

## **REPORT FROM MODIFIED PRODUCTION OWNERS/DRIVERS MEETING HELD ON SATURDAY, 12<sup>th</sup> AUGUST, 2006**

Venue: Uniting Church Hall, Queen Street, Caloundra

Meeting Opened: 2.00pm

Present:

Paul Gannon – QSCA President, Terese Lange – Secretary,  
Pam Franz – Treasurer/Minute Secretary, Bill Peall – Qld ASCF Tech Rep

Eddie Pearson, James Elliott, Col Clarke, Jeff Blackburn, Greg Worling, Mark Raymont, Aidan Raymont, Greg Raymont, Troy Ware, Cora Rollo, Paul Broughton, Graham Shallcross, Darryl Etherden, Robert Trapp, Brian Learoyd, Gary Brown, Todd Doyle, Glenn Pagel, Steve Thomsen, Amanda Thomsen, Graham Zahl, Steven Zahl, Tricia Writer, Tony Cornelissen, Errol Baldwin Jnr, Darren Baldwin, John Swarbrooke, Matthew Swarbrooke, Gary Pagel, Trevor Rachow, Wes Beadman, Rodney Midolo, Charlie Midolo, Debbie Ferguson

Paul welcomed everyone to the meeting.

It was a unanimous vote by those present at the meeting that Wes Beadman could make a report to the speedway media from this meeting as to what Qld drivers opinions are at this time.

The draft was presented to the meeting via projector on to a screen for all to read.

Items in red print in the draft are items that have been passed at previous ASCF/SSA Technical Meetings for inclusion in the next specification book.

Items in blue print in the draft are up for discussion by the owners/drivers as they are to be included in the next specification book printed.

The following items were all voted on by those present and the outcome is as shown and to be taken to the next ASCF/SSA Inc meeting at the end of August 2006.

### **CHANGES TO SPECIFICATION**

Discussion was held on the way in which changes are made to the specification book during the life of the book, where the suggestions come from and why. It was felt that only minimal changes should be made to the specification book.

**Outcome – Recommendation – one vote per log book on all new specification changes, changes only to be voted on at the end of any season. Owners/Drivers not to receive their new seasons registration**

**decal unless they have taken part in the voting process on any new specification changes proposed.**

Section 1 – Interpretation – Draft Page 3

Discussion held on the proposed changes being made, persons present felt this change was outside the drivers best interest as it allowed changes to be made without consultation

**Outcome – red writing to be removed and remain with 2002 spec book.**

Section 3 - General – Draft Page 4 – ‘then it can not be used’.

Discussion held on how open ended this statement is – numerous items used in a race car are not specifically covered in the specification manual however are an accepted item. E.g. willwood power head, steering wheel, oil cooler etc. Clarification needed.

**Outcome - Book to remain as per 2002 spec book.**

Section 4 – Construction - Draft Page 5– ‘and means for make and model unless otherwise stated’

Discussion held and meeting felt that it was incorrect because later in the book where OEM is listed this statement would come into play and limit the use of various parts across models.

**Outcome – remove from the draft.**

Section 6 –Registration – Draft Page 5

Discussion held on whether there is a need to daylight scrutineer each car each year. Persons present felt there was a need to alter the system to simplify the present registration system.

**Outcome - The log book remains with the car for the life of the race car and passes to new owner on sale. Full daylight inspection required when the car changes hands. Yearly application to be made for continuation of registration, new seasons decal to be issued upon payment.**

**Recommendation from this meeting to the ASCF/SSA Inc meeting.**

Section 9 – Driver Safety – Draft Page 9 – Helmet ‘scrutineers log book entry to be completed along with drivers log book and helmet cannot be used again for any speedway event’

Discussion held on how this works and how it is to be implemented.

**Outcome – the above should apply to all safety equipment.**

Section 9 – Driver Safety – Draft Page 10 – Seat Belt

Discussion held on the proposal to implement a 5 year maximum life from date of manufacture. Meeting felt that there were other contributing factors to determine the life of a seat belt. E.g how often used, how well cared for, how long between manufacture and purchase etc.

**Outcome – seat belt life to be determined by the condition of the seat belt and not the length of time since manufacture.**

Section 9 – Driver Safety – Draft Page 13 - Window Net

Discussion held – all regular manufactured window nets by recognised manufacturers are of a rectangular or square shape.

**Outcome - that we should stay with the regularly manufactured window net design.**

Section 10 – Seat – Draft Page 15 – Driver to be able to reach pedals mounted in the original OEM mounting position

Discussion held on the item.

**Outcome – that this amendment be removed from the draft.**

Section – Class Specification – Modified Production – Draft Page 16

“If unsure of base model options refer to Glasses Dealers Guide or a car park check if required”

Discussion held on the and it was felt that the Glasses Guide is not used a reference book anymore in the vehicle industry and also it was unprofessional to be having the need to check cars in the car park at an event.

**Outcome – to remove this amendment.**

Section – 11 – Body/Rolling Shell – Draft Page 16

Early Model Engines – Late Model Bodies be permitted from 1/7/04

Discussion held and felt that it was also necessary to add at this point the type of fuel that may be used.

**Outcome – add ‘fuel to be used is only unleaded pump fuel’**

Section 11 – Body/Rolling Shell - e – Glass apertures must not be covered with fibreglass or other material

Discussion held and felt that this would make the appearance of cars very untidy and unprofessional.

**Outcome - add the word ‘window’ so it becomes ‘window’ glass apertures must not be covered with fibreglass or other material’**

Section 11 – Body/Rolling Shell – g – the ‘boot’ to be removed

Discussion held that if this is removed a fibreglass or other material boot would not be acceptable.

**Outcome – keep the word ‘boot’ in this section**

Section 11 – Body/Rolling Shell – h –

**Outcome - agree with change to remove steel rear quarter panels**

**Rear OEM silhouette to be maintained with plastic OEM bumper over top of pipe bumper bar work**

Discussion was held at length in regards to the older model cars still racing that were produced prior to plastic bumpers being the norm. E.g. Cortinas, Toranas etc. The meeting was in agreeance that the later model cars need to use the plastic bumpers for a professional appearance but felt that for the older model cars it was not an enhancement.

**Outcome – car models from VN Commodore and XD Falcon onwards be required to use the plastic bumper bar over the top of the pipe bumper bar.**

if car was mass produced with a plastic bumper bar. **Exact wording to be finalised later – Voted to agree with this amendment**

Section 11 – Body/Rolling Shell – n –

Discussion held on the use of rear spoilers for appearance and spectator appeal. It was felt that a rear spoiler can add to the appeal from a spectators point of view and therefore further enhance the division appeal.

**Outcome – remove the word ‘base model’**

Section 13 – Roll Cage – h –

Discussion held on the later model roll cages and how it afforded foot protection to the driver.

**Outcome - Remove ‘One Piece’ start with An anti spear..... as per the 2002 specification book.**

Section 13 – Roll Cage – j – Ballast – d – change

Discussion held at length on the subject of ballast and its need or otherwise.

**Outcome – to remove the new suggestions of a limit and piece maximums and to combine items e with d.**

Section 15 – Bumper Bars & Optional External Barwork

Discussion held on the confusion over the sizing as to whether it is ID or OD.

**Outcome – add OD to mention of 38 x 3 CHS**

Section 15 – Bumper Bars & Optional External Barwork- Fig 9 – Rub Rails – Draft Page 28

Discussion held on the non availability of H.T. cuphead bots in 8mm.

**Outcome – remove H.T. from the diagram – also the word ‘recessed’ is deleted in the wording but not in the drawing – clarification sought.**

Lengthy discussion took place on the mounting method of rub rails.

**Outcome – persons present felt that the mounting method of a return stand-off slipped inside the next sized RHS with a bolt through both should be an option when mounting rub rails for effectiveness and safety.**

Section 15 – Bumper Bars & Optional External Barwork – Draft Page 29

Blue writing – Technical committee will continue to monitor rub rails and if competitors are not adhering to the correct mounting procedure, rub rails will be removed from all Sections.

**Outcome – to be removed from the draft**

Section 16.1 – Engine – EFI Configuration – Draft Page 30

ENGINE – All of the components making the engine function, meaning complete engine including rocker covers excluding exhaust

**Outcome – to remove this from this section of the book – not needed.**

Section 16.1 – Engine – EFI Configuration – Draft Page 30

ENGINE SEALING IS COMPULSORY – All engines are to be sealed to enter events – and details to be entered in page 8 of vehicle's log book.

Discussion held on the number of times an engine can be re-measured and re-sealed in the life of an engine. Believed to be impractical – who would enter this information?

**Outcome – to remove this from the draft.**

Section 16.1 – Engine – EFI Configuration – Draft Page 30

Engine seals for Modified Production class will be Blue.

Discussion held on the differences between the ASCF coloured seals and the brass seals used in Qld and that other states have their own different methods of determining engines that are sealed. E.g. lead seals.

**Outcome - change to 'engine identification for Modified Production class will be Blue'**

Section 16.1 – Engine – EFI Configuration – k - Draft Page 32

Discussion held on the use of upper cylinder lubricant in older type engines and it was felt that by stating - Any use of upper cylinder lubricant via carburettor or vacuum system is illegal. Any vehicle found with these types of systems will be deemed illegal. Was detrimental to the longevity of engines.

**Outcome - Replace with - The use of upper cylinder lubricant can only be delivered by the primary fuel system.**

Section 16.2 – Engine – Carburettor Configuration Car – Draft Page 32

ENGINE – All of the components making the engine function, meaning complete engine including rocker covers excluding exhaust

**Outcome – to remove this from this section of the book – not needed.**

Section 16.2 – Engine – Carburettor Configuration Car – j - Draft Page 34

Discussion held on the use of upper cylinder lubricant in older type engines and it was felt that by stating - Any use of upper cylinder lubricant via carburettor or vacuum system is illegal. Any vehicle found with these types of systems will be deemed illegal. Was detrimental to the longevity of engines.

**Outcome - Replace with - The use of upper cylinder lubricant can only be delivered by the primary fuel system.**

Section 22 – SUSPENSION – h - Draft Page 39

No adjustment can be carried out from cabin or from drivers seat or whilst on the dummy grid or race track.

**Outcome - To be placed at the beginning of the suspension section applying to all suspension items.**

Section 29 – FUEL TANK AND FUEL SYSTEM - a

Clarification of - All fuel tanks including plastic fuel cells with have fittings out of bottom of tank.

**Outcome - move to b as an addition – New fuel tanks to be constructed with pick-up fittings etc coming from the top or bottom of the tank.**

**Outcome - Fuel pump only is allowed in old engines in new car bodies – alter to read – Pump fuel only is allowed in old engines in new car bodies.**

**Outcome - Add – EFI cars are not permitted to use a fuel tap.**

**Outcome - Add – EFI cars are not permitted to have joins in the fuel line in the cabin area.**

Section 20 – Transmission – Rear Axle Bearing Retaining Rings – Draft Page 38

Discussion held on how when abiding by the specification book in ‘tacking’ the retaining ring you are going against the recommendation from the manufacturer as all manufacturers recommendations state ‘no heat to be applied’

**Outcome - remove the need to tack weld axle retaining rings – this is against the recommendation from the manufacturer.**

Section 11 – Body/Rolling Shell – 11 M-2 Draft Page 18

Discussion held on what material is required to be used in the rear under bumper stone tray.

**Outcome - remove word ‘material’**

Section 22 – Suspension – c – Draft Page 39

Discussion held on “Original front stub axles must be used”

**Outcome – clarification sought on the meaning of ‘original front stub axles’**

Section 20 – Transmissions – c - Draft Page 37

Discussion was held on the introduction of Quick Change Diffs into this class and it was felt by all that it was not in the best interest of the class to see this direction be taken. This decision was unanimous.

**Outcome – to be removed from the draft**

Section 25 – Wheels – Draft Page 40

That 6.5 inch rims be allowed

Discussion held and once again persons present wanted to know – where did this change arise from – how did it get discussed if drivers were not consulted?

**Outcome - That the implementation of 6.5 inch rims be put on hold until all registered car owners can be given the opportunity to vote on which size rims they wish to use. 6, 6.5 or 7 inch rims to be the choices as the maximum size allowable.**

**Outcome - If the above is not accepted – if it is just accepting or not accepting the 6.5 inch rims in the draft the meeting voted to not accept 6.5 inch rims.**

Section 22 – Suspension – Draft Page 38

Lengthy discussion held on the introduction of coil over units in all makes of Modified Production cars.

**Outcome - Remove – That coil over units be allowed as an option, and be mounted in original shock absorber position.**

**Outcome - First Option Recommendation - Book to remain as per the 2002 specification book.**

**Outcome - Second Option –**

**Cars fitted with McPherson / Chapman Strut suspension or OEM Coil / Shock Absorber combination (Where shock absorber fits through centre of coil spring) the following procedure will apply:**

- 1. A weight jacking system may be fitted.**
- 2. The strut tube or shock absorber tube may be threaded or have a threaded sleeve fitted over the outside of strut tube or shock absorber.**
- 3. A cap to centralise coil spring may be fitted to strut / shock absorber shaft.**
- 4. Any McPherson / Chapman type assembly must use the original mounting point bolt holes in the original position on the body.**
- 5. Shock absorber must be mounted in the original shock absorber position.**
- 6. All other coil springs must mount in the original OEM position but may have weight jacking systems fitted either end.**
- 7. Spring length or wire diameter is unrestricted.**

Paul thanked everyone for their attendance and lively participation.

Meeting closed: 6.15pm