

**QSCA Inc**  
**Technical Committee Meeting**  
**18<sup>th</sup> May, 2008 - Nambour**

Meeting Opened: 10.30am

Present: Mike Briese, Graham Dawson, Graham Shallcross, Darryl Etherden, Russell Cowley, Owen Turner, Paul Broughton, Gary Brown, Jeff Blackburn, Eddie Pearson, Gary Pagel, Trish Writer, Tony Cornelissen, Bill Peall, Pam Franz, Paul Gannon

Apologies: Peter Campbell, Jim Cowley, Rodney Midolo, Darell Retschlag

Accepted: Graham Shallcross    Seconded: Mike Briese

CARRIED

Observer: Trevor Brown

In the absence of Committee Chairperson Jim Cowley, QSCA President Paul Gannon chaired this Meeting. Paul welcomed all attendees.

Minutes from Technical Meeting held 2<sup>nd</sup> February, 2008 accepted as previously distributed for discussion.

Moved: Paul Broughton                      Accepted: Russell Cowley

CARRIED

Business Arising:

Modified Production shock mounts to be clarified in SSA technical meeting report.

Super Sedan legs below fuel protection bars – still on some cars – scrutineers to chase up the cars that need to cut them off

Report from SSA Technical Meeting – 15/16 March, 2008 – Bill Peall

At this meeting a directive was given to the Technical Committee by the SSA CEO that all work on the updating of the Specification Books was to be put aside whilst they discussed the outcomes of the National Junior Title technical appeals.

All National Classes – there will be a full report made available via SSA Tek Torque in due course.

New engine seals to be introduced on a National basis to make it easier for scrutineers when cars race outside their home state.

Race Tech NZ seats can be used in all sedan classes.

At post race scrutineering illegal parts and safety equipment will be confiscated and stored by the State where the event was held until the checking and Appeal process has been completed.

Recommendation to SSA

Moved: Jeff Blackburn

Seconded: Gary Pagel

That the Qld Technical Committee oppose the confiscation of parts and safety equipment of cars deemed to be outside the specification at the time of checking due to logistics of storage and return of same.

CARRIED

Cabin mounted batteries to be covered with a non conductive cover to prevent spillage.  
Applies to all batteries both cabin and boot mounted.

Recommendation to SSA

Moved: Gary Pagel

Seconded: Eddie Pearson

That batteries cabin mounted to be Dry Cell type

CARRIED

Nationally transponders to be mounted no further forward than 450mm from the centre line of the front axle.

All sections - Foot protection bar to be firmly mounted at both ends to barwork.

Plastic front bumper covers must not have an extra plastic skirt added to it effective 1 July 2008.

Recommendation to SSA

Moved: Gary Pagel

Seconded: Gary Brown

That Plastic front bumper bar skirts be allowed in all sections. That the plastic skirt to be no lower than bottom of the original metal sill.

CARRIED

Shock Absorbers – Modified Production Page 22 section d – wording to be removed ‘and at least 50MM of the original shock absorber tubing’

Fitment of a Mitsubishi L300 front stub axle can be fitted to Cortina’s in Modified Production

Super Sedans – examining of NASCAR door bars – inspection plate 300x300mm to be available for the checking of door bars

Clarification sought - letter to be written to SSA Technical Officer – VS Commodores onwards do not have a stub axle as specific – it is a bearing carrier – how does this meet the specification book where it asks for the use of ‘an original stub axle’

Correspondence –

Moved: Jeff Blackburn

Seconded: Darryl Etherden

CARRIED

Inwards:

Submission from Mike Briese in relation to MK1 and MK11 Golfs

Letter from BSSA with Agenda Items

Submission from Trevor Brown

Agenda Items from Tony Cornelissen and Tricia Writer

Letter from Maryborough Sporting Car Club with Agenda Items

Letter from Sunshine Coast Speedway Club with Agenda Items and seeking permission for an Observer to attend the meeting

Copy of Safety Apparel requirements from NASR website

Emailed apology for non attendance at the meeting from Peter Campbell

Outgoing

Memos arising from previous meeting – read to the meeting – distributed to Clubs for their distribution and also to Technical Committee members.

List of Technical Committee contacts

Meeting Notice for 18<sup>th</sup> May

Memo of clarification on the format of Technical Committee meetings

Copy of Expressions of Interest for 2008/2009 Technical Committee

Changes to Car Registration Procedure for Super Street and Street Sedans from 2008/09 season.

Add Page 30 No 4 - add – or when a new Specification Book is introduced

Moved: Darryl Etherden

Seconded: Russell Cowley

CARRIED

Safety Apparel – 2008/09

Up to date information printed from NASR website for information to our Technical Committee

How do we check gear that is being worn on the track meets the specification? 150 drivers who attend Titles have their gear checked thoroughly but the other 450 never get checked. Discussion held. Outcome - Random checks to be carried out during race meetings to ensure the correct safety apparel is being used.

a. Scrutineers Accreditation – scrutineers are required to attend an accreditation/re-accreditation session – 2 yearly. Discussion held on the need to make these opportunities available on a regular basis and also to have a ‘Self Directed Learning’ type package with a written Assessment to be returned for checking available for those who are not able to attend due to work/family commitments. Discussion on obtaining the services of an outside trainer

for these sessions. Suggestion that Craig Doyle might be interested. Pam to make an initial contact and get some details to bring back to next meeting.

b. Medical Clearances – A guideline is to be written and included in the Procedures Manual and what is required. St Johns supply written reports to promotions about the race night events. It is the competitors responsibility to abide by Rules 2.2.8, 2.2.9 and 2.2.10 in the ASRR&R book and the responsibility is not with the scrutineers/stewards to police the abidance of these rules.

c. QSCA Specification Book update – this book will not be introduction until the 2009/10 season at the earliest - a small working group of division representatives and State Technical persons to be formed to update the book. Maybe include the 4 Cylinder specs in our book for the next print. Also the 4 Cylinder specs to be on our website as a service to our members. When this book is updated the working committee will look at aligning the barwork with the national classes. Pam to organize the first meeting date.

d. Window Nets – how much of the window needs to be covered? How will it be latched? To be taken to the Spec Book update.

e. Self Tapping Screws – not to be used in any part of the race car.

f. Substances for keeping cars and tyres free of mud – up to the driver – must be non flammable substances.

g. Towing attachments – all cars with plastic bumpers be required to fit a towing attachment front and rear. As per the Super Sedan book. For all divisions in Qld with a recommendation to SSA for Mod Prods and Jun Sedans.

Moved: Gary Pagel Seconded: Gary Brown

That a recommendation be forwarded to SSA to include towing attachments to Modified Productions and Junior Sedans.

CARRIED

Moved: Gary Pagel Seconded: Gary Brown

That when the Qld specification book is updated that towing attachments be included.

CARRIED

h. Underslung Fuel Tanks – discussion held.

Moved: Gary Brown Seconded: Eddie Pearson

That a clarification be sought from SSA - what is deemed to be an underslung fuel tank in Junior Sedans? What fuel tank protector bar is required for a non underslung mounted fuel tank.

CARRIED

i. Camber Pins in Junior Sedans – discussion held - as the slotting of the holes is not allowable by the specifications.

Recommendation to SSA

Moved: Paul Broughton

Seconded: Gary Brown

As the use of camber pins in Junior Sedans is a dangerous practice, in the case of Daihatsu Charades and other models it should be permissible to slot the top mounting hole at the bottom of the strut, weld a washer over the slot to prevent the bolt being moved and/or moving while the car is racing. A maximum distance the hole can be moved or maximum camber angle to be stipulated to make for ease of checking by scrutineers.

CARRIED

j. Fuel Tank Protector Bars – Modified Productions

Clarification sought from SSA

Moved: Paul Broughton

Seconded: Eddie Pearson

If as per the Modified Production specification book, a fuel tank is to be protected on all sides by substantial barwork, should this barwork if it goes upwards to protect the top of the fuel tank, be 38x3mm and should it be 25mm wider and higher than the fuel tank as per a tank protector bar for underslung tanks. If it is required then surely putting it only  $\frac{3}{4}$  of the height of the tank is not adequate.

Reasons - It is also noted that the Modified Production specification book is the only class that has this requirement. It has never been in the Junior Sedan book and was removed from the Super Sedan book at its last reprint. Maybe it should be removed from the Modified Production book as well for consistency between the classes.

CARRIED

k. Submission from Mike Briese – letter was read and discussed by the Technical Committee.

Moved: Russell Cowley

Seconded: Graham Dawson

To accept the proposal as presented for registration of MK1 Golfs as MK11 GTI Golfs in any QSCA Division.

CARRIED

l. Proposed Removal of Skid Rails in all QSCA Divisions – discussion held and as there were not large numbers of problems arising at this time the item to be passed to the Qld Specification Book update. Suggestion made that maybe we revert to the previous mounting method if there seems to be any problems.

m. Shock Absorbers Adjustable – Street Sedans – lengthy discussion was held on this topic – discussion based around the need to keep Street Sedans an affordable division for competitors to make a start into the sport.



Moved: Gary Pagel

Seconded: Eddie Pearson

Optional removal of rear quarter panels in the boot area, to be cut off vertically at rear window base line. Rear silhouette to be maintained with plastic OEM bumper over top of pipe bumper bar work. For introduction 1<sup>st</sup> July, 2008.

CARRIED

Clarification of what is considered to be a securely mounted plastic Bumper Bar. Refer to QSCA Specification Book page 18 No 9 – “Plastic bumper bar must be retained. Cars using OEM plastic bumpers are allowed to fit 50x3mm strip of flat steel or 50x5mm aluminium bolted to pipe bumper using cup head bolts 6mm min.” Scrutineers to be diligent at race day checking to ensure bumper bars are mounted securely as the start of the race meeting.

Recommendation to SSA

Moved: Bill Peall

Seconded: Eddie Pearson

Modified Production specification book does not have a plastic bumper cover mounting method in the new book. A mounting method to be put in place effective as of the next Technical meeting and to be included in the next printing of the specification book.

CARRIED

Licencing and Registration procedures – can Modified Productions race with Super Streets – yes - if dual registered and licenced accordingly.

Junior Street Sedans – scrutineers to check the seats are applicable for the child in the seat.

Charlton Juniors are now accepting up to 6 cylinder cars to run in their Junior Street Sedan division.

Front brace bars on QSCA cars – clarification required – when the book is updated this is to be clarified in both the drawings and the writing.

Trevor Brown thanked the meeting for letting him attend the meeting as an observer.

Late correspondence received from letter from Munro Craft – as the meeting was out of time this is to be Agended for the next Technical Committee meeting in mid August.

Paul thanked all those who had taken the time attend the meeting and wished everyone a safe journey to their respective homes.

Next Meeting: 17<sup>th</sup> August, 2008 - *since the meeting it would appear that this weekend will not be suitable due to commitments by the SSA Technical rep and others. A date will be found and notification will be sent.*

Meeting closed: 4.25pm