

SHORT CIRCUIT TORQUE

The Short Circuit Motor Sport Association's Newsletter
April – June 2020 Issue

A Message from your President

Welcome to the second of our member's newsletters, and what a difference a few months makes. I imagine you are all having motorsport withdrawal and the symptoms are many and varied.

I do hope and pray that you and your families have been spared from this virus, and it certainly looks like we are on top of it here in Australia.

Much caution is being taken as our state, and more broadly our nation, evolves post COVID 19. We have been extremely disappointed to have cancelled our second round, and now it is clear that we must also cancel our July meeting.

While Motorsport Australia has provided a basis on which a very small number of competitors could now compete at an event, it is certainly not feasible for us to run an event under the current restrictions.

In addition, given the number of competitors we have coming from New South Wales the border restrictions adds just another level of complexity to restarting our events.

If you would like to read the requirements for returning to racing, these are available on the Motorsport Australia website.

The requirements render the viability of running an event totally impossible from a financial and manpower perspective.

We are hopeful that we can run our November meeting so we will certainly keep you updated with progress and possibilities over the next couple of months.

Enjoy this newsletter and I do hope you find it informative and worthwhile.

My sincere best wishes to each and every one of you.

Yours in motorsport,

Derek Pingel
President
Short Circuit Motor Sport Association

The Short Circuit Touring Car rule book is being refined for the 2021 season. If you have any suggestions regarding the current or potential classes could you please send your suggestions to:

The SCMSA Secretary,
PO Box 2456
Toowoomba QLD 4350
or by email to:- secretary@scmsa.com.au

Also, if you have any suggestions on how we can improve the 2021 QLD-NSW Sprint Challenge please send your suggestions to the secretary@scmsa.com.au

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Timing Seen Through Eyes of The Chief Timekeeper

I have the best view of the track and can see all the action happening where else would you want to be. The tower at Morgan Park is on the second level and the working environment is pretty good as there is lots of room and it is air-conditioned.

Carnell on the other hand is a box stuck in the middle of nowhere, but I have a great view of the whole track which is sometimes not a good thing when my partner Shane came close to the wall near the tower and out of the corner of my eye, people who were seated near the fence jumped up pretty quickly and all I could think about was how many \$\$\$ would it take to fix if contact was made. Thankfully he managed to get it back on the track.

My day starts by checking that you (I mean the competitors) have working transponders because if it's

not working then you don't get a time. Most of the time things run smoothly and we only adjust if there is a DNF or rerun. The results for each run are then finalised and sent to Event Admin for publishing as I am sure you like to see how you're going before the next run. We normally have 2 to 3 people in the tower as everyone has a different role to play.

Sometimes I escape and you will find me taking photos and leaving my team, capable of getting the job done.

I have made many wonderful friends over the years and look forward to catching up with our usual dinner and drinks on Saturday night.

If anyone wants to pop in and see how it runs, the door is always open.

Michelle Mugliett
Treasurer



Time Keepers View from the Timing Tower at Morgan Park



Rd 1 QLD-NSW Sprint Challenge – A Driver Eye View

The plan was to debut my, SR20DET powered 510 2 door, however we didn't get it finished I time, so rather than miss a run at Morgan Park, I elected to use the mighty N14 Pulsar 1600 that Kevin Parkes and I (and anyone else that needs a car) normally run at the IWMAC track, Willowbank Park, on the dirt. Car is also OK for bitumen, lowered with R Spec tyres and 2.5deg front camber, but no speed demon.

My wife, Sue, and I made the run from Brisbane early Saturday morning and arrived in time to get the paperwork sorted, including the vehicle change, and get through scrutineering. The whole process ran nice and smoothly even with the changes. So far so good 😊

There was a bit of a delay with Short Circuit Practice/Qualifying, where they had to be called back to the track, but it did seem like a normal "drivers not listening" issue to me, as I understood the instruction to be a single session of "practice" and then "qualify" in the last 5 mins after the light went green. Despite that minor hiccup, the sprint event started a little late, but caught up by the end of the day.

The weekend for the sprints was using the 2100 m (original long) track, plus the shorter 1500m track that turned right after the bridge. This combination was fine from my perspective, as the turn right, whilst turning left under the bridge, is a slightly challenging corner, and made the run down the hill slightly faster, and the mighty 1600 Pulsar could just hit the rev limiter in third 😊 on the 1500m track.

I ended up in group three with other IWMAC members Jamie Rieck (dad of Kayden and Jordyn) in a Seca, James Ball (SR20 N14 SSS) and Scott Ward (SR20 N14 SSS), plus Neil Cope in a Peugeot 205 and Matthew Cook in a 200SX. At least that group was our first few runs.



The first run gave a taste of what was to come with Jamie and I swapping positions early after starting side by side, with the Seca quicker, but the Pulsar better handling courtesy of some modified suspension (camber, height), the Seca a daily driver and just running tyres and little else, and we all ended up bunched and having some fun swapping positions in various parts of the track as everyone got used to the conditions. I started the run bedding in brakes, but at the end they were well bedded. It was noticeable at this point that the drivers around me were quite observant with respect to cars around them, and were having fun, but not playing for sheep stations.

The following two runs on the 2100, track saw myself, James and Scott running in close quarters, and providing all of us with a huge amount of fun, swapping positions. It was noticeable (to me) that these young guys, just out of Juniors, had some great car control, but I was able to maximise braking to keep them close in the turns, and we ended up side by side onto the straight a couple of times, again with enough space given.



Without boring the reader with every run, one thing I have enjoyed in the past, and saw again, is the variety of cars at the track. It doesn't get much more varied that Vivien Stewart in her road going MX-5 (pitted next to me), Harry Everett in his nice orange LH Torana,

Bruce Chamberlain in his Hayabusa powered Minetti sports car (also pitted next to me), Gary O'Halloran In the supercharged, very Red, FE Holden and my personal favourite for the weekend, Royston Evans in his 1966 Pontiac GTO, resplendent in what looked like a replica

NASCAR paint job. On chatting to Royston, who was only too happy to discuss in detail, the car is actually a NASCAR from America, with history in the 1966-1969 or so era, before moving to another series and being modified from original NASCAR rules. So the car is pretty much an original NASCAR, modified, and currently running a Chev, but hoping to get a Pontiac engine back in it. He also provided many crowd-pleasing slides onto the front straight with what sounded like at least 550-600HP.

During the day I took great interest in the Saxon Moyes/Paul Buccini battle, with Paul proving to be slightly faster in the twin turbo M series, but Saxon looking slightly better under brakes, and getting the power down well on exit, with the pair being very close for the races they contested. Very fast in the same events was Nick Contojohn in a lovely 2 door WRX (22B style?), until he suffered some driveline issues on Sunday. Was a pity that Saxon's E36 was suffering from hi oil temp, and with engine in mind, he did one sprint run (I think) on Sunday, but remained to watch the remainder of the event, which is admirable when probably slightly disappointed.



Royston Evans in his Pontiac GTO at Morgan Park	Nick Contojohn in his Subaru WRX STI in action at Rd 1
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The organisers got three runs on the longer track, plus one run on the shorter track Saturday, and that late change made for an interesting last run as people got to grips with the demands of turning hard left, whilst accelerating, then change direction, whilst still cornering, and braking, to make that tight turn right onto what was essentially a longer straight, before the flick right and then the esses onto the straight. Personally, I found this a great addition, as when the car is moving one way, whilst braking, I find that instability to be an interesting dynamic, and in a slow car, the braking point at the end of the straight is basically a dab, then turn right, then brake and back to second for the esses.

Chatting to James and Scotty, they commented that they didn't like it as much, but I suspect that by the end of Sunday they had come to grips with the change, judging by the close quarters we were running in. Possibly gives some insight to what they call "experience", as having done a lot of motorsport (more than some, less than others) I enjoy the challenge of a new track, new layout and different conditions like rain, dirt etc. Plenty of time for the younger generation to get that experience.

Saturday night was a quiet night in town, with a nice dinner at a local hotel, and back to the motel.

Sunday morning saw the event kick off at a reasonable hour, and we had 4 more runs planned on the shorter track, to give 8 in total.

Again Scotty, James and myself lined up as close to each other as we could, and most runs I slowed to let them catch, and then we just had fun. I found both young men to be very watchful and gave plenty of room for side by side action on most parts of the track, with no fear of contact whatsoever. It just made the day a heap of fun, and just possibly the boys learnt some things whilst we were playing. Also must make mention of Neil Cope in the Peugeot 205, who also made room for side by side action under the bridge, and through the right turn, as I was following James on one of the runs.

I heard from a few people that the action the three Pulsars provided was greatly appreciated, and in my mind just proves that you don't need super fast cars for some good action.

The meeting reminded me how much I enjoy bitumen, and in particular the Morgan Park layouts, and after a 10 year absence, was great to get back and have a crack again. Spending time on the track with some great young guys, and some older ones too (Jamie, Neil), not taking it too seriously was an absolute blast.

One particularly good point for me was the treatment of the Juniors, who put on some great driving in both the Sprints and Short Circuit. I was particularly impressed with the awareness of faster cars that seemed to be apparent as they held a line, or moved off line early, to give the faster cars a clear idea that they had been spotted, and therefore did not cause many issues when they were inevitably lapped by much faster

cars. It was also fun to watch the handicap last race with all the juniors, especially the inter family rivalry as Kayden and Jordyn battled it out, with not much between them at the flag. So to all the Juniors, and Parents, well done for some good action, with no physical damage. There was a bit of mechanical damage, with Allison Beveridge having a clutch start slipping in her N15 Pulsar on Saturday, the Riecks' having 2 out of three cars succumbing to major (one car maybe) and minor engine gremlins, and I think I saw the Buccini Satria slow at the end of the final race.. Also I

believe the Buccini's let Allison continue in the Suzuki Swift for her remaining runs, which was nice to see.

Overall, congrats to the organisers and officials. The on track action was not restricted, and was even commented on at the presentation, for the close, fair racing. It was a fun, easy weekend where there were no sheep stations to win, and the drivers kept it close, but not too close. Looking forward to seeing everyone at Stanthorpe in May.

COVID 19

The COVID 19 has brought many changes to the normal way of life and the effect of these changes has impacted the activities of this club. The health and safety of all our members, competitors, officials and their families are very important to us.

The Federal Government has released new laws and guidelines for the conduct of meetings. We as a community group will follow these rules, so our future meetings will be postponed until this crisis passes and it is safe for us all to meet again. We need to take this seriously to keep everyone safe and to protect the venerable in our community.

Even though we are not coming together for a meeting we are all still part of our club, so please keep an eye on our Web Page, Facebook Page and Facebook Group for updates and as a way of keeping in contact with each other. If any Members needs any kind of support during this time please let me know, there are many ways in which we can to support each other.

Please keep an eye on our affiliated club's websites to see when they are commencing their motorsport.

If any Members need any kind of support during this difficult time please contact me.

Pat Murray
Editor

Motorsport Australia Licence Update

In light of the ongoing COVID-19 pandemic, the Motorsport Australia Board has approved changes to the expiration of certain licence types. These changes were the result of a month-long consultation by Motorsport Australia with members and other stakeholders.

Motorsport Australia President Andrew Papadopoulos said with State and Federal Government restrictions still in place across the country, there was a need to ensure licence holders were supported.

"We are certainly very keen for motorsport to return, but we are currently in somewhat of a holding pattern as we wait for things to improve," Papadopoulos said. "As such, over recent weeks, our administration has been working out the best solution for our licence holders, in consultation with State Councils and clubs, and have determined that those with national and clubman licences will automatically have their licences extended as outlined.

National and Clubman Licences

CURRENT EXPIRY	NEW EXPIRY
1 January - 31 March 2020 (Currently expired)	30 June 2020
1 April - 30 June 2020	30 September 2020
1 July - 30 September 2020	31 December 2020
1 October - 31 December 2020	31 March 2021
1 January - 31 March 2021	30 June 2021
All Expiry Dates	<i>Buy one get one free</i> ticket to one 2020 or 2021 round of the Shannons Motorsport Australia Championships

Junior and Speed Licences

LICENCE	NEW CONDITION
All Junior and Speed Licences	Price freeze until 31 December 2021
All Junior and Speed Licences	<i>Buy one get one free</i> ticket to one 2020 or 2021 round of the Shannons Motorsport Australia Championships
Speed Licence Renew before 30 June 2020	\$25 voucher for use in the Motorsport Australia estore (valid for 12 months)

“We have also committed to a price freeze on all Speed and Junior licences.

“The changes to the expiration dates also allow us to move National and Clubman licences on to a more regular renewal cycle, meaning that renewals can be processed every quarter, instead of every month as is the case now. This will ensure our membership team can perform as efficiently as possible, making the annual renewal of a licence as simple as possible for members and reducing any delays.” All licence holders will also be given the opportunity to utilise a *buy one, get one free* Shannons Motorsport Australia Championships General Admission ticket for the round of their choice in 2020 or 2021. The changes approved by the Board are as follows:

- All **Junior and Speed** licences to be subject to a **price freeze until 31 December, 2021**;
- All **National and Clubman** licence holders whose licence has **expired in the period from 1 January to 31 March 2020, and have yet to renew**, will be extended to 30 June, 2020
- **an upcoming expiry in April, May or June 2020** will have their expiry date extended to 30 September, 2020

- **an upcoming expiry in July, August and September 2020** will have their expiry dates extended to 31 December, 2020
- **an upcoming expiry in October, November and December 2020** will have their expiry dates extended to 31 March, 2021
- **an upcoming expiry in January, February and March 2021** will have their expiry dates extended to 30 June, 2021
- Speed licence holders will also receive a \$25 Motorsport Australia estore voucher valid for 12 months if they renew prior to 30 June 2020.
- Papadopoulos added that “we looked at a number of options and determined that allowing members to delay their renewal and then obtain an extension was the fairest outcome”.

The above changes to expiry dates will come into effect on 1 May, 2020.

- Anyone with queries can contact the Motorsport Australia hotline, which is still available via phone on 1300 883 959 or via email: memberservices@motorsport.org.au

Rd 1 QLD-NSW Sprint Challenge – By a Young Driver

I really enjoyed Round 1 of the Qld/NSW Sprint Challenge held at Morgan Park at the end of February 2020.

Doing one track on the Saturday and a different track on the Sunday definitely made it more interesting and enjoyable than just doing the same track for the whole 2 days.

The Short Circuit club events always seem to be well organised and the officials are very approachable,

helpful and friendly. Lindsay Simmons is and has always been super supportive of all the juniors and young drivers coming up thru the sport.

This is my second year competing with the older drivers, since coming up from the junior class, and I am finding it more challenging and it makes me work a bit harder on the track.

James Ball



Allison Beveridge is her borrowed Suzuki Swift at Rd 1 QLD-NSW Sprint Challenge

Hayden Duffield in his Mitsubishi Lancer at Morgan Park at the QLD-NSW Sprint Challenge



Holly Aspinall in her Honda Civic competing at her first event with the SCMSA

Jordyn Rieck in a Toyota Corolla at Morgan Park at the QLD-NSW Sprint Challenge

VALE RON WILSON



“JUST one more.”

Be it a car, bike, holiday, beer or another person to talk to, Ron Wilson was always on a mission to live his life to the fullest.

For every item he ticked off his bucket list, another 10 would appear.

With all the events he was involved in trying to get through that list, it was no wonder hundreds of people from all across the globe travelled to his funeral service, many in historical vehicles and hot rods.

Mr Wilson passed away on January 3 unexpectedly while working on his last vehicle.

He was born on December 5, 1953 and grew up on a property at Cannon Creek before moving to Stanthorpe in 1967.

He was somewhat of a mischievous child and that cheeky sense of humour stayed with him through his adult years.

He met wife Diane at 16, when he was riding around on a horse and she decided to throw apples at him to grab his attention.

They dated for five years before getting married in 1977 and eventually having two sons, Scott and Brett, who would go on to have six grandchildren.

He attended St Joseph’s School before he started work for Central Motors as a panel beater, spray painter and cars salesman.

He then moved on to work in insurance, in which he would excel before retiring in 2010.

“Everyone relied on Ron,” daughter-in-law Kylie Wilson said.

“Even just for a question or ‘I’m going to buy this car, what do you think?’”

He was a member of the Southern Downs Rodders, a life member at Carnell Raceway, he joined Rotaract in his early years and was part of the Australian Street Rod Federation and the Ulysses club.

He built a trike from scratch with close friend Andrew Kidd, which took him years to complete, along with a car trailer.

He was working on building an A Model from scratch when he passed away.

His collection of cars and bikes would reach up to more than 50, with him often telling his wife “just one more”. But she never said no. “I enjoyed the company and the people we’d meet out of the cars,” she said.

The cars would take them all over the world on his never-ending bucket list. From riding a Harley trike and

NASCAR in the US to touring a side-car in China – wherever he went his love for motor vehicles was not far behind.

“It was always Ron’s passion to go and I always followed,” Diane said.

“I would never have done some of the things he’s done. He’s been parachuting, done rapid rides in New Zealand and done motorbike jumps.

“He’s done speedway and drags.”

He participated in about 20 Endeavour Rallies and several Gentlemen’s Rides for prostate cancer.

Even one year he won best car of the show in Parklands on the Gold Coast, at the Hot Rod nationals with a 28 Ford Tourer.

Eventually most of Ron’s car collection would be sold, as Diane believed he wouldn’t want them sitting idle.

“A couple will be kept but majority will go because they have to be maintained, they have to be ridden,” she said.

“He wouldn’t want them sitting there and deteriorating.

“Every vehicle there probably would have had a run once a fortnight at least.”

If there was one thing he may have loved more than motor vehicles it was his grandchildren.

“One time Phoebe (Kylie’s oldest), her sister went to a disco and she was too young so Ron set up a disco for her in the house,” Diane said.

“We had our own disco going with dancing.

“He would do anything for the grandkids.”

The love of cars is definitely hereditary. Kylie can see it in her husband and after Ron got mini hot rods and motorbikes for all the grandchildren there could be another generation of it.

“If the grandkids wanted something and their parents said no, they would turn around and say, ‘Well, Pop’s the boss of our family, so we can do it, can’t we Pop?’” Diane said.

“A lot of the time we had to control him to be able to control the kids.

“He’d sit in the chair and let the kids massage his feet, put stuff in his hair, put make-up on him.”

Mr Wilson filled a lot into his 65 years as his saying was “I don’t ever want to be sick lying in a hospital bed and thinking, ‘Gee, I wish I had have done that.’”

And according to both Diane and Kylie, he would have felt his life was fulfilled.

“

A lot of the time we had to control him to be able to control the kids. He’d sit in the chair and let the kids massage his feet, put stuff in his hair, put make-up on him.

— Diane Wilson

Ron was involved with the Short Circuit Motor Sport Association when it affiliated with the Confederation of Australian Motor Sport (CAMS). Ron was given a caution flag at Echo Valley by Stan Mossiter because he was driving too fast.

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EDITORIAL CONTRIBUTIONS

Contributions are welcome.

Contributions from competitors, officials and spectators are welcome.

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Contributors

The views expressed in the "Short Circuit Torque" are not necessarily those of the Short Circuit Motor Sport Association.

Contributions Deadlines

Contributions should reach the Editor by 9th August 2020

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