

SHORT CIRCUIT TORQUE

The Short Circuit Motor Sport Association's Newsletter
July – September 2020 Issue

An Important Update from your President

Hi everyone, well first and foremost I sincerely hope that you and your family are well at this time.

Who would have ever thought that the events of the past seven months could have changed our lives so much and so dramatically.

It has certainly bought home to me that nothing ever stays the same for very long, so we must enjoy each day and celebrate the gifts and blessings we receive daily.

Your Association management team has continued to work behind the scenes and have met via Zoom a couple of times in an effort to determine what exactly we are able to do and as a result we have made certain decisions which I'm sure come as no surprise.

- Our final meeting which was to be held in November has regrettably been cancelled. There is no way that we as a club could possibly comply with the Covid 19 requirements and run a viable meeting. In addition to our annual trophy presentation dinner evening has been cancelled which is again regrettable but unavoidable.
- So let's put 2020 behind us and look to a more exciting 2021. We have already been negotiating dates for our 2021 season and have locked away our first round which will be held at Morgan Park Warwick.
- We as a team have also listened to suggestions that have been put forward and are now in the middle of making some changes to our competition rulebook and we will be expanding our classes in an effort to attract new competitors and ensure we are up-to-date with the broad section of classes who wish to compete.
- One of these suggestions is the introduction of a Super Mini BMC class up to 2 litre and over 2 litre to be included in our Sprint Series.

Make sure if you've got any Mini's hiding away somewhere in the corner of your garage that you dust it off and get it competition ready!!

- A decision has been made that due to the lack of competition available this year, that all memberships paid for 2020 will be rolled over for the 2021 season in their entirety. This means that if you have paid your membership in full, there will be no need for you to make any payment for the 2021 season.
- In an effort to ensure drivers absolute safety, and in line with rulings and recommendations from Motorsport Australia, all Short Circuit Touring Car competitors will need to now have an appropriate hans device and helmet for competition in 2021. For further information or any technical detail please refer to the Motorsport Australia website or contact your Association.
- Now is a great opportunity over the coming months leading up to the 2021 series to ensure that your car is compliant, safe, and presented in accordance with the class entered, so as to avoid disappointment when presenting your car for eligibility and scrutineering. (continue overleaf)

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Thank you so much for your continued support of our Association and I look forward to seeing you all again in the very near future.
I will continue to keep you updated throughout the remainder of the year.

In the meantime, my very best wishes to you and your family today and always,

Yours in motorsport,
Derek Pingel
President
Short Circuit Motor Sport Association

Vice-President's Car Upgrade

Hope everyone is safe and well. We have been using the down time to do some further upgrades to our RX8. Fitting a second water radiator to help to keep engine temperatures down, taking care of the new motor and also a new under-tray as well.

Hopefully everything will be back to normal soon and we can all get back to the track and see if the upgrades have done their job.

Take care everyone; if there is anything that you need to discuss regarding the SCMSA please give me a call.

Stephen Roos



Stephen Roo's Car being upgraded

Building a Race Car by our Eligibility Officer

If you are currently looking at building a car and wish to run in a certain class make sure you build it for that class

The cams manual is a great place to start

General Requirements

<https://motorsport.org.au/regulations/manual/general-requirements>

Class Rules

Sports Sedans

https://motorsport.org.au/docs/default-source/manual/race/ra20-group-3d.pdf?sfvrsn=2d5a22ac_7

Improved Production

https://motorsport.org.au/docs/default-source/manual/race/ra26-group-3j.pdf?sfvrsn=4f0e4ee7_7

Sports Cars

https://motorsport.org.au/docs/default-source/manual/race/ra15-group-2a.pdf?sfvrsn=10236377_7

If you require any help interpreting the class's and what class you should enter do not hesitate to drop me an email

Len Falknau
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MY BEST FRIEND by Jan Connell

John Patrick Connell was born 16 December 1940.

John was a generous person. He would give you his right arm if you need it.

Well, John started in Motorsport as I know I remember him taking me to drags at Lowood, I think. I knew nothing about cars in those days.

He started gymkhanas in 1963 and started rallies the same time, in a Holden FC. Navigator was Mick Hartfield 'his best mate'. He used to always finish in the top ten, then had HR. He had several navigators including John Hall, Tony Best, Laurie Garth, over the next couple of years. Gerry Brameld was his 'co-driver' as you say today. They did very, very well they were always 2nd to Lloyd Robertson by most times 2 to 5 points. He won the Queensland Rally Championship in 1960 – 70's, again with one point between him and Lloyd Robertson.

Once our children got older and the boys wanted to race motor bikes, so he gave up rallying to support his children. They were very successful as well.

John joined Ipswich West Moreton Auto Club after going to watch a circuit meeting, so build up a Holden V8, and then his beloved VN. His number in short circuit was 16, i.e. as it was his birthday. He won several rounds, doing sprints, as well all over Queensland.

He was President of the Ipswich West Moreton Auto Club for about 15 years and loved it. But he helped everyone, but his favourite was setting up a Junior race so, kids could race in their own class. His Pet. He also was involved in PCYC helping young children to drive. He always would talk to anyone to help them.

John was my best friend and buddy.

Ipswich West Moreton Auto Club

John Connell and other Office Bearers

With the passing of John Connell, it seems prudent to load the office bearers that have graced the club since its' inception in 1954.

For those that have been around the club a long time (Donny Power for example), there are many names/memories since that time.

It is worth noting that John was the longest serving President of the club, holding office between 2002 and 2017, and in that same period Jan Connell was Treasurer. In the time since Ron Nielsen, Nev Thompson and David McDonald held the Pres, Sec and Treas positions, the club has been fortunate to have a no of people serve multiple terms, although none as long as John and Jan:

Errol Bognuda held one of the key positions for 8 years. Graham Burrows also 8 (and went on to serve many years with the Ipswich Kart Club). Agnes Byrne contributed 10 years, Tom Gillespie and Allan Ransome gave 5, Robyn Slattery 9, and current Treasurer Peter has done a couple of stints over the years.

Note that the above does not take into account other position/work carried out for the club and just an example of some peoples efforts for the club.

I started in the club in 2002 (maybe late 2001) and John and Jan welcomed myself and the family into the club with open arms (as did all the club), and some of my memories include Jan, Betty Wedding and (my wife) Sue sitting in the tower with stop watches for the timing:). Competing at many events around SE QLD, John was always promoting the club, was keen to mix with other IWMAC members at the meetings and would always offer advice if asked (and sometimes if not), and has always been keen on assisting the younger members. He and Jan also started motorsport in the days when you could rally a Monaro, when people like Peter Brock and Colin Bond were youngsters. He had some very interesting stories to tell.

Below is the current version of a presentation from the 50th Anniversary showing the key positions over the years. Of course it does leave some long term workers off, like Donny and Kevin Parkes (VP for I don't remember how long), so please take these comments as just the tip of the iceberg in the clubs history.

Paul Bond

STANTHORPE & DISTRICT SPORTING CAR CLUB'S CAMS PERMIT WITHDRAWAL SUNDAY 17 May 1998

The Short Circuit Motor Racing Assn., formerly known as the Inter-Club Control Committee (ICCC), has governed the Short Circuit Touring Cars on the Downs and Granite Belt since 1968.

The Short Circuit Touring Car clubs consisted of the Millmerran Auto Club, Stanthorpe & District Sporting Car Club, Warwick District Sporting Car Club, Toowoomba Auto Club and Ipswich West Moreton Auto Club.

The Stanthorpe & District Sporting Car Club's meeting on the 17th May 1998 was to have been the Association's first meeting under the CAMS' umbrella.

The Stanthorpe Club, (as did most of the Association's clubs) had very little to do with CAMS before this event. They were unfamiliar with the CAMS requirements regarding the conducting of a race meeting including the paperwork required. The club was looking to the CAMS' stewards (as the CAMS representatives on the day) for guidance on how to do things correctly. The event Officials were prepared to work with the stewards so that the event would run smoothly. The Association's clubs realised that there would be changes and were willing to comply to be able to run CAMS sanctioned events.

This was the first time the Stanthorpe Club had ever sent out entry forms for one of their race meetings, as the drivers normally entered on the day. There are 180 drivers on the Association's mailing list that had raced at the Association's tracks in the previous 12 months. The club received 35 entries by the closing date, and a further 9 entries were received on Sunday morning.

When the stewards arrived at the circuit on Sunday morning, Mick Irwin, the event secretary and his helpers were dealing with competitor's paperwork, checking helmets, etc. The stewards immediately requested a list of entries, which, as Mick Irwin and his team were extremely busy, did not have time to

complete. The event secretary had not been aware that a list of entries was required by the stewards.

Eight drivers applied for a CAMS licences on Sunday morning, several of these were juniors, and several competitors who had received no information regarding the event as they were not on the mailing list.

When the stewards became aware that there was several licences issued on the day, the Chief Steward said the stewards would take the licence applications but would not allow the competitors applying for the licences to compete on the day. Although the event secretary Mick Irwin had a letter from CAMS dated 23 March allowing licences to be applied for on the day during the transition period. The stewards said the letter from CAMS did not say the competitors could compete after applying for their licences on the day.

At 10.40 a.m. (one hour behind the scheduled start time) the Stanthorpe club was still trying to negotiate with the stewards to allow the 9 competitors, who had applied for licences on the day, to compete. The 40 drivers, who had entered the event, were preparing to boycott the meeting when the Stanthorpe & District Sporting Car Club decided that they could not wait any longer as they had a 4 p.m. Council noise curfew.

The stewards threatened to withdraw the permit. Ron Wilson, one of the delegates involved in the Association's coming under the CAMS umbrella told the stewards that the meeting would be conducted under their old insurance and CAMS insurance was no longer required.

The Stanthorpe & District Sporting Car Club president, Howard Poole invited the stewards to stay and watch the race meeting. Ron Wilson told the stewards that if they were going to watch the meeting they could pay like everyone else.

Fortunately the issue was resolved for the next meeting.

TOP GUN RACING AT RESERVE RACEWAY
BRENNAN INCREASES SERIES LEAD
(Extract taken from SOUTH EAST QLD DIRT – September 1993)

Round 5 of the Channel 10 Television Coca Cola Series held at the Millmerran Auto Club's Reserve Raceway attracted a large crowd of spectators to witness an excellent day's racing. The event got underway under overcast skies with a field of 51 competitors which included ten Go-Karts.

Last year's series champion Warwick driver Mark Brennan, who looks like making it a back to back win in the series, finished the day on 175 points. He has increased his lead by one point over another Warwick driver Phil Springate who is holding down second place on 169 points. Millmerran star Murray Parker who is in third spot slipped back a few points and finished the day with 166 points to retain his position on the points table.

The thirty one event programme ran smoothly and the officials are to be complimented as they were on the ball and with the threat of rain kept the events moving.

As the day drew on the skies opened up and the feature races were run in light rain that made the circuit very slippery. The Go-Kart races produced some close finishes and were enjoyed by the spectators.

The day's action got under way with the combined Junior and Production heats. Darren Vine took first place in the Junior section followed by Scott Town and Scott Wilson in that order and that was way all the Junior races including the 15 lap feature finished with young Darren Vine dominating the class.

After round 5 Darren Vine is in the lead in the Junior class with 128 points. Scott Wilson is coming second on 106 points, and third is Scott Town on 104 points.

Mark Brennan got off to a good start in the first heat to take out the Production class from Darren Dunn with Ross Harris third. Brennan went on to win all the Production events in his amazing little 128 Fiat. Byron Stevens came in second in the heat two with Darren Dunn third. The Production final over ten laps saw Michael Simpson second with Byron Stevens third. The feature which was reduced to 15 laps saw

Brennan have an easy win from Michael Simpson and Ross Harris third.

The Production leader in the Series is Mark Brennan on 175 points. Michael Simpson second on 115 points, and Bryon Steven third with 111 points.

The Improved Production events developed into a battle between Laurie Day and Phil Springate, and with Bill Campbell and Keith Harvey getting into the action. Day took out heat one over 6 laps after a battle with Springate, and Campbell came in third. Heat 2 which was reverse grid over 6 laps saw a new comer get into the action. Phil Springate won the event from Steve van Zeeland who looked impressive and Laurie Day finished third.

The Improved Production Final over 10 laps went to Springate who now was dominating the class. Day finished second with Campbell third. The 15 lap Feature saw Phil Springate again come out on top from Laurie Day in second spot with Paul Gislingham getting into the action in third place, and Keith Harvey fourth.

The Improved Production leader of the Series is Phil Springate with 169 points, with Bill Campbell second on 118 points and Laurie Day third on 121 points.

Formula Six events proved very popular with the crowd as the big cars circulated on the track. Heat One was taken out by Peter Butler from Tenterfield driver Troy Hillier and Toowoomba driver Brett Curran third. This was one of the best Formula Six events on the day. The second heat saw Brett Curran come out in first spot from Troy Hillier and Brad Foan third.

The Formula Six final over 10 laps went to Hillier in fine style from Curran with Coldstream running into third spot. The 15 lap feature was run in light rain and Gavin Coldstream proved he was a real mud runner when he came out and won the feature and lapped everyone except the second place getter Troy Hillier. Brett Curran who had a problem with mud on his windscreen ran into third place.

Brett Curran still leads the class in the Series on 138 points from Troy Hillier on 128 points and Peter Butler on 111 points.

Both Sports Sedan classes produced some good racing. Heat One of the Sports Sedans over 5 laps went to local star Murray Parker from the Toowoomba driver Bevan Randell with another local driver Dwayne Walker third. The second heat which was reverse grid over 6 laps went to Murray Parker from Terry Black second and Warren Iacona third.

The Sports Sedan final over 10 laps was taken out by Parker with Walker second and Black third. The feature over 15 laps was combined with the Super Sedans and top honours went to Dwayne Walker from Murray Parker.

Murray Parker leads the class in the Series after round 5 on 166 points from Dwayne Walker on 139 points. Terry Black is on 60 points in third place.

The Super Sports Sedan heat one over 6 laps was a real wheel to wheel battle between Tim Thorne and Len Black. Thorne took out the event from Black who ran second with Warwick driver Gary Sinkins in third place. Heat two which was reverse grid over 6 laps saw Len Black and Tim Thorne battle for the lead with Gary Sinkins. Black got to the chequered flag first with Thorne second and Sinkins third.

The Super Sports Sedan final over 10 laps went to Len Black who was really having a winning streak. Tim Thorne came in second with Gary Sinkins in third place. The 15 lap feature was a repeat of

the final with a battle between Black, Thorne and Sinkins and that was the way they finished.

The point's leader in the Series after round 5 is Tim Thorne on 144 points from Gary Sinkins on 127 points with Len Black on 98 points third.

The Go-Kart brigade put on some top racing throughout the day. Event 7 over 3 laps the Sports Go-Kart section went to Gavin Dawes from Richard Donges with Michael Dawes third. The Formula Go-Kart class went to Ross Johnson from Geoff Kay second and Barry Green third.

Event 15 over 3 laps saw Richard Donges give a fine display of driving to take first place from David Richardson with Ian Botha in third. Place. Geoff Kay took out first in the Formula Go-Kart class from Barry Green.

Event 21 over 3 laps saw the Sports Go-kart second being won by Michael Dawes from Richard Donges with Ian Botha third. The Formula Go-Kart class saw Geoff Kay win from Barry Green.

In event 25 the Formula Go-Kart section was taken out by the flying Geoff Kay with Ross Johnson running in second place. Richard Donges took out the Sports Go-Kart class from Michael Dawes with Ian Botha third.

The leader in the Sports Go-Kart in the Series after round 5 is Richard Donges on 141 points, second is Michael Dawes on 105 points, and Gavin Dawes on 94 points. In the Formula Go-Kart Geoff Kay is first on 154 points. Ian Mackie is on 98 points, and Barry Green is on 86 points.



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Contributions are welcome.

Contributions from competitors, officials and spectators are welcome.

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

Contributions Deadlines

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