

SHORT CIRCUIT TORQUE



The Short Circuit Motor Sport Association's Newsletter
August 2022 Issue



Update from your President

Hi everyone, entries for Rd 3 of the QLD-NSW Sprint Challenge and Rd 3 Short Circuit Touring Car Series are now closed. Our promotion at Leyburn and Pittsworth went well with our Event Command Centre on the start line at both events, our members that were there handed out promotional information, let's see what results we get from that .

Stanthorpe is looking strong with some new competitors as well as our NSW people now able to come back it will make the QLD/NSW challenge look good .

The weather will be good, I am told by the locals, but Stanthorpe is always a great place to visit at any time.

We are always looking for officials so if you know anyone who can help please give us a call on 0428717535, we will be more than happy to catch up with them, just let us know.

Thank you look forward to catching up at Carnell Raceway RD 3 QLD-NSW Sprint Challenge and Rd 3 Short Circuit Touring Car Series on 17th / 18th September 2022

Moss Lane

President SCMSA

DATE CLAIMERS

Rd 3 - 17th / 18th September 2022 -- Carnell Raceway,
Rd 4 - 29th / 30th October 2022 -- Carnell Raceway,
SCMSA Dinner & Trophy Presentation –
Saturday 26th November 2022



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PHOTOS & NEWS ITEMS WANTED

If anyone has any photos or news articles that can be used in the newsletter please contact the editor.

2022 SCMSA Committee

Moss Lane – President,
Ross Rundle – Vic President,
Bronwyn Eldridge – Secretary,
Michelle Mugliett – Treasurer,
Rod Sams – Event Secretary,
Pat Murray – Membership & Publicity,
Leonard Falknau – Eligibility / Facebook,
Lindsay Simmonds – Clerk of Course,
Stephen Roos – Webmaster,
Bruce Nicol – Motorsport Australia State Delegate,
Kristy-Lee Kahler – Committee,
Mark Manteufel – Committee,
Shane Hill - Committee

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RD 2 - Short Circuit Racing – Jun 25/26 -- Paul Bond

Was a bit of a break between the last run in the Datsun, being the Super Sprint C Series at Warwick in Mar. So, April and May were quiet and was looking forward to rolling the 510 out for Round 2.

As often the case, case, it was bit of a family affair, with my mom and brother coming up from Tasmania, so we headedAs often the case, case, it was bit of a family affair, with my mom and brother coming up from Tasmania, so we headed up the range and out to Stanthorpe, with brother in law John also coming up. Unfortunately, my wife Sue was caught up with a girls weekend away (in Cairns) so was unusually absent.

Since the previous outings I had taken to the car with an angle grinder, some plastic flares and a few rivets to increase the rear wheel width from 8" to 9" in the hope of extracting more from the car via the god of traction.



I had also had the steering box rebuilt by Warwick Hutchinson at Ultimate Power Steering in Brendale, who some readers may know from driving very fast in open wheelers at Mt Cotton and also wining Leyburn last year.

Also made some adjustments to the Datsport rear cross member to reduce the rear camber, and managed to get it down to -2 deg, but may have to pull the cross member out and do some more serious adjustments to get it closer to 0 or 1 neg.

With the club reducing the entry for the Sprints to ½ price if entering Short Circuit, I also entered the Sprints, but ultimately did just one run, with a transponder that didn't work. I will have another crack, but for me if things aren't quite going to plan, the racing is where I put my efforts.

When I saw the entries, I was pleasantly surprised to see Ray Curtis on the list in his very potent Datsun 1600, which looked like it was going to make Datsun's all the rage, with Dallas Wolff also entered. Unfortunately for Ray, a dyno run in the lead up found some issues that were not going to be fixed in time.

We arrived Friday afternoon and set up and the then trundled to a motel for the evening, and woke to a -2 deg frost.



Out to the track and get the car warmed up, however it was a little lazy turning over and ultimately, I flooded it. So, with a bit of help from all and sundry, we tried a few batteries to try and jump start, but ended up following Lenny's advice and pulling the plugs, replacing them and got it going. The first run found it missing under load, so more work. Ended up cleaning the original plugs and swapping again, and it was sorted. Thanks everyone who helped out.

I ended up fronting for the first sprint, and had a reasonable run, came in and found I had overfilled the dry sump tank a smidge, and had oil in the boot. So, Chris and

John got to cleaning that, and Moss also dropped over to explain that my transponder was not working. So it was off with that and over for a quick battery change at the Club Caravan. As I was wandering back, our race was heading out, so I missed the first run. From the results it looked like a good win for Shane in the 302W Silvia, Dallas in the Z16T Datto, Robert Poole in the 300ZX and Waine Gersekowski in the LS1 RA60 Celica. Lenny, Guy, Jayden and Neil were also competing in their respective classes.

For Race 2 it was reverse grid, so I ended up on pole, and had a good start and tried to put in some good laps with good tyres. Lap 2 I did a PB of 35.35, so was stoked to see that post race. After a bit I came up on Neil Burley in Shrek, and caught and passed him onto the straight, and as usual he just held his line, and I was through. A lap or two later I was catching Jady Manteufel, who was trying to keep Guy Nawratzki in his sights, and again past on the straight, then much the same with Guy.

Up ahead I could see Lenny Griffiths in his Commodore, and I as I was catching, he appeared to have some oil surge issues on the tight right before heading back to the pits, as I came through a massive patch of blue smoke.



Up ahead, a smoke screen....

With a little gap to Shane, then Dallas, Robert and Waine I was able to take it a little easy on the tyres for the win.

Race 3 saw a bit of a delay on the dummy grid, as Shane was having some issues in the Silvia, and after a few minutes we headed out without him. Dallas was alongside, but I got the jump and into turn one in the lead. I set about trying to do some consistent laps and punched in about five 36.1 sec laps to be comfortable.

I caught Neil at the top right hander, and he gave me plenty of room to sneak under, and the times show that lap

as marginally quicker than the lap before – maybe some slipstreaming 😊. As I pulled away from Neil, I could see Jady about 20-30m behind Guy, and punting the Excel hard trying to close up.

Just as I was thinking about maybe getting in the middle of their battle, the brake pedal went to the floor at the end of the main straight. Caught my attention, and required a few deft pumps to bring the brakes back. That lap was a second slower, and the next 2 secs slower as I decided to carry on and not risk a DNF. Dallas could smell blood, and although I had a “comfortable” lead prior to the brakes, he was closing fast as I struggled. The last lap I managed to drop about 1.3 secs with a mid 37, and Dallas was right on my bumper as we crossed the line. Close call, but we made it. On the cool down lap, I saw the tell tale blue smoke that signalled Lenny still had surge issues, but the car was still running fine.

Waine and Robert must have had a good battle, going by the times on the result sheet, with the greatest margin over the race being 4/10s on one lap Waine’s way, and 3/10s on another lap Roberts way for a total time that was 2/10s in Waine’s favour.

Now I can be a bit of a nerd and delve into stats, times and other racing facts, so one I noticed from this race is the great consistency from Jady Manteufel. His flying lap times were:

39.97, 39.96, 39.95, 40.2, 40.6, 40.05, 40.12, 40.14 and 40.22. Take out the 40.6 and the spread is only 0.25 seconds. The first three flying laps are within 2/100s – that is great driving right there 😊

Something for the rest of us to chase



Manteufel under Nawratzki (in the background)

Because of the brake drama, I decide to do a run and get brake fluid, plus a few other things we needed. Once we realised Repco was closed, it was off to Warwick thinking we would miss a race and be good. When we returned about 5ish, we found that 2 races were run without us. Damn.



Javden Manteufel

Race 4 saw Shane just pip Dallas, and Lenny in front of Waine, though in a different Class. Poole was a non-starter in this one and the next.

Race 5 was a quieter affair, as I understand that Dallas was blissfully unaware that the race was going ahead, until it was a bit late to join.

We arrived back and had a crack at bleeding the brakes, replaced a couple of fuses and generally trying to ensure we were good for Sunday. Off to the RSL for some dinner, and then an early night after reviewing the in car of the two races (told you I was a nerd for this stuff).

Sunday saw a brisk -2 deg again, but thankfully Stanthorpe doesn't expect racing at 8am, so enough time to warm up. The Datsun was recalcitrant again, and we resorted to some "Start ya Bastard" to assist it. Once running, all was good.

Race 6 and the grid was Hill, Gersekowski, Poole, Wolff, Bond, with Griffiths directly behind me, and Nawratzki outside him with Manteufel and Burley on the last row (3 different classes in the field). At the flag drop, Hill got a great start, Bond bogged a little but headed for the inside in case a fast starting Lenny tried to muscle into that space and Wolff was a little slow. Poole got a reasonable jump, and as we closed in on turn one, I had a sniff at the inside, but he closed the door. We were 2 wide, with Waine outside Poole, and Lenny outside me, with some jostling for position, but no touching. Into turn two and Poole got a

little wide and slowed, baulking me as Waine, Lenny and a recovering Dallas went through. I got a good run out of three to pass the 300ZX, which seemed a bit off song to me.

As we headed onto the straight for the first time Shane Hill had done a runner and had a good lead, Waine was a little sideways inviting Lenny to be a nuisance, but then the legs of the LS1 Celica put an end to that challenge. I had a good run and was sizing up a possible double move on the outside of Dallas and Lenny at the top of the straight.

Waine ahead, with Lenny to the inside of Dallas (end lap 1)

Dallas made the move around Lenny into Turn 1, as I tried to stay on his outside, but had to fall in line. Into turn 3 and Waine went a little wide opening the door for Dallas to put the 1600 to the apex first. Waine was a little under pressure with a second red Datsun right on his tail and was a fraction wide into the last turn and I was able to position to the inside and drag him up the straight. For me, that left Dallas firmly as the next target.

Onto the straight for the next lap, and I was able to out drag him, and had the line into turn 1. Dallas didn't try to block that one, so must have felt I was a bit faster. While we had all been battling for the first two laps, Shane Hill had been doing a pretty good job gapping us, so it was head



Gersekowski a fraction wide onto the straight



Dallas to the inside of Waine Lap 2



Swedish flick into the last turn....Not happy Jan! I am still turning left at the moment....under brakes



Dallas had a little mid corner bobble, and I was able to position the car on his inside and outrun him to turn 1. Job done.

down and chase the wing on that Silvia. By my videos it looks like Shane had pulled about 4 secs, and based on our previous races, I thought I would be quicker, but as we started lap 5, it was going to be a hard chase.

So head down, and did three mid 35s, and just in case people weren't sure if I was trying, I was well out of shape under brakes into the last corner on lap 6 (I think, see photo above), and got within a few meters, but ultimately the exit traction of the Silvia and some good controlled driving by Shane kept the black Silvis just ahead on the red 510, in what was an exciting race for me, and I think some good action for spectators. A special mention to the driving of Neil Burley as we lapped him near the end of the race. He just moved to the outside of the top corner and gave us plenty of room, and in no way affected our fight, so fair play to Neil for some courteous, mindful driving in his 1600 (Shrek).



Outside shot showing sideways under brakes well before turn in point

Race 7 was a pretty straight forward one for me, getting the jump on Dallas into turn1 and being able to control the race to the chequer. Was satisfying to put in fairly consistent lap times, but only discovered that after the fact by watching the videos 😊

Race 8 Saw Dallas get the jump and I was forced to follow a slightly defensive Datsun that was doing a bit of mid track covering, especially on the straight. I thought about Van Gisbergen dive to the inside, but we are not racing for the Supercars Championship 😊 I was faster towards the pits and the last corner, and putting pressure on, about lap 4

The next few corners I struggled a little, Dallas was not giving up, but eventually I pulled away (like 5 car lengths), and was happy to see the last lap board. So when I came onto the straight and did not see a checkered flag (Kim Wilde song is close), I was a bit bemused, but no flag, so keep racing. Despite my confusion, one thing in sport is always play to the whistle, so no Checkered Flag, then the race is still on. So continuing on I caught Jayden, and he was very polite on the run towards the pits, and then we did get the final flag. Dallas was a close second, as the last few laps saw the brakes a bit iffy.

So the last race for the weekend, and although I try to keep a bit of a count of where the points lie, we had all had missed races, so it was all up for grabs. Dallas got the jump and I had to do what we did the race before, look for a mistake. We came onto the straight about lap 3, and Neil just stayed left as we buzzed by, but I went deeper under brakes, and on the exit we were side by side, and into turn two we were still side by side but Dallas had a small lock up, which pushed him wide and I was able to hit turn 3 slightly ahead. I put my head down and put in a 35.9 to try and gap him. About the last lap I caught Neil and Jayden, and both gave easy passage to preserve the lead, so to the flag and it was Bond, Dallas again.

So for me it was bitter sweet. The mighty 510 was fast, but we had some issues, so had dropped points, but most of the field had at least one bad race, so the positions were not obvious. Once the results were released it was Wolff on 32, Bond 31 and Hill 30, Wayne 22 and Robert 18 in the Sports Sedans. It was a fun weekend as usual, and the camaraderie is nice as people help if anyone has an issue. I know that I would rather race and have a fight with someone, than not have the fight regardless of the outcome. Let's face it, we are not doing a World Championship, it is fun, but tight, Club Motorsport. From my point of view, it is done as it should be, close, hard, but no big risks. Having said that, we all know that it is dangerous, and from time to time mistake might happen with unintended consequences, so race hard, drive slightly within yourself and be fair 😊

Once again thanks to the whole crew that make Stanthorpe buzz, it was another fun weekend, and we have two rounds to go for 2022.

Short Circuit Motor Sport Association



Sprint Class Points

After Round 2

Racing Cars over 2000cc			
Driver Name	Rd 1	Rd 2	Total
Max Parnell	25		25
Improved Production Cars (0 -1600cc)			
Driver Name	Rd 1	Rd 2	Total
Neil Thompson	20	25	45
Eddie Thompson	25		25
Graeme Flemming		20	20
Improved Production Cars (1601 -2000cc)			
Driver Name	Rd 1	Rd 2	Total
Neil Cope	17	20	37
Domingo Aboitiz	25		25
William Contojohn		25	25
Steve Sauer	20		20
Sophia Buccini	18		18
Improved Production Cars (2001- 3000cc)			
Driver Name	Rd 1	Rd 2	Total
Peyton Penboss		25	25
Ashley Penboss		20	20
Improved Production Cars (3001- 4500cc)			
Driver Name	Rd 1	Rd 2	Total
Edward Griffiths	20	16	36
Peter Everett	25		25
Matthew White		20	20
Brendon Wrigley		18	18
Edward Lukehurst	18		18
Dean Van Itallie		17	17
Improved Production Cars (Over 4500cc)			
Driver Name	Rd 1	Rd 2	Total
Neville Nawratzki	16	25	41
Chantal Holborn	14	20	34
Geoff Russell	25		25
Harry Everett	20		20
Michael Middleton	18		18
Craig Manteufel	17		17
Grant Fry	15		15
Rodney Shannon	14		14
All Wheel Drive Vehicles Under 4000cc			
Driver Name	Rd 1	Rd 2	Total
Nick Contojohn	25	20	45
Chris Ching		25	25
Greg Slade	20		20
Christina Poole		18	18
Short Circuit Vehicles			
Driver Name	Rd 1	Rd 2	Total
Leonard Griffiths	25	25	50
Joshua Pile	20		20
Timothy Evans	18		18
Paul Connell	17		17
Juniors (Under 2000cc)			
Driver Name	Rd 1	Rd 2	Total
Ashley McKenzie	25	25	50
Holly Aspinall	17	20	37
Morgan Rieck	20		20
Charlotte Beveridge	18		18
Emily Clarke		18	18
Dash Richards		17	17
Dylan Gourley		16	16
Adam Brennan		15	15
Joel Brennan		14	14
James Clarke		13	13

Juniors (Over 2000cc)			
Driver Name	Rd 1	Rd 2	Total
Jake Bingham	25		25
Sports Sedans (0 to 2000cc)			
Driver Name	Rd 1	Rd 2	Total
Rob Souter Snr	25		25
William Contojohn	20		20
Sports Sedans (Over 2000cc)			
Driver Name	Rd 1	Rd 2	Total
Sean Hill	16	18	34
Luke Beveridge	25		25
Shane Hill		25	25
Ross Wheeler (Jnr)	20		20
Ross Liddle		20	20
Rick Chisholm	18		18
Roger Pfeiffer	17		17
Ray Bainbridge		17	17
Leon Carlile		16	16
Samuel Withers		15	15
Dallas Wolff	15		15
Ross Wheeler (Snr)	14		14
Ken Martin	13		13
Bruce Dekker	12		12
Garry O'Halloran	11		11
Darren Stewart	10		10
Mick Wheeler	9		9
Paul Bond		0	0
Sports Cars (0 -1500cc)			
Driver Name	Rd 1	Rd 2	Total
Ross Rundle	25	25	50
Bruce Chamberlain		20	20
Sports Cars (1501 - 2000cc)			
Driver Name	Rd 1	Rd 2	Total
Ainsley Fitzgerald	25	20	45
Darren Brent	20	25	45
Chris Lake	16	17	33
Steve Bensen	18		18
Ian Kilpatrick		18	18
Ian Kilpatrick	17		17
Sports Cars (2001 - 3000cc)			
Driver Name	Rd 1	Rd 2	Total
Stephen Roos	25		25
Kylie Roos	20		20
Sports Cars (Over 3000cc)			
Driver Name	Rd 1	Rd 2	Total
Neil Esplin	20	25	45
Blake Morgan	18	20	38
Brett Kirkland	16	18	34
Chris Ching	25		25
Graeme Flemming	17		17
Flavio Paggiaro	15		15
Pre 1974 Classic Touring Cars (0 - 1300cc)			
Driver Name	Rd 1	Rd 2	Total
Alan Greenbury	25	25	50
Pre 1974 Classic Touring Cars (1301 - 1600cc)			
Driver Name	Rd 1	Rd 2	Total
Keith Edwards	25	25	50

THE RACING DEBUT OF NEVILLE NAWRATZKI

As described by Guy Nawratzki

Growing up in Placid Hills, a small residential estate located between Grantham and Gatton, the fondest memories I have are of weekends tinkering in the shed with Dad. While the number of cars in the shed and size of the shed has definitely grown, the same heart felt comradeship has remained. I'm sure I will get portions of this slightly incorrect but it's how I remember the story.

Dad was always interested in building a drag car. Originally the dream started with an LJ Torana. However the build that I remember most was a MK1 Escort panel van fitted with LJ Torana running gear. I recall on many occasions the 'hills' would be alive to the sound of the open piped 202 Escort. Dad's racing career seemed destined to be a lifelong dream, until a challenge from dad's boss moved things along.

Dad was working at Lockyer Farm Machinery (LFM) at the time, and his boss Kevin O'Brien was intimately aware of his interest in all forms of motorsport. Kev posed a question to Dad, asking him how long and how much money he would need to prepare a car to enter the local event. With some cash in the hand from his first sponsor, the 4 week turnaround for the Gatton Sprints began.

The car dad chose for the transformation was a 1976 LX Torana. While it had some running gear the original engine was not going to cut it. While the car was being prepared and painted with the assistance of friend Mick Liebelt, an alternative engine was busy being removed from another donor car, being chosen due to its 'responsive' character.



Like all good race car builds, the final package came together the week of the event. The car was assembled with the available parts and was tested the morning before the event. With everything running well the car was parked around lunch time in anticipation for the weekend.

The first event was never going to be that easy. Upon restarting the car to load onto the trailer it was found to have an 'electrical issue' (engine would not turn over due to being hydraulically locked from a cracked head). The race was on to replace the cylinder head. Resetting the tappets then identified a completely worn-out camshaft, a

problem which was 'fixed' by fitting a much larger camshaft. Tuning was also creating further issues and multiple different carburetor options were trailed to get the engine to run better. Again parts from multiple different cars were salvaged to get the car going. After another late night in the workshop the team got the Torana going and dad was set to enter his first ever sprint event.

The car struggled throughout the weekend but managed to complete all runs and generally ran consistently. The oversized camshaft coupled with standard 3sp automatic created interesting driving dynamics. The car would struggle badly until around 3500rpm, pull well until 5000rpm at which point the gearbox would shift below the 3500rpm torque curve. The package was definitely compromised but this was just the beginning and bigger and better things were to come as we expanded our racing network and commenced our participation in SCMSA sprint events at Carnell. True to form the manual conversion was also done the night before.

The super sprint format was a fantastic segue into circuit racing, and the increased track time was of immense benefit in honing driver skills as well as increasing the cars' reliability. I recall the sprint entry list would often consist of 20 to 30 cars, showing how popular the events have now become.



While dad's LX Torana was the first car produced by the LFM stable, the other workshop mechanics had also caught the buzz. The team grew to include a Green/Black LH Torana and a Blue VH Commodore (the very car that I am now racing in short circuit). The young apprentice Ben Kleinhans (rest in peace Benny) was a fan favourite at Pittsworth Sprints in his Massey Red VB Commodore.

During our many events at Carnell Raceway in the mid 2000's, I also commenced my racing journey as a junior, competing in a very slow standard bright blue 120Y. After many years of spectating, Chantal even decided to give it a go.

More on that another day perhaps 😊.

2009 LEYBURN HISTORIC SPRINTS

Extract from, "Race", Issue 20 Nov – Jan

Almost sixty years ago to the day when in 1949 the cars thundered around the 4.3 mile (6.9 klm) abandoned war time airfield on the outskirts of the little township of Leyburn in the first Australian Grand Prix held in Queensland. This event wrote Leyburn in the motor sport record books when over twenty five thousand spectators converged on the area to witness the Australian Grand Prix. Sixty years down the track the little township of Leyburn still celebrates the running of that great event which was organised by the Queensland Motor Sporting Club.



John Wishart driving his 1298cc 1972 Welsor Clubman

This year's sprints saw a new committee take on the organisation of the 14th annual historic sprints around the houses and the 60th anniversary celebrations of the 1949 Australian Grand Prix. The new Committee led by local race driver Mike Collins and his wife Ann, who chaired the organising committee, took on the job to ensure that this year's sprints would be the one to be remembered for many years to come. The committee really did achieve that, as the sprints turned out to be a wonderful success, with record entries and one of the biggest crowds seen at the sprints for many years.



Dave Sidery in his 1916cc 1970 Volkswagen Beetle

This year several changes to last year's circuit were made and the original starting position was moved. This year it went back to its original position in the main street just below the stately old Leyburn Hotel, the oldest continually

licensed hotel in Queensland built in 1863, then continued in the opposite way to last year to finish where the cars started last year. The new track layout proved very popular with the competitors and spectators, as the spectators could see more of the track from the many grandstands and spectators points around the township. As an added attraction, the show and shine had some very beautiful and expensive machinery on display, and was very popular.



Darren Duffield his in 4420cc 1998 RPC 01

On the competitive side of the event the organisers were ecstatic about the record number of entries they received and the quality of the vehicles entered. Over the last few years the event had started drifting away from a totally historic event and were accepting quite a few later model vehicles. This year, it went back along the historic lines, although some later model vehicles were accepted. The committee accepted nearly 200 entries, and with a few withdrawals, 185 started in the event. Each competitor received seven runs, due to the use of Dorian timing for the first time this year.



Neil Cope in his 1840cc 1968 Alfa Romeo GTV

Amongst the large field it was great to see two of the vehicles there that started in the 1949 Australian Grand Prix at Leyburn. The So Cal Ford Special, in those days it was just called a Ford V8 Special and was driven by Dick Bland in the 28 car field to start in 35 lap, 150.5 mile (242 kilometres) '49 AGP. Today, driven by its present owner Eric Worner

from Mittagong, New South Wales the car won the Historic Racing Car Class with a time of 1 minute 03.61 seconds. Peter Gostelow brought his immaculate MG TC all the way from Hurstbridge in Victoria to compete at Leyburn. The TC also ran at the AGP in 1949, driven into second place by Ray "Laddie" Gordon 4 minutes 47 seconds behind the winner John Crouch in the Delayeye. Today, Gostelow picked up second place in the Historic Racing Car Class in 1 minute 09.55 seconds. It was great to see these two cars back competing at Leyburn.

Another veteran of those early days of motor racing in the area was 81-year-old Col Davy who was honoured to be the original starter at the 1949 AGP, and was a well-known official at motor racing events on the Darling Downs. 81-year-old Col was given the honour of flagging the two cars away, which he flagged off 60 years ago. He had a proud look on his face and looked like he had never been away from the sport of motor racing.



Keith Edwards in his 1598cc 1964 Ford Cortina MK1

Australia's motor sporting greats Dick Johnson and son Steven swapped the V8 super action for a relaxing weekend on the grassroots side of motor sport. Both Dick and Steven competed in a 1971 XY GT Falcon, plus Dick had a run in a 1971 Ford Escort, and he couldn't resist having a blast around the circuit in Peter Murphy's 1951 V8 powered Morris Minor. Dick was very popular with the autography hunters and showed he hasn't lost his touch behind the wheel.

Another of Australia's leading drivers from the past, Kevin Bartlett was also one of the VIP's at the sprints, although not competing, he enjoyed the weekend chatting with spectators and signing autographs.

The sprints this year was based more on the historic side but some later model vehicles were accepted. On the modern side it was Narangba's Darren Duffield in 4420cc RPV 01 Hillclimb Special, recorded his best time of 50.21 seconds on his seventh run to take out top honours for the sprints. Second place went to Toowoomba's Ray Vandersee in a Skelta G-Force with 51.94 seconds. Noosa Head's Robert Haines in a HRC MK1 took out third with 52.58 seconds. Fourth place went to Warwick's Michael Weston a Leyford GT with a time of 54.61 seconds. Toowoomba's Guy Bedington in a Skelta G-Force rounded of the top five with 54.92 seconds.



Alan Greenbury in his 875cc 1963 Hillman Imp

On the historic side of the weekend, some wonderful old vehicles lined up for the event around the 1.1 kilometre street circuit. Paradise Point's competitor Keith Carling was in top form in the Tiga SC80 and recorded a 55.41 seconds to pick up first trophy. Warwick's John Wishart took his Welsor Clubman around in 56.94 seconds to pick up second spot. Brisbane's Jason Lea finished third in his Datsun Sports with 57.51 seconds. Shailer Park's Brad Stratton picked up fourth spot in the Elfin Mallala with 57.67 seconds, and Loganholme's Neil Lewis in a Ford Cortina filled fifth place with 57.71 seconds.

Answers to "HOW IS YOUR MOTOR SPORT KNOWLEDGE"

- A1 Arthur Waite in a Austin 7 at Phillip Island road circuit, Phillip Island, Victoria in 1928 won the first Australian Grand Prix.
- A2 1950 was the first World Championship Grand Prix contested.
- A3 1960 was the year the first "Armstrong 500"
- A4 Alex Mildren in a Cooper Maserati won the 1960 Australian Grand Prix.
- A5 1949 was the first Australian Grand Prix held in Queensland at Leyburn

- A6 Peter Brock won Bathurst 9 times
- A7 The 1960 Australian Grand Prix was held at the Lowood circuit, Tarampa, Queensland
- A8 The 1955 Australian Hillclimb Championships was conducted on Prince Henry Drive—Toowoomba
- A9 Ken Tubman in a Peugeot 203 won the 1953 Redex Trial.
- A10 Lex Davison in a Cooper Vincent won the 1955 Australian Hillclimb Championship.



**SPRINT OUTRIGHT POINTS after Rd 2
RACING CARS & OPEN SPORTS CARS**

Driver Name	Rd 1	Rd 2	O/R Pts
Ross Rundle	100	100	200
Ainsley Fitzgerald	99	97	196
Darren Brent	97	98	195
Ian Kilpatrick	95	96	191
Bruce Chamberlain		99	99
Max Parnell	98		98
Steve Bensen	96		96
Chris Lake		95	95

CLOSED SPORTS CARS AND SEDANS

Driver Name	Rd 1	Rd 2	O/R Pts
Chris Ching	100	100	200
Neil Esplin	98	99	197
Nick Contojohn	99	96	195
Blake Morgan	91	97	188
Sean Hill	90	93	183
Leonard Griffiths	87	92	179
Neville Nawratzki	83	94	177
Craig Manteufel	85	87	172
Brett Kirkland	79	90	169
Chantal Holborn	68	91	159
Ashley McKenzie	71	85	156
Graeme Flemming	81	70	151
Neil Cope	63	81	144
Edward Griffiths	61	78	139
Morgan Rieck	58	79	137
Alan Greenbury	50	77	127
Holly Aspinall	51	74	125
Keith Edwards	49	66	115
Geoff Russell	97		97
Luke Beveridge	96		96
Ross Wheeler Jnr	95		95
Ross Liddle		95	95
Rick Chisholm	94		94
Roger Pfeiffer	93		93
Harry Everett	92		92
Greg Slade	89		89
Ray Bainbridge		89	89

Driver Name	Rd 1	Rd 2	O/R Pts
Dallas Wolff	88		88
Michael Middleton	86		86
Leon Carlile		86	86
Stephen Roos	84		84
Matthew White		84	84
Dean Van Itallie		83	83
Grant Fry	82		82
Brendon Wrigley		82	82
Domingo Aboitiz	80		80
Samuel Withers		80	80
Steve Sauer	78		78
Joshua Pile	77		77
Ross Wheeler Snr	76		76
Peyton Penboss		76	76
Rob Souter Snr	75		75
Christina Poole		75	75
Jake Bingham	74		74
Ken Martin	73		73
Ashley Penboss		73	73
Bruce Dekker	72		72
Emily Clarke		72	72
Adam Brennan		71	71
Rodney Shannon	70		70
Garry O'Halloran	69		69
Dash Richards		69	69
Dylan Gourley		68	68
Kylie Roos	67		67
Joel Brennan		67	67
Peter Everett	66		66
Darren Stewart	65		65
James Clarke		65	65
Sophia Buccini	64		64
Eddie Thompson	62		62
Timothy Evans	60		60
William Contojohn	59		59
Neil Thompson	57		57
Edward Lukehurst	56		56
Paul Connell	55		55
Flavio Paggiaro	54		54
Chris Lake	53		53
Charlotte Beveridge	52		52
Paul Bond		0	0
Mick Wheeler			0

**2022 SHORT CIRCUIT TOURING CAR SERIES
OUTRIGHT POINTS after Rd 2**



	RD 1	RD 2	O/R Pts
IMPROVED PRODUCTION 0 - 2000cc			
Jayden Manteufel	23	27	50
Neil Burley	13	18	31
Sophia Buccini	16		16
IMPROVED PRODUCTION Over 2000cc			
Guy Nawratzki	15	18	33
Karlie Buccini	2		2

	RD 1	RD 2	O/R Pts
SPORTS PRODUCTION			
Leonard Griffiths	12	18	30
SPORTS SEDANS			
Paul Bond	26	31	57
Shane Hill	24	30	54
Dallas Wolff		32	32
Waine Gersekowski	8	22	30
Robert Poole		14	14
Luke Beveridge	14		14



CARNELL RACEWAY STANTHORPE

Rd 3 Qld - NSW Sprint Challenge
Rd 3 Short Circuit Touring Car Series



17th - 18th September 2022

**Please come along and support your Club
We are looking for officials to help run the event
If you can help out it would be greatly appreciated
If you can help Phone Moss on 0428 717 535**

Proudly presented by the Short Circuit Motorsport Association

SCMSA END OF YEAR PRESENTATION DINNER

SATURDAY 26 NOVEMBER 2022 – 6.00PM

Ballymore Function Room 331-339 Hume Street Toowoomba

On the southern side of “Club Toowoomba”

Carpark access is the **Gold Park Sporting Club Sign**
function room at the end of the carpark

\$40.00 per person. Deposit to BSB 034-221 a/c 231094

Include your name on the deposit as a reference - **AND**

Confirm by email to: secretary@scmsa.com.au or phone Bronwyn 0409621864
to advise names of persons attending - **BY TUESDAY 15 NOVEMBER**





CLUB MERCHANDISE



POSTAGE EXTRA FOR ALL ITEMS BELOW

Unless delivered at the next race meeting

Sport polo T-Shirts with embroidery logo and lettering	
(old stock)	\$35
(new stock)	\$50
Short Circuit Motor Sport Assn. caps with embroidery logo and lettering	\$25
Stainless steel coffee mugs with short circuit logo	\$20
Pen Set with 2 extra refills	\$20
Led Torches with batteries with short circuit logo	\$10
Westhold transponder	\$165
Westhold Lapceiver	\$95



COMING EVENTS



AUGUST 2022

Saturday 27

Rd 6 NSW Hillclimb Series
Tamworth Sporting Car Club
Raleigh Raceway, Tamworth

Saturday-Sunday 27-28

Pittsworth Sprints
Pittsworth Industrial Estate Streets
Pittsworth

Saturday- Sunday 27-28

Rd 3 QLD State Championships
Morgan Park, Warwick

SEPTEMBER 2022

Friday-Saturday-Sunday 2-3-4

Toowoomba Swap Meet
Glenvale Road
Toowoomba Showgrounds

Saturday 10

IWMAC Come & Try
Ipswich West Moreton Auto Club
Willowbank Park, Ipswich

Saturday 10

2022 Annual Economy Run
Toowoomba Auto Club
Toowoomba
Contact Mark Winter 0429 100 351

Saturday 10

Interclub Hillclimb
MGCCQ
Mt Cotton, Brisbane

Sunday 11

Rd 4 IWMAC Autocross Series
Ipswich West Moreton Auto Club

Willowbank Park, Ipswich

Saturday-Sunday 17-18

Rd 3 QLD-NSW Sprint Challenge
Short Circuit Motor Sport Association
Carnell Raceway, Stanthorpe

Saturday-Sunday 17-18

Rd 3 QLD Short Circuit Touring Car Series
Short Circuit Motor Sport Association
Carnell Raceway, Stanthorpe

Saturday 30-Sunday 1

Improved Production Racing Nationals
Morgan Park, Warwick

Sunday 1

Lapdash
Tamworth Sporting Car Club
Oakburn Park Raceway, Wakamore NSW

OCTOBER 2022

Saturday-Sunday 1-2

Improved Production Racing Nationals
Morgan Park, Warwick

Saturday-1

IWMAC Novice Driver Training
Ipswich West Moreton Auto Club
Willowbank Park, Ipswich

Saturday-1

Rd 4 Tri Series
Tamworth Sporting Car Club
Ringwood Park, Raymond Terrace,

Saturday-1

Australian Motorkhana Practice
Holden Sporting Car Club of QLD
Willowbank Raceway, Dragstrip, Ipswich



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EDITORIAL CONTRIBUTIONS

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Contributors

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PHOTOS & NEWS ITEMS WANTED

If anyone has any photos or news articles that can be used in the newsletter please contact the editor.