

SHORT CIRCUIT TORQUE



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

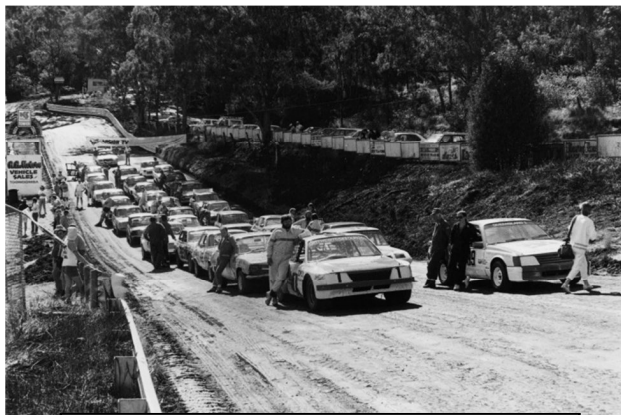


Update from your President

Hi everyone with Warwick completed, it was a great weekend, our next meeting at Stanthorpe is coming up. With the Regulations out and with entries rolling in we can look forward to another visit to Carnell Raceway. This is one of our great country tracks, the SCMSA has been coming to for at least 25 years.

I would like to say a big thank you to the Stanthorpe & District Sporting Car Club for looking after us and all the competitors who have entered our events over the years. We will run three events this year and the track is looking great, with a new pit fence completed and many more improvements planned. It is important for all of us to support SDSCC so they can stay strong so that we have a place where our motorsport competition can continue into the future and keep control of the costs which continue to climb.

It is our hope that we can grow the Short Circuit Touring Cars competitor numbers. As a **trial** over the next 3 meetings those competitors who enter **both** the Short Circuit and Sprint events will receive a 50% entry fee reduction for their Sprint entry.



Echo Valley 1990 before day's racing started

A little history explanation: WE started some 40 years ago, under the jurisdiction of the ICCA, on the Darling Downs as a grass roots cost effective form of motorsport. In the late nineties saw a name change to the SCMSA with the move to running CAMS sanction events.

The sport grew to a point in the early 2000's we had over 200 Short Circuit Touring Cars on our books running 10 events a year on 5 different tracks in Ipswich and on the

Darling Downs, the competition was very entertaining for the drivers, crews and the spectators. Short Circuit racing has been the training ground for a number of competitors who have gone on to be motorsport Champions at National and International levels.

Update from you president (Continued on page 2)

DATE CLAIMERS

Rd 2 - 25th / 26th June 2022 -- Carnell Raceway,
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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Update from your President (continued from page 1)

So please we would encourage your support by competing in the Short Circuit Touring Car competition which is where the SHORT CIRCUIT MOTORSPORT ASSOCIATION started. With your support and the work we are doing in the background on keeping the costs of licencing, permit fees, track licences down we can go forward with confidence for years to come, so let us know what you think.



Mark Edwards and Jeff Kay battle in out at Carnell Raceway, Stanthorpe in 1997

We have been a MOTORSPORT AUSTRALIA (previously CAMS) affiliated club since 1997 and have stayed that way because of the rules and regulations, insurance and legal backup Motorsport Australia provide if anything does go wrong. I might add we have not had to make a serious claim in all that time and this is because of our ongoing training and our very experienced officials that come along event after event at their own cost to provide a safe environment for all of us to compete in a sport we love.

SPECIAL NOTE

We are always looking for volunteers to help out, maybe if you are not racing that weekend you can come along get involved with us and support the Stanthorpe & District Sporting Car Club here on the Downs.

We need volunteers for our next 3 events at Carnell Raceway if you can help with setup on Saturday that would be great, while we should have enough officials to run the racing it would be great if you have half a day to help with some of those jobs to get things up and running in the morning and during competition. Thank you.

Moss Lane

President SCMSA

SO YOU WANT TO COMPETE IN A SHORT CIRCUIT EVENT?

The Short Circuit Motor Sport Association is the only organization that is sanctioned by Motorsport Australia to run these types of events. These days the SCMSA runs Short Circuit events in conjunction with a Super Sprint event. Each event has its own regulations and entry requirements. Each has different vehicle classes and equipment standards. Full details are outlined in the SCMSA Short Circuit Rule Book available on the SCMSA Website.

What is a Short Circuit Event?

A Short Circuit event consists of a number of heats over a weekend. Competitors will race over a number of laps during each heat. The number of laps may vary depending in the circuit and track length. Track length is limited to 1200 metres.

Vehicles compete in the following classes: - Improved Production 0 – 2000cc, Improved Production Over 2000cc, Sports Production, Sports Sedans. There is also a provision for a Junior Class.

Entry Requirements:-

Competitors: In order to compete in a SCMSA event, a Competitor (car owners) or Drivers must be a current financial member of a SCMSA affiliated club. A competitor must have a Motorsport Australia Level 2 Speed License or higher.

A competitor or driver must also obtain a SCMSA vehicle number, rule book and SCMSA membership card to be eligible to enter and compete.

Vehicle Requirements:

Vehicles must comply with the category and safety requirements as per the Motorsport Australia Manual and the Short Circuit Rule Book. Vehicles must be fitted with an approved roll cage. The vehicle must have a Log Book either a Motorsport Australia one or one issued by the Short Circuit Association.

The Motorsport Australian Manual specifies the requirements for items such as helmets, seatbelts and attire etc. A Frontal Head Restraint must be worn when competing in a Short Circuit event

Short Circuit events are a cheap introduction to motor sport and that provides an opportunity for drivers to develop their skills in a friendly relaxed environment.

Vice-President's Message

Our first round at Morgan Park is now behind us, and yes as a new committee there are a few things we will polish up on.

It was great to be back on track and catching up with familiar faces.

There were some special achievements on the weekend.

Len Falknau was acting Clerk of Course and was a natural. This will be great backup and support for Lindsay and thanks to Kev Hunter for the sign off on the practical assessment.

There were also a number of us completing the practical assessment.

There were also a number of us completing the practical assessment in Bronze level scrutineering. Special thanks to Peter Herlihen for conducting the theory module weeks earlier in Warwick and the sign off on the weekend.

As a club we are extremely fortunate to have the depth of experience from many. Lindsay, Kevin, Peter, Moss and many more that are willing to share their knowledge. It's been one of our goals this year to have backup/support to all our officials positions.

So feel free to put your hand up if you would like to be involved.

One of the highlights of the weekend was Karlie and Sophia Buccini taking care of business, with Paul and Claire involved with Targa. Loading and unloading both cars from their massive tilt tray truck and Karlie in the driver's seat. Ladies Respect!!!

Yes once a scrutineer always a scrutineer.

The base requirements to compete in the sprints, registered or unregistered are as follows:

- Working brake lights
- Tail lights/rain light
- -Front and rear tow points complete with tow point decals
- Battery secure complete with positive terminal insulated
- Blue battery decal to indicate battery location
- Fire extinguisher within three years of date of manufacture and securely mounted

Looking forward to seeing everyone at Stanthorpe in June.

Ross Rundle
Vice President

Rd 1 QLD - NSW SPRINT CHALLENGE

The first round of the Qld – NSW Sprint Challenge was run at Warwick's Morgan Park. The two day event of super sprints and short circuit racing produced some of the best racing seen at the raceway for some time.

The short circuit racing at the weekend produced some very close finishes in the eight lap events. Munruben competitor Paul Bond staged a running battle with Nambour's Shane Hill and finished the day with equal points on 21 points. Wynnum West driver Luke Beveridge in his new car took out third place with 34 points.

The Improved Production Under 2000cc was won by Jayden Manteufel with 23 points from Sophia Buccini on 16 points, and Neil Burley picked up third place with 13 points.

The Improved Production Over 2000cc was won by Guy Nawratzki with 15 points. The Sports Production class was won by Leonard Griffiths on 14 points.

On the sprint side of the event the Racing Cars and Open Sports Cars outright was won by Ross Rundle with a time of 3 minutes 13.898, from Ainsley Fitzgerald with a time of 3

minutes 23.767 seconds, and Max Parnell who picked up third place with a time of 3 minutes 23.965 seconds.

In the Closed Sports Cars and Sedans section Chris Ching won outright with a time of 3 minutes 8.111 seconds, from Nick Contojohn with a time of 3 minutes 10.211 seconds, and Neil Esplin came in third spot with a time of 3 minutes 16.472 seconds.



Max Parnell in his 2013 Steinard MK1 at Rd 1 QLD-NSW Sprint Challenge at Morgan Park

The Racing Cars Over 2000cc class was won by Noosaville's Max Parnell in his well-presented 2013 Steinaid MK1 with a time of 3 minutes 23.965 seconds. me of 3 minutes.

The Improved Production Under 1600cc went to Warwick's Eddie Thompson in his 1989 Honda Civic in a time of 3 minutes 47.964 seconds with Toowoomba's Neil Thompson second in his 1972 Toyota Corolla with a time of 3 minutes 51.059 seconds.



Neil Thompson in his 1972 Toyota Corolla and Nick Contojohn battle for placing at Rd 1

The Improved Production 1600cc - 2000cc was won by Lennox Head's Domingo Aboitiz in his 1996 Honda Civic with a time of 3 minutes 37.608 seconds with Woodburn's Steve Sauer in his 1980 Escort RS2000 a close second with a time of 3 minutes 38.619 seconds. Hemmant's Sophia Buccini in her 1998 Proton Satria GTI took out third spot with a time of 3 minutes 45.420 seconds

In the Improved Production 3000cc – 4500cc was won by Evans Head's Peter Everett in his 2008 BMW 135 with a time of 3 minutes 45.024 seconds. Second was Roadvale's Edward Griffiths in his 1992 Holden Commodore with a time of 3 minutes 48.189 seconds. Third spot was Scrubby Creek's Edwards Lukehurst in his 1992 Holden VP Commodore with a time of 3 minutes 51.741 seconds.

The Improved Production Cars Over 4500cc was won by Evans Head's Geoff Russell in his 2008 BMW 135 with a time of 3 minutes 19.403 seconds. Second was Evans Head's in his 1985 Holden Commodore VK with a time of 3 minutes 27.074 seconds. Third spot was Michael Middleton in his 2006 Ford Falcon with a time of 3 minutes 32.502 seconds.

Roadvale's Len Griffiths took out the Short Circuit Vehicles class with a time of 3 minutes 31.295 seconds. Kalbar's Joshua Pile in his 1984 Holden Commodore VN came in second with a time of 3 minutes 39.038 seconds. Brookstead's Timothy Evans in his 1984 Holden Commodore picked up third with a time of 3 minutes 49.456 seconds.

The All-Wheel Drive Vehicles Under 4000cc was won by Caniaba's Nick Contojohn in his 1999 Subaru WRX Sti with a

time of 3 minutes 10.211 seconds. Evans Head's Greg Slade in his 1999 Mitsubishi Lancer Evo V1 came in second with a time of 3 minutes 30.359 seconds.

Bleinheim's Craig Manteufel in his 2003 Holden Commodore VY won the Sports Production in a time of 3 minutes 32.984 seconds.

The Juniors Under 2000cc was won by Nerang's Ashley McKenzie with a time 3 minutes 42.407 seconds. Anthony's Morgan Rieck driving a 1999 Honda Corolla took out second spot with a time of 3 minutes 50.780 seconds. Wynum West's Charlotte Beveridge in her 2006 Suzuki Swift took out third sport in a time of 4 minutes 03.746 seconds.



Charlotte Beveridge in her 2006 Suzuki Swift in action in the Juniors Under 2000cc at Rd 1

Jimbooma's Jake Bingham driving a 2003 Ford Falcon took out first place in the Juniors Over 2000cc in a time of 3 minutes 41.505 seconds.

Coomabah's Rob Souter in his 1971 Datsun 1200 won the Sports Sedans Under 2000cc with a time of 3 minutes 40.987 seconds, Caniaba's William Contojohn in his 1992 Nissan Pulsar came in second with a time of 3 minutes 49.798 seconds.



Roger Pfeiffer in his 2004 Ford Falcon XR6T in the Sports Sedans Over 2000cc at Rd 1

Wynum West's Luke Beveridge took out the Sports Sedans Over 2000cc with a time of 3 minutes 22.820 seconds,

Underwood's Ross Wheeler (Jnr) came in second with 3 minutes 23.862 seconds while Biloela's Rick Chisholm was a close third with 3 minutes 35.250.



Sean Hill in his 1992 Nissan Sylvia in the Sports Sedans Over 2000cc at Rd 1

The Sports Cars Under 1500cc was taken out by Samford's Ross Rundle in his 2017 Minetti SS-V1 with a time of 3 minutes 13.898 seconds.

The Sports Cars 1501cc – 2000cc was taken out by Ainsley Fitzgerald in his 2014 Arrow Clubman with a time of 3 minutes 23.767 seconds. Runaway Bay's Darren Brent his 2016 Mazda MX5 took out second place with a time of 3 minutes 35.598 seconds. Toowoomba's Steve Benson driving his 2009 Locost Hicost took out third spot with a time of 3 minutes 38.173 seconds.

Stephen Roos driving his 2003 Mazda RX8 took out the Sports Cars 2001cc – 3000cc with a time 3 minutes 33.086 seconds. Kylie Roos sharing the drive in a 2003 Mazda RX8 with husband Stephen came in second place with a time of 3 minutes 43.590 seconds.

Newport's Chris Ching took out the Over 3000cc Sports Cars with 3 minutes 08.111 seconds. Cabarlah's Neil Esplin came in second with a time 3 minutes 16.472 seconds.



Chris Ching in his 2006 Porsche 997 IWP in the Sports Cars Over 3000cc at Rd 1 at Morgan Park

Alstonville's Blake Morgan in his 1999 Mazda MX5 took out third spot in a time of 3 minutes 27.773 seconds.

The Pre-1974 Classic Touring Cars 0 – 1300cc was taken out by Highfields' Alan Greenbury with a time of 4 minutes 11.542 seconds.

The Pre-1974 Classic Touring Cars 1300cc – 1600cc was taken out by Withcott's Keith Edwards with a time of 4 minutes 18.625 seconds.

The main event of the weekend had the spectators on the edge of their seats as the last two teams lined up for a chance at winning the first round of the Qld – NSW Sprint Challenge shield. Each driver was given one timed flying lap of the circuit, with the time been added together, and the team with the fastest aggregated time being the winner.

The Queensland team of Steve Bensen, Neville Nawratzki, Roger Pfeifer, Darren Brent, and Leonard Griffiths and the New South Wales team Graeme Fleming, Harry Everett, Greg Slade, William Contojohn and Stephen Roos battled against the clock with each driver getting one time flying lap, but it was New South Wales' day of glory winning round one with a time of 4 minutes 28.582 seconds. The Queensland team gave a good account of themselves to finish with a time of 4 minutes 34.138 seconds.

The next round of the Series will be held at Carnell Raceway on 25th / 26th June 2022.



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

Warwick SCMSA Round 1

One driver's perspective – Paul Bond – Car 50 Datsun 510 SR20DET

With Christmas done, it was time to roll the Datsun out for the first run of 2022, at Round 1 of the SCMSA at Warwick on Feb 12/13.

So an early Saturday morning start for the drive up to Warwick, with the Datsun entered in the Short Circuit, but not sprints.

Competitors in the racing included Luke Beveridge in the VE Improved Production V8, Wayne Gersekowski in the LS1 powered RA60 Celica, Shane Hill in the 302 Silvia, who had decided to run the racing for the first time. We also had Lenny Griffiths in the V6 VK Commodore, Guy Nawratzki, also in a Commodore plus Neil Burley (Datsun 1600), Karlie and Sophia Buccini (BMW and Satria) and Jayden Manteufel in the Excel.

Short Circuit uses the shortest Warwick track, which is basically a U turn in Turn 2, and doesn't go under the bridge, then fire up the hill, still visible from the pit area, and over the top with a slight left, almost a U turn right and and esses onto the straight. Lap times in the mid 40's.

Following practice, we all lined up for race 1 with Luke on pole and myself alongside on the front row. Task for me was simple, drag the VE Commodore off the line, and ensure that I had the line up the hill. So, at the green, the plan started well as I stayed alongside Luke through turn 1, into 2 and managed to just be ahead up the hill. He squeezed me a bit, but only to the edge of the track, which is absolutely fair enough 😊

Crested the hill, and then cocked up monumentally into the braking area, and fired off to the straight instead of turning right, which gifted the lead back to Luke and allowed everyone to pass me. So feeling fairly annoyed, it was then a recovery mission. The first few cars cars were caught and passed quickly (Karlle, Sophia, Jayden), and then it was Guy, with Guy waving me through at the top of the hill. Took another lap to catch Wayne, who was behind Lenny, whilst out in front Luke was doing an excellent job. Shane was (probably) a bit surprised being in 2nd, but also driving well. Going by the fact that I didn't seem to be making much impression on the front pair, as I saw them on the hill, whilst on the straight.

Managed to power past Wayne on the straight and also had a crack at getting Lenny at the same time, but he closed the door into turn 1, resulting in a minor moment for me, so I followed him up the hill and took him on the straight the next time. Lenny doesn't give the spot up easily, and



Note – well onto concrete with Luke on right (bottom camera shows he is there) – but room 😊



Sideways and not getting it back, then off and getting back to the track – Wayne in view

considering I had made the mistake to be behind, I was not surprised that he fought.



Lenny shutting the door, me slightly locked up 😊

From there it was a straightforward run for the final two laps to the finish, lamenting a lost opportunity. Podium was Luke, Shane then myself. From the results it looked like Jady Manteufel and Karlie Buccini must have had a scrap at the end with only 0.25 between them at the line.

For race 2 the grid was inverted so Waine was Pole with Shane alongside, me in 3rd and Luke on my outside. At the drop, I got too much wheelspin, and Waine kept the inside covered, and Shane stayed close, so they formed a rolling roadblock for Luke and I. So into turn two Shane just pulled in front of Waine, and then Waine got a little wide and I snuck past on the inside to chase Shane.



Waine just to the left and a little wide and slower

After a few laps of holding stations, Shane got a little sideways out of turn 2 and we went side by side up the hill, and over, with Shane's line onto the straight compromised, so I was able to sneak past on the straight, and immediately gave it back by running wide in turn 2, and to add insult to injury, Luke got past as well 😊

With only that lap, plus one more, it was a difficult task to get any positions back, but when we caught Neil Burley and Sophia Buccini over the hill, I was up for a crack. Ultimately Luke and Shane got the power down well and we finished as we started the lap, so Shane, Luke then Bondy.

Race 3 saw the grid based on points, so Shane and Luke had the front row, with myself and Waine on 3/4. Shane got a good jump. Luke got a bit of wheelspin and I was able to sneak past on the run to turn one to closely follow Shane out of 2. I had a sneaky look up the hill but was too sideways early to get a convincing run and Shane closed the half open door. He got loose down the hill, and ended up tight onto the right hander, which was going to compromise my run onto the straight, so I was looking to capitalize. Sure enough I was able to get a better run and pass him into turn one. I had also learnt a lesson, that short shifting into fourth coming onto the straight gave better drive than third, so had started using that, which should also mean I was little easier on the rear tyres.

From there it was just manage the gap and be easy on the car to the finish. So Bond, Hill and Beveridge, with Shane obviously working hard to keep Luke out.

Race 4 had Shane and I on the front, and off the start I bogged down a fraction, so followed Shane on the first lap, but made a half move at the end of the straight and he gave enough room that I was up the inside into 2. From there it was like the previous race for me, with a clear run to the finish.

That was the end of Saturday, so for me two mistakes, but two wins. Reasonable day, but room for improvement. Some good driving by Shane to probably be leading the points at that stage, and was really loving being in the racing, given it was his first time in the Short Circuit after doing Sprints for a while.

Sunday was a new day, and we started off with race 5. Luke was on pole, me alongside, with Shane on 3 and Waine was unfortunately a DNS, with a starter motor issue (from memory). At the green we had an even run into turn 1, but I was able to take the apex at turn 2 and from there it was relatively easy. It looked like Luke and Shane had a battle, and Guy and Lenny, and Sophia and Jayden, judging by the times in the results sheet.

Race 6 was a bit of a drama, as we got away and completed about three laps, with Luke having a tie rod fail heading towards the last right, and luckily it just fired him onto the grass, but it took a while to clean up. His next meeting was due to be Lakeside, so it was fortunate to have happened on a relatively slow speed corner with run off. I know from experience that Lakeside is not where you want a component failure, walls are close, speeds are high. After

looking at the damage post race, I am sure it was a quick and inexpensive fix for Luke.

For the race, Shane, Waine and I all got away OK, with me unsure as to who was best to follow, but ultimately, I followed Shane, and we got by Waine, and then I used the 400HP of the Datto to get Shane on the straight. Although straight forward from there I was trying to be smooth and bashed out a 41.18, 41.14 and 41.04 in successive laps, then settled in with a 41.5 and 41.7 to finish the race, so was pretty content with consistency that run.

Race 7 saw Luke as a non starter, so Shane got the jump again, but Lenny Griffiths made a good opening lap and poked his nose on the inside in the right hander at the bottom of the hill. Nearly caught me by surprise, but of course the V6 Commodore didn't have the pace on the straight, but Lenny is always up for the challenge 😊. I then set about chasing Shane. We did a little side by side stuff, as he covered the inside on the straight, making me go the long way around, but I ended up in front at the start of the next lap. In trying to run away I banged in a 40.71, which was my quickest lap of the weekend, and with that managed to get a bit of a gap to manage to the end.

Race 8 was much the same, with Shane getting the Jump, and after a lap or so I managed to squeeze my way past, and then put in a 41.0, 41.1 and a string of 41.3 to 41.5 laps to give myself some breathing room.

So for the weekend I think that overall myself, Shane, Waine and Luke in the Sports Sedans, with both Luke and Waine having issues so not competing each race. That was unfortunate for the spectacle, and for them. For the other classes, it looked like there was plenty of competition, but I think Karlie Buccini had clutch issues in the BMW on Saturday, so also had limited running. All the drivers in the slower class cars were quite good to the faster cars when being passed or lapped, which (again) made life easy, so thanks. There is about a 5 sec difference fastest to slowest, so in 8 laps we are normally catching someone. Fastest lap of the weekend was Luke with a 40.699 in Race 1 versus my 40.712 in Race 7.

Thanks to all the flaggies, other officials and everyone who supports us in our quest for fun 😊

Youtube for the in car videos is 'bondy505'



Paul Bond in action in his Datsun



Neil Esplin in his 2019 Toyota Supra in the Sports Cars Over 3000cc at Morgan Park



Ainsley Fitzgerald in his 2014 Arrow Clubman
Competing in the Sports Cars 1501-2000cc at Rd 1



Ross Wheeler (Jnr) in his 1978 Toyota Corolla
in Sports Sedans Over 2000cc at Morgan Park

THE FIRST COMBINED MEETING OF THE QLD – NSW SPRINT CHALLENGE

Written by Fred Berge 17 May 2007

This weekend over a hundred competitors from many parts of Queensland and New South Wales will converge on Stanthorpe's Carnell Raceway for the running of the first round of the Queensland – New South Wales Sprint Challenge which is being organised by Toowoomba based Short Circuit Motor Sport Association and the Stanthorpe and District Sporting Car Club.

This event will be unique in as much it is the first time that two categories of events have been run at one meeting with multi-car speed events and super sprints on the one programme. The two-day event has attracted a record field with competitors coming from as far away as Tamworth, Gladstone, Maryborough, Brisbane, Gold and Sunshine Coasts, Lismore, Casino, Warwick and Toowoomba.



Ken Moffett from Tamworth and Jeff Kay from Warwick battle in out in the short circuit event

The short circuit section has attracted a star studded field which include the reigning Queensland Short Circuit Champion Gattón's Brendon Pingel in his Datsun 1200 Coupe, a two time winner of the Championship, should start hot favourite for the short circuit racing, but will have his hands full to keep ahead of Ipswich's star Noel Griffith in his Holden Commodore. Griffith who was last year's runner up in the Championship will have all stops out to finish round one with top points.

Pingel and Griffith will have to content with Warwick's hot shot Sport Sedan star Jeff Kay and Toowoomba's Bob Power in a Holden Commodore, and the Association's Vice President Owen Timms in a quick Datsun 1600 Sport Sedan, Tamworth's Bruce Worgan and Neil Farr will be flying the NSW Flag - both in Holden Commodore Sports Sedan.

Tamworth's Ken Moffett and Lismore's Adrian Moore both in Mazda RX7s, with such strong fields top racing is expected to be the order of the day.

The sprints which is in its third year, has grown from strength to strength, and has become one of the major sprint meetings on the CAMS calendar, and with the inclusion of the short circuit speed event, has made the event even more attractive to competitors.



Jeff Kay from Warwick leads Bruce Worgan from Tamworth and Garry Ford from Casino in the short circuit feature

The sprint section of the event has attracted one of the strongest fields ever seen in Stanthorpe. The hot favourite for the fastest time of the day in the sprints will be Stanthorpe's John Eldridge in his RB Corolla F3 open wheeler. Eldridge has always done well on the home track, and should set some quick times. Les Mellor from Barellan Point will be sporting his new Merger Roadster in the Racing Car Class. The car is yet untried in Stanthorpe but Les is sure to put on a good show.

Des Edwards is always on the pace in his Westfield SE1 Sports Car, as will be David Statham in the big Ruea Cee Type Sports and has always set quick laps in the past. Brisbane's Iain Nowell will be in his 1974 Porsche 914/4, while Fernvale's John Blackburn will be in a quick Lotus Europa S2.

Toowoomba will be well represented in the sprint section with a strong team of potential winners which include Warren and Jenny Gersekowski both in Commodores, Peter and Michael Cusato will share the drive in a Ford Escort, John Owens in a Commodore, Kris Chant in a Ford Escort, David and Neil Thompson in a Toyota Corolla, Mark Manteufel driving a Commodore, Dallas Wolff in a Datsun 1600, Jamie Manteufel in a Leyland Mini, David and Gilbert Eastwell in a Toyota Corona.



CARNELL RACEWAY STANTHORPE

Rd 2 Qld - NSW Sprint Challenge

Rd 2 Short Circuit Touring Car Series



25th - 26th June 2022

Entries close Sunday 12th June at 5.00pm

Proudly presented by the Short Circuit Motorsport Association

WANTED

Officials for Carnell

We need your help to run the event at Carnell on the 25/26 June.

While it is important to get competitors to enter the event without people to run the event there will be no event.

If you are available to help even for one day please give Moss a call on 0428 717 535

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 pole 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 Lapciver	\$95



COMING EVENTS



MAY 2022

Sunday 21

Rd 2 Tri Series
Tamworth Sporting Car Club
Oakburn Park Raceway, 1428 Oxley Hwy.
Wallamore, NSW

Sunday 22

Rd 1 IWMAC Autocross Series
Ipswich West Moreton Auto Club
Willowbank Park, Ipswich

Friday-Saturday-Sunday 27-29

Rd 2 QLD Circuit Racing Championship
Morgan Park, Warwick

JUNE 2022

Saturday-Sunday 4-5

Noosa Hillclimb
Noosa Beach Classic Car Club
Gyndier Drive, Tewantin

Saturday 4

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

Sunday 5

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

Sunday 11

Porsche Sprints
Porsche Club QLD
Morgan Park, Warwick

JUNE 2022 (cont)

Sunday 19

Rd 3 MAC Dirt Sprint Series
Millmerran Auto Club
Reserve Raceway, Millmerran

Sunday 19

Rd 3 IWMAC Dirt Sprint Series
Ipswich West Moreton Auto Club
Willowbank Park, Ipswich

Sunday 19

Lapdash
Tamworth Sporting Car Club
Oakburn Park Raceway, 1428 Oxley Hwy.
Wallamore, NSW

Saturday-Sunday 25-26

Rd 2 QLD-NSW Sprint Challenge
Short Circuit Motor Sport Association
Carnell Raceway, Stanthorpe

Saturday-Sunday 25-26

Rd 2 QLD Short Circuit Touring Car Series
Short Circuit Motor Sport Association
Carnell Raceway, Stanthorpe

JULY 2022

Sunday 3

IWMAC Special Event
Ipswich West Moreton Auto Club
Willowbank Park, Ipswich

Friday – Sunday 8-10

Historic Race Meet
Historic Racing Car Club of QLD
Morgan Park, Warwick



SHORT CIRCUIT MOTOR SPORT ASSN

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and spectators are welcome.
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If anyone has any photos or news articles that can
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