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USC

ULTIMATE SPRINTCAR CHAMPIONSHIP

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5 OCTOBER 2024

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USC
ULTIMATE SPRINTCAR CHAMPIONSHIP

THUNDER
ON THE DOWNS
HI-TEC OILS SPEEDWAY - TOOWOOMBA

RED HOT
SUMMER
Shootout

CLAY-PER-VIEW
SPEEDWAY LIVE OR ON-DEMAND

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IMPORTANT

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UNFORTUNATELY, WE MUST RESTRICT ACCESS TO THE PITS UNLESS YOU HAVE A "PIT PASS". WE WELCOME YOU TO LOOK AT THE CARS AND TALK TO THE DRIVERS AFTER THE RACE MEETING, BUT WE MUST ASK THAT YOU REFRAIN FROM THIS AREA DURING THE RACE MEETING. DRESS CODE FOR THE PIT AREA REQUIRES THAT CLOSED SHOES MUST BE WORN. IF YOU WANT TO GAIN ACCESS TO THE PITS DURING A RACE MEETING, YOU CAN PURCHASE A "PIT ENTRY PASS" FROM THE PIT GATE. YOU MUST BE OVER 16 YEARS OF AGE TO UPGRADE TO A PIT ENTRY PASS. THE PIT AREA IS AN ALCOHOL-FREE ZONE AT ALL TIMES AND ENCLOSED FOOTWEAR IS REQUIRED. WE WELCOME YOU TO COME DOWN TO THE PITS FOR FREE, AFTER THE MEETING HAS FINISHED.

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A RAINOUT IS DEFINED AS FIVE (5) EVENTS OR LESS BEING SUCCESSFULLY DECLARED COMPLETED.

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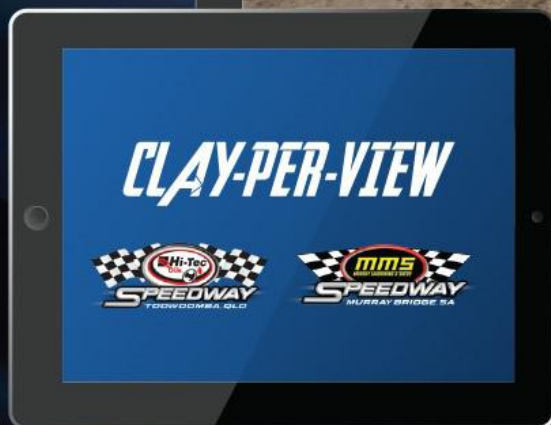
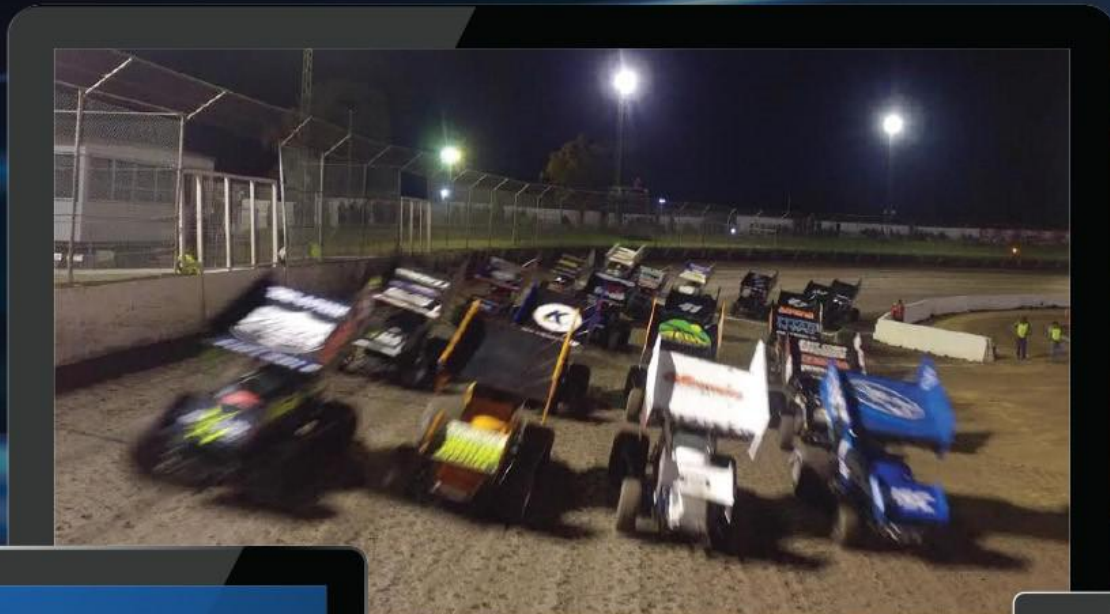
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HOW TO USE A RAIN OUT TICKET:

1. CHOOSE AN 'EQUAL OR LESSER PRICED' EVENT, FROM OUR CURRENT SEASON
2. PRESENT YOUR TICKET TO THE CASHIER AT THE GATE
3. THE CASHIER WILL CHECK YOUR NUMBER TICKET STUB FOR VALIDITY
4. IF VALID, YOU WILL BE PROVIDED WITH A NEW TICKET TO ENTER THE EVENT.



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Clerk of the Course: Jamie Buschel
Timing: Brett Cheetham
Multimedia / Production: Jarred Ash

The Downs Speedway club was originally established in 1966-67 when racing was held at the old Toowoomba Showgrounds and continued there until 1974 when the Royal Agricultural Society announced they would promote speedway themselves. The then members of the club voted to establish their own grounds and in May 1975 the land at Charlton was purchased and many hard-working dedicated people spent a lot of hours working to establish this great complex that we enjoy today. The Down Speedway Club's Charlton Raceway complex was opened on 23 April 1977.

The club ran and operated the venue successfully until the 2013/14 season when become privately promoted by Alan Woods who operated the venue for two seasons until he sold the lease to Made Too Go Pty Ltd (Barry Waldron) in 2015 for the 2015/16 season.



Kicking Up The Dirt – Thunder on the Downs

By Joanne White

Luke Oldfield got the win last night in the feature event for night one of the Menz Trading and Hire Thunder on the Downs at Hi-Tec Oils Toowoomba Speedway. Oldfield, who was win-less in the 2023-2024 race season, dominated from the drop of the green, weaved his way through heavy lapped traffic and was comfortable in charge for the entire thirty-lap journey. Lachlan McHugh and Brock Hallett had an almighty battle for second and third that captivated the crowd in the closing moments of the race. McHugh secured second ahead of Hallett, while Jock Goodyer and Matt Egel completed the top five.

Rain over Thursday night had initially cast doubt as to if the event would proceed as planned, but with the skies clearing track gates opened, competitors and fans alike poured into the venue. The field of 45 was split in half and qualifying got underway.

Flight one qualifying saw Brent Kratzmann set the mark early, the second car to hit the track stopping the clock at a quick 11.556 seconds. Kratzmann proved unbeatable for most of the session, until the second-last contender, Brock Hallett, hit the track. Hallett wasted no time taking the top qualifying spot, his 11.483 soon topping the flight one qualifying order, and, would also see him take top honours as the fastest qualifying lap of the night after flight two had been completed. Brent Kratzmann was second

fastest in flight one, ahead of Tate Frost, Ryan Newton and Matt Egel. Flight two saw Luke Oldfield and Kaiden Manders lead the qualifying order early, with a host of quality contenders to follow. In the end though it was popular Toowoomba local Tarhlea Apelt who put down a pair of faultless laps to stop the clock at 11.719 seconds and secure the top spot in flight two qualifying, as well as third fastest in the entire field. Luke Oldfield, Kaiden Manders, Lachlan McHugh and Jock Goodyer rounded out the fastest five in flight two. Overall, 37 of the 45 contenders were separated by less than one second, while Adam Butler had mechanical woes on board the Q10 racer and was unable to contest qualifying. Jordyn Brazier rode out a nasty wreck on his second qualifying lap, and, despite his first lap being enough for tenth in flight one, he would take no further part in the evening.

Brock Hallett and Ryan Newton led the field to green light conditions for the start of heat one, with Hallett securing the race lead ahead of Newton. Newton soon surrendered second to a determined Matt Egel, with Egel then challenging Hallett for the race lead. Egel soon led, while further back Queensland Champion Nicholas Whell searched for a way past former Queensland Champion Newton before Jordyn Charge joined the pair. The battle that followed as Newton and Charge traded places back and forth, taking turns sliding underneath one another several times a lap, truly captivated the crowd and was just a small preview of the type of racing that would follow all night. Brett Hobson soon closed in on Newton and Charge, while at the front Egel had opened a small lead only for Hallett to close back in in the final few laps of the race. With half a lap to run Hallett challenged for the lead, the pair battling it out all the way to the line, drag racing past the chequered flag, with Brock Hallett getting the win ahead of Matt Egel, Ryan Newton, Brett Hobson, Nicholas Whell, Jordyn Charge, Michael Saller, Aaron Kelly, Mick Sauer, Kinser Claridge and James Matthews.

Brent Kratzmann started heat two from pole position with Tate Frost alongside. Kratzmann secured the lead when the green flag flew with Brodie Davis soon getting the better of Frost and settling into second, but the race was soon brought to a stop when race leader Kratzmann drifted a little too high in turn four, clipped the wall and brought the race to a stop. While the Q2 racer was not quite right and had rear end damage, Kratzmann restarted the event at the tail of the field in a format where finishing position determines starting positions in the main events. With nine laps remaining Davis led the restart from Dylan Menz and Cody O'Connell. Davis was strong out in front while O'Connell displaced Menz to steal second, with Tate Frost following him through. Jayden Peacock began to advance before the race was brought under caution once more as James Kennedy and Brent Kratzmann came together at the tail of the field. Davis again led the restart from O'Connell and Frost, while Peacock, Jy Corbet and Jesse Schlotfeldt began trying to make their way forward from deep in the field. Brodie Davis got the win ahead of Tate Frost and Cody O'Connell, with Jayden Peacock fourth and Jy Corbet fifth after an epic side-by-side battle with Schlotfeldt. Jesse Schlotfeldt finished sixth and led Jackson Delamont, Charlie Bowen, Brent Kratzmann, Dylan Menz, Richie Robb and James Kennedy across the line.

Tarhlea Apelt and Lachlan McHugh led the heat three field to the green flag, with McHugh securing the lead only for the race to be stopped when Michael Pickens spectacularly inverted the Q74 racer after contact with Kaydon Iverson. While Pickens walked away from the crash his competition was over for the night. A full restart followed with McHugh again getting the better of Apelt when the green flag flew, with Jock Goodyer settling into third before challenging on the high side of Apelt in an effort to steal second. Apelt and Goodyer raced wheel-to-wheel for several laps, with Goodyer persistent on the top and Apelt steadfast and determined on the bottom, refusing to surrender the position. Behind them Marcus Dumesny and Callum Walker, in his return to Sprintcar racing, had a similar side-by-side battle with Dumesny eventually getting the better of the #23 racer. Apelt began to close in on McHugh and the race lead, with lapped traffic coming into play with just two laps to run. Lachlan McHugh got the win ahead of Tarhlea Apelt and Jock Goodyer, with Marcus Dumesny, Callum Walker, Kaydon Iverson, Steven Loader, Luke Manttan and Nathan Pronger rounding out the finishers. Michael Pickens did not finish the event.

The final heat of the night saw Luke Oldfield secure the lead from pole position with fellow front row starter Kaiden Manders settling into second but immediately coming under pressure from Michael Stewart. Stewart displaced Manders and began challenging Oldfield for the lead when the race was

2024-2025 RACE SEASON

SPRINTCARS QUEENSLAND
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THUNDER ON THE DOWNS
- Night 1 -

FRIDAY 27 SEPTEMBER 2024

1st Luke Oldfield (Q17)

2nd Lachlan McHugh (A1)

3rd Brock Hallett (Q5)

4th Jock Goodyer (T22)

5th Matt Egel (S52)

Hi-Tec Oils Toowoomba Speedway, Toowoomba

Hi-Tec Oils Toowoomba Speedway

MENZ TRADING & HIRE

brought under caution for the spun car of Anthony Lambert. With nine laps remaining Oldfield led the restart from Stewart and Manders, with Randy and Richard Morgan close behind. Oldfield soon settled into a comfortable lead before Stewart again closed in and had a big, but unsuccessful, look on the inside of Oldfield, while behind them Manders and Randy Morgan had a thrilling battle for third. Luke Oldfield went on to take the win ahead of Michael Stewart and Randy Morgan, with Kaiden Manders, Richard Morgan, Ashley Cook, Chad Ely, Ryan Potts and Anthony Lambert rounding out the finishers. Henry Titman, in his first Open Sprintcar race, withdrew to the infield and did not finish the event.

Despite being the second fastest car in qualifying, a less than ideal heat race result saw Brent Kratzmann start the C-Main from pole position. The Q2 racer was quick to secure the race lead when things got underway, with Mick Sauer settling in to second ahead of Anthony Lambert, while further back Dylan Menz committed to the top in an effort to advance. A caution soon followed when Richie Robb spun to a stop with eleven laps to run. Kratzmann led the restart from Sauer and Lambert, with Menz and Henry Titman close behind. Lambert soon faded while Kratzmann and Sauer ran away from the rest of the field, with Menz eventually closing in on the back of Sauer and the final transfer position with only a handful of laps to run. Brent Kratzmann got the win ahead of Mick Sauer, both transferring to the back of the B-Main event, with Dylan Menz, Kinser Claridge, James Kennedy, Nathan Pronger, James Matthews, Henry Titman and Anthony Lambert rounding out the finishers. Richie Robb did not finish the event.

The B-Dash saw Ryan Newton and Jock Goodyer lead the field to green light conditions, racing side-by-side until Newton was able to get his nose in front. Goodyer challenged on the top and soon got around Newton while both Randy Morgan and Kaiden Manders had a truly brilliant battle as they closed in on Newton, the trio captivating the crowd as Marcus Dumesny joined them from behind. The way the quartet traded places over the final few laps of the race thrilled the crowd, but it was Jock Goodyer who took the win ahead of Ryan Newton and Randy Morgan, with Marcus Dumesny, Kaiden Manders, Jayden Peacock, Cody O'Connell and Brett Hobson rounding out the finishers. The A Dash hit the track with Brock Hallett and Luke Oldfield from the front row, with Hallett securing the lead only for chaos to unfold behind when Brodie Davis got a touch sideways forcing the rest of the field to take evasive action. Tate Frost ended up stranded on the track with Matt Egel also involved and stopped, bringing the race under caution. A full restart followed with both Frost and Egel at the tail of the field and Goodyer elevated the fifth for the restart. Hallett again secured the lead ahead of Oldfield and McHugh, with Oldfield successfully challenging Hallett for control of the race. McHugh got the better of Hallett before Hallett raced back underneath the Australian Champion but contact between the pair would see McHugh loose ground and surrender a position to Goodyer, who soon challenged Hallett, searching the high line for a way past on the final lap. Luke Oldfield got the win ahead of Brock Hallett and Jock Goodyer, with Lachlan McHugh, Tate Frost, Matt Egel, Ryan Newton, Brodie Davis, Michael Stewart and Tarhlea Apelt rounding out the finishers.

A star-studded B-Main hit the track with Nicholas Whell and Richard Morgan leading them to race conditions. Whell secured the lead ahead of Morgan, Jordyn Charge and Jy Corbet while Jesse Schlotfeldt soon advanced to third leaving Morgan in the final transfer position. Callum Walker began advancing, while Whell led comfortably out in front, approaching lapped traffic with eleven laps remaining. Charge closed in on Whell in lapped traffic, while Jackson Delamont and Callum Walker continued an impressive run forward, both making their way inside the top four. Delamont displaced Charge for second, with Charge soon surrendering third to a determined Walker as the laps wore on. The battle for the lead began to heat up as both Delamont and Walker closed on Whell, with Delamont getting the lead only for Whell and Walker to challenge for control. The trio crossed the line three abreast with all eyes then turning to the time board to discover who actually made it there first. Nicholas Whell took the win just 0.002 seconds ahead of Callum Walker with Jackson Delamont in third. Jordyn Charge come home in fourth and secured the final transfer to the main event. Jesse Schlotfeldt in his debut with the Motorguard Motorsport team crossed the line fifth and led Aaron Kelly, Ashley Cook, Kaydon Iverson, Brent Kratzmann, Jy Corbet, Michael Saller, Chad Ely, Mick Sauer, Luke Manttan, Steven Loader and Ryan Potts across the line. Richard Morgan and Charlie Bowen both failed to finish the event.

The A-Main event saw Luke Oldfield and Brock Hallett share the front row, with Oldfield quick to secure the lead when the lights went green. Hallett slid underneath as they rounded the second turn and moved into the race lead, only for the race to be brought under caution when things got very messy mid field on the back straight. A full restart followed, the race running non-stop from there. Oldfield secured the lead when the race resumed, with Hallett settling into second as Oldfield began to open a comfortable lead. Tate Frost made his way underneath Jock Goodyer as they negotiated over top five positions, only for Goodyer to quickly regain the advantage as Brodie Davis had a quick but unsuccessful look underneath them both. Frost and Davis traded places while Oldfield continued to lead comfortably from Hallett and Lachlan McHugh. With twenty-two laps still to run lapped traffic came into play, allowing McHugh to close in on Hallett and the pair to edge a fraction closer to Oldfield as the Q17 tried to navigate very heavy traffic. Oldfield made it look easy as he weaved his way through the back-markers as they raced each other two abreast for minor positions. Hallett and McHugh were left to battle the traffic and each other as they negotiated over second with McHugh eventually taking over second and relegating Hallett to third. Oldfield continued to extend his lead, while the whole field put on an exceptional show with plenty of two, three and even four wide racing on occasion right through the field. McHugh and Hallett closed slightly on Oldfield in the closing stages of the race while continuing their own negotiation over second, but in the end there was no stopping Oldfield. Luke Oldfield went on to take the win, his first in over a year, with Lachlan McHugh home in second and Brock Hallett rounding out the podium. Jock Goodyer and Matt Egel rounded out the top five, with Michael Stewart, Ryan Newton, Jackson Delamont, Tate Frost, Brodie Davis, Jayden Peacock, Randy Morgan, Callum Walker, Kaiden Manders, Marcus Dumesny, Jordyn Charge, Cody O'Connell, Tarhlea Apelt, Nicholas Whell and Brett Hobson rounding out the finishers. All twenty starters finished the nearly non-stop affair.

We were initially scheduled to return for night two tonight, which was then postponed until tomorrow, due to rain at the venue. However despite a much finer forecast for tomorrow, continued rain has already drenched the venue and forced the cancellation of even tomorrow's rain date. Sadly that gives Night Two of the Menz Trading and Hire Thunder on the Downs to Mother Nature.

Article courtesy of Joanne White

Picture courtesy of Matthew Paul Photography



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ONE LAP RECORDS



DIVISION	DRIVER	TIME	DATE SET
Sprintcars	Lachlan McHugh NQ7	10.404	26/09/2020
Formula 500s	Liam Williams Q26	11.777	26/09/2020
Lightning Sprints	Dave Fanning Q89	11.955	22/04/2023
Late Models	Joe Chalmers W23	12.258	24/04/2024
Midgets	Kaidon Brown V97	12.403	21/04/2019
V8 Dirt Modifieds	David Clark Q5	12.808	16/03/2024
Formula 500 Juniors	Charlie Bowen Q46	12.859	23/09/2023
Super Sedans	Matt Williams RK3	12.897	30/12/2023
Compact Speedcars	Bodie Smith Q77	13.058	05/05/2019
Wingless Sprints	David Eggins N171	13.493	02/03/2019
Modlites	Sean Rose Q56	13.852	29/03/2019
AMCA Nationals	Bruce Marshall Q27	14.350	23/09/2023
Modified Sedans	Aidan Raymont G28	14.900	29/03/2019
Legend Cars	Ian Jones Q95	15.486	28/04/2018
Production Sedans	Joel Berkley BB2	16.268	06/05/2023
Street Stocks	Darren Ciesiolka SB33	16.367	24/04/2024
SSA Junior Sedans	Zac Brims N29	16.661	25/04/2021

Lap times are the fastest lap from any session that electronic timing devices are used and recorded.



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SPEEDCAR SCENE

The fans of the Hi-Tec Oils Toowoomba Speedway are in for a feast of Speedcar racing during the 2024-25 season.

The GSA Advanced Machining Series Ultimate Speedcar Championship returns with a four round competition beginning on November 2. A big thank you to Brad and Toni Dawson of GSA Advanced Machining for their continued support of Queensland Speedcar racing. They specialise in metal product engineering and with 12 state of the art CNC machines have the capabilities to produce a high-quality item. They are located at Pinkenba in Brisbane and can be contacted on (07) 3868 4777.

The Queensland Speedcar Championship returns to Toowoomba on December 28, and it will be the seventeenth time this event has been held at this track since it opened. The first occasion was 1981 and it was won by Danny Davidson who we honour tonight with his memorial race.

Davidson won many big races including the Australian Speedcar Grand Prix, state titles in two states and wins at the old Sydney Showground which was no easy feat. He died from cancer in 2000. Tonight's race is generously sponsored by Ian Boettcher Race Parts.

One new event for the season is the 50 lapper which will be on the final night of the season on May 17. This has been an annual event on the calendar for many years but hasn't been run since the closure of the Archerfield track in Brisbane in 2023. \$5,000 will go to the winner plus any lap sponsor money that will be available to the leader of each lap. It is a big event and is usually well supported by interstate drivers.

Pre-season practice nights have seen many teams test their cars for the new season and it showed that they are locked and ready to go racing.

You can keep on eye on what is happening in the Speedcar world by visiting the Facebook page. Type in – Queensland Speedcars and click on Queensland Speedcar Racing Assoc (Midgets) Facebook.

Enjoy the skids,

Barry Lane

If your club / association would like to have articles like this in our program, please email them to Ryan at office@toowoombaspeedway.com by 9am the Monday morning prior to the race meeting.



The advertisement features two photographs of motor inns. The left photo shows the Country Gardens Motor Inn with a large bush of purple flowers in the foreground. The right photo shows the Cotswold Motor Inn with a brick building and a sign that says 'Entrance'. The text 'Country Gardens MOTOR INN' and 'Cotswold MOTOR INN' is overlaid on the left side of the images. At the bottom, a purple banner contains the text 'OUR ACCOMODATION PARTNERS' in white capital letters.

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**Cotswold
MOTOR INN**

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NOMINATIONS

SPRINTCARS

QSS ULTIMATE SPRINTCAR CHAMPIONSHIP R1



A1	Lachlan McHugh	(QLD)	
USA1	Jesse Schlotfeldt	(USA)	
Q2	Brent Kratzmann	(QLD)	
Q7	Aaron Kelly	(QLD)	
Q8	Nathan Pronger	(QLD)	
Q10	Adam Butler	(QLD)	
NQ10	Jy Corbet	(QLD)	- Withdrawn
Q11	Brodie Tulloch	(QLD)	
NQ11	Michael Pickens	(NZ)	
Q12	James Kennedy	(QLD)	
Q15	James Matthews	(QLD)	
Q16	Brodie Davis	(QLD)	
Q17	Luke Oldfield	(QLD)	
Q19	Daniel Helmore	(QLD)	
Q21	Nic Whell	(QLD)	
Q23	Callum Walker	(QLD)	
Q24	Tony Bridge	(NSW)	
NQ24	Jayden Peacock	(QLD)	
Q32	Mitch Gowland	(QLD)	
NQ37	Lachlan Paulger	(QLD)	
Q41	Daniel Bridge	(NSW)	
NQ41	Allan Woods	(QLD)	
Q46	Dylan Menz	(QLD)	
Q49	Cody O'Connell	(QLD)	
Q51	Tim Farrell	(QLD)	
Q53	Kaydon Iverson	(QLD)	
Q54	Randy Morgan	(QLD)	
NQ54	Richard Morgan	(QLD)	
Q59	Henry Titman	(QLD)	
Q67	Kinser Claridge	(QLD)	
Q69	Mick Sauer	(NSW)	
Q83	Charlie Bowen	(QLD)	
NQ85	Jason Rae	(QLD)	
Q88	Jason Burton	(QLD)	
Q90	Anthony Lambert	(QLD)	
Q96	Harry Stewart	(QLD)	
Q97	Tarhlea Apelt	(QLD)	



QLD SPEEDWAY SPARES



NOMINATIONS

360-LS SPRINTCARS

FIELD THE DRESS LABEL SERIES R1

In conjunction with the AME CLUB CHAMPIONSHIP SERIES

Field

NQ3	Brian Walsh
NQ6	Harry Dixon
NQ13	Stephen Bateman
Q13	Jai Bateman
NQ17	Ryley Smith
NQ21	Alyssa Cherrie
Q22	Kye Jensen
NS25	Jack Walker
Q27	Ewan Oliver
Q33	Paul Kidd
Q44	Dan Murray
Q45	Thomas Clarendon-Blair
NQ45	Ronald McDonnell
T47	Aydin Claridge
NQ63	Brock Hughes
Q65	Luke Harper
Q68	Connar Keiler
NQ71	Tyler Burnham
Q72	Anthony Vanderreyden
NQ73	Libby Ellis
NQ75	Timothy Harris
N82	Jacob Jolley
Q86	Luke Manttan
Q87	Cassidy Manttan
Q92	Adrian Josefski
Q93	Jason McDowell



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SERIES



NOMINATIONS

SPEEDCARS

IBRP DANNY DAVIDSON MEMORIAL

A1	Ryan Silcock
Q6	Darren Vine
Q7	Harry Stewart
Q8	Scott Doyle
Q10	Chris Moor
Q22	Scott Farmer
Q23	Casey O'Connell
Q24	Ty Horne
Q25	Doug Kay
Q33	Robert Mazzer
Q35	Michael Kendall
Q37	Lachy Paulger
Q39	Tim Devine
Q45	Tom Clauss
N46	Dylan Menz
Q55	Daisy Smith
Q58	Rusty Whittaker
Q98	Andrew Roeser



FWORDSPEEDSHOP



THE MENTAL SWITCH IN SPORT

COMPACT SPEEDCARS

QLD CLUB CHAMPIONSHIP

Q1	Andrew Parkes
N2	Janelle Saville
Q3	Mitchell Rooke
Q11	Dave Sansby
N22	DJ Raw
Q31	Mitchell Thompson
Q33	Darren Baldwin
Q52	Jeremy Ennever
Q63	Richard Treanor
Q64	Brock Byrne
Q75	Damien Wise
Q98	Dion Wilson



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At the track

Qualifying

Seeded into equal groups of no more than 5 cars. Qualifying will be done in groups. 4 laps. Drivers best time will count. No hotlaps prior to qualifying. Qualifying points will be as followed:

1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th
40	38	36	34	32	30	28	26	24	23
11 th	12 th	13 th	14 th	15 th	16 th	17 th	18 th	19 th	20 th
22	21	20	19	18	17	16	15	14	13
21 st	22 nd	23 rd	24 th	25 th	26 th	27 th	28 th	29 th	30 th
12	11	10	9	8	7	6	5	4	3
31 st	32 nd	33 rd	34 th	35 th	36 th	37 th	38 th	39 th	40 th
2	1	1	1	1	1	1	1	1	1

Heats (10 laps)

1 round of heats based on 6-car inversion from qualifying. Heat points will be:

1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th	11 th	12 th	13 th
25	22	19	17	15	13	11	9	7	5	3	2	1

Stars Dash (6 laps)

The top 8 drivers (based on aggregate of night points) will line up heads up for 6 laps. Finishing positions will determine the top 8 starting positions in the A Main.

Mid Pack Dash (6 laps)

Point scores 9th – 16th (based on aggregate of night points) will line up heads up for 6 laps. Finishing positions will determine positions 9 – 16 in the A Main.

B Main – 20 laps or 15 minutes

Qualifiers 17th onwards to contest the B Main. Max 20 cars. Heads up based on aggregate points. Top 4 to transfer into the Main Event.

A Main – 30 laps

20 cars with starting positions determined by results of the dashes / B-Main or by points if those events aren't run. There are NO provisional starters in the A Main.

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SATURDAY – 5 OCTOBER 2024

TIME	#	DIVISION	EVENT	LAPS
4:30 PM	-	360-LS SPRINTCARS	Engine Heat	-
4:45 PM	1	360-LS SPRINTCARS	Hotlaps	4
5:05 PM	-	SPEEDCARS	Engine Heat	-
5:15 PM	2	SPEEDCARS	Hotlaps	3
5:27 PM	-	SPRINTCARS	Engine Heat	-
5:42 PM	3	COMPACTS	Heat 1	8
5:49 PM	4	SPRINTCARS	Qualifying in Hotlaps	4
6:19 PM	-	OPENING CEREMONY	-	-
6:25 PM	5	360-LS SPRINTCARS	Heat 1	10
6:34 PM	6	360-LS SPRINTCARS	Heat 2	10
6:43 PM	7	SPEEDCARS	Heat 1	10
6:51 PM	8	SPEEDCARS	Heat 2	10
6:59 PM	9	COMPACTS	Heat 2	8
7:06 PM	10	SPRINTCARS	Heat 1	10
7:15 PM	11	SPRINTCARS	Heat 2	10
7:24 PM	12	SPRINTCARS	Heat 3	10
7:33 PM	13	360-LS SPRINTCARS	Heat 3	10
7:42 PM	14	360-LS SPRINTCARS	Heat 4	10
7:51 PM	15	SPEEDCARS	Heat 3	10
7:59 PM	16	SPEEDCARS	Heat 4	10
8:07 PM	17	COMPACTS	Feature Race	15
8:22 PM	18	SPRINTCARS	Last Chance Showdown	20
8:37 PM	19	360-LS SPRINTCARS	B Main	12
8:47 PM	20	SPRINTCARS	Mid Pack Dash	6
8:52 PM	21	SPRINTCARS	Stars Dash	6
8:57 PM	22	SPEEDCARS	Feature Race	25
9:22 PM	23	360-LS SPRINTCARS	Feature Race	25
9:47 PM	24	SPRINTCARS	Main Event	30

RUN SHEET



HEAT DRAWS



SPRINTCARS:

Completed in the pits after time trials

TIME TRIALS

SPRINTCARS sponsored by BK Trading

4 LAPS

Qualifying in seeded groups - Pill draw to determine order will be completed prior

1.	2.	3.
4.	5.	6.
7.	8.	9.
10.	11.	12.
13.	14.	15.
16.	17.	18.
19.	20.	21.
22.	23.	24.
25.	26.	27.
28.	29.	30.
31.	32.	33.
34.	35.	36.
37.	38.	39.

HEAT 1

SPRINTCARS sponsored by Daniel Trucking

10 LAPS

1.	2.	3.
4.	5.	6.

HEAT 2

SPRINTCARS sponsored by Nutrend Homes

10 LAPS

1.	2.	3.
4.	5.	6.

HEAT 3

SPRINTCARS sponsored by Menz Trading & Hire

10 LAPS

1.	2.	3.
4.	5.	6.

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HEAT DRAWS



SPRINTCARS:

Continued...

MID PACK DASH		SPRINTCARS sponsored by Sprint Shack		6 LAPS	
1.		2.		3.	
4.		5.		6.	

STARS DASH		SPRINTCARS sponsored by Dondex Sheds, Garages & Carports		6 LAPS	
1.		2.		3.	
4.		5.		6.	

B MAIN		SPRINTCARS sponsored by Darling Downs Fabricating		20 LAPS	
1.		2.		3.	
4.		5.		6.	
7.		8.		9.	
10.		11.		12.	
13.		14.		15.	
16.		17.		18.	
19.		20.			

MAIN EVENT		SPRINTCARS sponsored by Queensland Speedway Spares		30 LAPS	
1.		2.		3.	
4.		5.		6.	
7.		8.		9.	
10.		11.		12.	
13.		14.		15.	
16.		17.		18.	
19.		20.			



HEAT DRAWS



360-LS SPRINTCARS:

Completed in the pits after hotlaps

HOTLAPS **360-LS SPRINTCARS** sponsored by **Field the Label** **4 LAPS**

Hotlaps Qualifying in seeded groups - Pill draw to determine order will be completed prior

1.	2.	3.
4.	5.	6.
7.	8.	9.
10.	11.	12.
13.	14.	15.
16.	17.	18.
19.	20.	21.
22.	23.	24.
25.	26.	27.

HEAT 1 **360-LS SPRINTCARS** sponsored by **Field the Label** **10 LAPS**

1.	2.	3.
4.	5.	6.

HEAT 2 **360-LS SPRINTCARS** sponsored by **AME** **10 LAPS**

1.	2.	3.
4.	5.	6.

HEAT 3 **360-LS SPRINTCARS** sponsored by **Field the Label** **10 LAPS**

1.	2.	3.
4.	5.	6.

HEAT 4 **360-LS SPRINTCARS** sponsored by **AME** **10 LAPS**

1.	2.	3.
4.	5.	6.

B MAIN **360-LS SPRINTCARS** sponsored by **AME** **12 LAPS**

1.	2.	3.
4.	5.	6.
7.	8.	9.
10.	11.	12.
13.	14.	15.

A MAIN **360-LS SPRINTCARS** sponsored by **Field the Label** **25 LAPS**

1.	2.	3.
4.	5.	6.
7.	8.	9.
10.	11.	12.
13.	14.	15.
16.	17.	18.
19.	20.	21.
22.	23.	24.

HEAT DRAWS



SPEEDCARS:

Heat draws completed in the pits prior to racing commencing.

HOTLAPS		SPEEDCARS sponsored by IAN BOETTCHER RACE PARTS		3 LAPS	
1.	2.	3.			
4.	5.	6.			

HEAT	1	SPEEDCARS sponsored by IAN BOETTCHER RACE PARTS		10 LAPS	
1.	2.	3.			
4.	5.	6.			

HEAT	2	SPEEDCARS sponsored by IAN BOETTCHER RACE PARTS		10 LAPS	
1.	2.	3.			
4.	5.	6.			

HEAT	3	SPEEDCARS sponsored by IAN BOETTCHER RACE PARTS		10 LAPS	
1.	2.	3.			
4.	5.	6.			

HEAT	4	SPEEDCARS sponsored by IAN BOETTCHER RACE PARTS		10 LAPS	
1.	2.	3.			
4.	5.	6.			

A MAIN	SPEEDCARS sponsored by IAN BOETTCHER RACE PARTS		25 LAPS		
1.	2.	3.			
4.	5.	6.			
7.	8.	9.			
10.	11.	12.			
13.	14.	15.			
16.	17.	18.			



HEAT DRAWS



COMPACTS SPEEDCARS:

Heat draws completed in the pits prior to racing commencing.

HEAT	1	COMPACT SPEEDCARS	8 LAPS
1.		2.	3.
4.		5.	6.

HEAT	2	COMPACT SPEEDCARS	8 LAPS
1.		2.	3.
4.		5.	6.

A MAIN	COMPACT SPEEDCARS	15 LAPS
1.	2.	3.
4.	5.	6.
7.	8.	9.
10.	11.	12.
13.	14.	15.
16.	17.	18.

OCT 5

SPRINTCARS

(ULTIMATE SPRINTCAR CHAMPIONSHIP R1),

Speedcars (IBRP Danny Davidson Memorial),
360-LS Sprintcars (Field the Label Series R1),
Compacts

OCT 19

V8 Dirt Modifieds, Modified Sedans (TSS Smackdown Series R1), Production Sedans (Champions Series R1), AMCAs, Lightning Sprints

NOV 2

SPRINTCARS

(ULTIMATE SPRINTCAR CHAMPIONSHIP R2),

Speedcars (GSA Advanced Machining Ultimate Speedcar Championship R1),
360-LS Sprintcars, Modified Sedans (TSS Smackdown Series R2)



UPCOMING EVENTS





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