a great team to compete at the W.A. Road Transport Assoc Golf Day. Terry Harwood (Westrac) Murray O'Neill (Whiteline) Callum – Cadbury Schweppes and Singo (Whiteline).

They didn't come away with any silverware but going by the pics, they looked pretty good and had a great time – bumped in to Austin Powers and Felicity Shagwell toooooo.



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The Truck Factory

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

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

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

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Series Results

TOURING CAR MASTERS

Class A 'Outright'

Position	Driver	Series Points
1	Jim Richards	1035
2	John Bowe	979
3	Andrew Miedecke	909
4	Keith Kassulke	737
5	Mark King	632.5
6	Greg Crick	570
7	Eddie Abelnica	542
8	Adam Bressington	502.5
9	Tony Karanfilovski	480
10	Wayner Mercer	422
11	Jason Gomersall	401.5
12	Brad Tilley	351
13	Gavin Bullas	327
14	Cameron Tilley	323.5
15	Paul Freestone	301
16	Les Walmsley	286
17	Graham Alexander	283
18	Michael Almond	258
19	Bret Youlden	215.5
20	Stephen White	149
21	Steve Makarios	93
=22	Garry Treloar	72
=22	Cameron Mason	72
24	Glenn Seton	24
25	Tony Edwards	0
26	Bill Pye	0
27	Andrew Fisher	0

Class B 'Pro-Sportsman'

Position	Driver	Series Points
1	Steve Mason	1143.5
2	Greg Keene	1050
3	Amanda Sparks	739
4	William Vining	693
5	Gary O'Brien	653
6	Rory O'Neill	584.5
7	Chris Stillwell	340
8	Mick Wilson	201
9	Andrew Adams	174
10	Leo Tobin	168
11	Nigel Benson	164
12	Phillip Showers	87

Next Round

Round 8

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

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