

**QSCA INC**  
**TECHNICAL COMMITTEE MEETING REPORT**  
**28<sup>th</sup> OCTOBER 2007 – NAMBOUR**

Meeting Opened at 10.10am

QSCA Vice President Jim Cowley (Meeting Chairperson) welcomed all persons to this meeting. Jim outlined the purpose of the meeting.

Present:	Col Clarke and Graham Dawson	4 Cylinder Sedans
	Paul Broughton and Owen Turner	Super Sedans
	Jeff Blackburn and Eddie Pearson	Modified Production
	Darryl Etherden and Rodney Midolo	Super Street
	Mike Briese and James Elliott*	Street Sedans
	Gary Pagel	Junior Street Sedans
	Bill Peall	Qld ASCF Tech Rep
	Tony Cornelissen	Qld Tech Rep
	Tricia Writer	Sth Zone Tech Rep
	Jim Cowley	Committee Chairperson
	Pam Franz	Committee Secretary

Apologies: Peter Campbell (Junior Street Sedans), Russell Cowley (Street Sedans), Graham Shallcross (Cent Zone Tech Rep)

Accepted: Col Clarke    Seconded: Tricia Writer

\*Due to having traveled to NSW the previous day as Pit Crew for Matt Swarbrooke, Russell Cowley had requested for James Elliott to attend in his place. This was accepted by the meeting.

Concern was expressed that some divisions were not represented at this meeting – Junior Sedans, Dwarf Cars – persons who had expressed interest in representing these divisions to be encouraged to attend in future.

Moved: Jeff Blackburn    Seconded: Mike Briese

That the Terms of Reference as presented for this meeting be accepted.

**CARRIED**

Some members of the Committee did not have a copy of all Specification Books. Copies were available to all members of the Technical Committee. Committee members were requested to bring these Specification Books with them to future meetings.

The new Australian Speedway Racing Rules & Regulations had been released. A meeting of Stewards had been held recently and the following clarifications were made at that meeting relating to Scrutineers.

### Rule 5.6.1, 5.6.2 & 5.6.3

#### Indemnification of Scrutineers & Officials

All Officials are reminded that by going about their duties in no way makes them legally liable – i.e. officials making random safety checks on the dummy grid – so long as an official works within the parameters of the Racing Rules, Specifications, Constitution & Policy of their division they can not be held legally liable.

### Rule 4.26.1

At any race stoppage all work must be performed only on the infield at the designated work area.

#### Clarification:

If a car requires the assistance from an infield official the driver should be directed to the infield rather than have officials working on vehicles on the race track. (Infield officials should be instructed to always be available in designated work area so drivers know where to go).

### Rule 4.26.8

Infield officials are not permitted to add fuel, oil or water, change wheels, wash radiators, do any mechanical adjustments or change any setting.

#### Clarification:

Basic tools are as listed in the rule book. No official should lift the bonnet to refit a spark plug lead, refit a fan belt etc. If the repair can not be dealt with using the listed tools then the car should be directed to the infield, the steward advised and a machinery flag issued if necessary. Body work can be cut away – NO mechanical adjustments are allowed!!.

### Discussion on Divisions –

#### Junior Sedans (SSA) -

- Direction – growing division across Australia – cars being raced are older than the drivers – discussion on how to introduce later model cars without increasing the engine capacity.
- Possible Chassis Car – technical people have not been given a lot of detail to date.
- Increase engine size – engine size needs a slight increase to include later model cars – probably up to 1300cc – current rule 1000cc for front wheel cars and 1200cc rear wheel drives.
- Bumper Bars – Clarification - plastic bumper bars – any Junior Sedan that was manufactured with an OEM plastic bumper bar is to fit the plastic bumper bar.
- Stone Trays – Clarification – must be OEM or replica Page 25 – no plastic to be used. Section (aa) at end of Section 14 on Page 20 incorrect. Phase in period to 1<sup>st</sup> November 2007.

### Modified Production Sedans –

- Coilover Shocks  
Bill explained on how shockies are to be mounted – 50mm of tube to remain.
- General Specs  
Horse Collars, Seat Padding, Seat Position, Removal of rear quarters  
Clarification – Rear Quarters - vertically from most rear corner of rear window.  
The removal of rear quarter panels is leading to odd attachments of rear quarter panels – scrutineers to ensure that they are still firmly attached.
- Models that have multiple engines – submission must be put in to state engine Model acceptable prior to construction of car.
- Front and Rear track measurements in the book include the 75mm over track allowable.
- Measuring of wheel widths – where to measure when fitted with a bead lock? Clarification - Measurements to be taken outside to outside – 15mm maximum tolerance.
- All sections - Welding of axles – manufacturers recommendation is that the bearing not be heated. On disc brake rear end cars the axle can not walk out. Why are we continuing to require competitors to tack weld retaining rings?
- Maxx Wheels – two drivers broke the centres from them at BIS possibility of a result of the previous weekend at Toowoomba. There are various thickness of centres available.

### Super Sedans –

- Daylighting Machinery Measurement Sheet  
Need to change some items – keep window height, add rear spoiler height, add body width, chassis to ground, nose to ground. Bill to look into whether this sheet is used in other states.
- General Specs
- Wish List for New Spec Book
  - Page 22 – Rear Chassis section – says fuel tank mounted in this area - what about rear engined cars? Contradicts Page 50 4<sup>th</sup> paragraph
  - Page 23 – Fig 6 (iv) either 38mm OD x 38mm CHS – should be 38mmx 3mm – grammatical error needs correcting
  - Page 27 – third paragraph – last line – needs more words to make sense – Rear main hoop must be mounted left to right hand chassis outrigger
  - Page 28 – Centre NASCAR bar must be return to roll cage or chassis at front – add ‘and rear’

- Page 29 – second paragraph – subframe crossbraces – need to accommodate minimum 50mm x 50mm chassis design in diagram 6(iv) (add third option as per drawings on page 23)
- Page 31 – drawing 8 (iii) – what is this picture? Nothing relates to it – needs wording and references
- Page 33 – Bumper mounting to be of maximum 38mm x 2.5mm CHS or 40x40x3mm RHS or 50x25x3mm RHS only – why not 3mm like RHS?
- Page 33 – Add wording from drawing 9 (i) ‘No bar work to be within 100mm of rear face of the front bumper bar’.
- Page 36 – Inner mounting bar, maximum 25x25x3mm is to be returned to the chassis or roll cage at each end – not practical size as most Super Sedans have 38mm inner bar on sockets to roll cage legs. (Fig 10 also related and also not practical) – never seen a modern Super Sedan with a 25x25mm inner mounting bar.
- Page 37 – Any increase or decrease in wheelbases to be split, moving front and rear axle equal distances. Do we still need this spec, most cars now 100-102” wheelbase. Using tolerance for over hangs of + or – 50mm we have a range of 96-106” wheelbase anyway and who really checks this is correct anymore?
- Page 49 – Mounting of transponders – to be mounted within 550mm from the inside of the front bumper bar. To be mounted in the radiator support panel area.
- Page 52 – Turret/Roof to be SSA approved – need list of approved roofs to be available – on website.
- Page 54 last paragraph – remove - Boot lid to be of profile and shape to match approved body measurements. Rear interior sheeting may extend only to front leading edge of boot lid – reason – who has a boot lid? 90% of cars illegal by this spec.
- Page 55 – Rear Spoilers – need to have better wording to stop side supports and centre supports looking like a blade.
- Page 57 – Need to tidy up wording about width of Super Car wing – Recommend – Wing should not over hand body at any point i.e. no wider than width of rear quarter panels.
- Page 58 – Presentation and Signwriting – ‘This number may be displayed on each side of car’ – should now be – ‘This number must be displayed on each side of the car’ – reason – moving towards transponder use and no roof number.
- Page 58 – Presentation and Signwriting – ‘The name of driver will appear on the roof over right hand door or on visor strip’ – add ‘or on bottom of door/skirt’ – as per NSSS regulations.
- Pages 61-81 - Measurements in the back of the book need to be completed and updated.

- The above items for Juniors, Modified Productions and Super Sedans to be taken to the next ASCF Technical meeting 16 & 17 March 2008.

Bill thanked Paul Broughton for his thorough review of the Super Sedan spec book.

Engine Sealing – All Sections – clarification

All SSA registered cars are required to have a Sealed Engine when competing.

Each state has its own seal system which varies but all states use the coloured identification tag to determine which section specification it was sealed to meet.

2 Brass tags are required on engines – one top and one bottom - this is to enable car owners to carry out some limited repair work on the engine without requiring a complete 'measure and seal' - only a reseal is required if one brass tag was left in tact at all times.

#### ANNUAL REGISTRATIONS

Discussion was held on the rush at the beginning of the season to get cars registered and log books issued and returned.

Moved: Paul Broughton    Seconded: Owen Turner

That registration paperwork submitted to the Licencing Secretary less than 14 days prior to the car's first race meeting for the season must include a \$50 fast track fee.

CARRIED

Street Sedans –

- Tyre List  
Specified list to be withdrawn as it has become quite large and not practical. A memo to be circulated notifying all owners/drivers that if it is considered the tyres being used may be in excess of the \$180 limit proof maybe be required from 3 retail outlets.
- Plastic Bumper Bars – phase in for existingly registered cars to 1/1/08 – newly registered cars must have immediately. Barwork not to protrude through plastic bumper bar.
- Phase in period not practical when it differentiates from existingly registered and newly registered cars - In future when a phase in date is applicable it should be for existingly and newly registered cars.

General Business

- Junior Sedans – mounting method of bumpers specified in spec book – if followed the bar will remain on the car longer – cars still to retain overall length as per original manufacturer detail.

- Street Sedan/Super Street Survey Results – only low number of surveys returned.
- Street Sedans - in excess of 90% chose to remain as is from the surveys returned.
- Super Street Sedans - 100% wanted NO changes from the surveys returned.
- Street Sedans – when the new book is printed the roll cage to be same as Modified Production – for ease of scrutineering and moving between classes.
- Annual Registration for QSCA divisions only – Daylight sheets required for new registrations only, log books are to be kept in use and replaced when full. To be trialled beginning season 2008/09. If car changes hands it is the sellers responsibility to obtain a new Daylight sheet.
- Combining of Street Sedans – is it working from a promoting point of view – some drivers not happy. Lower total overall numbers of Street Sedans at a race meeting.
- Street Sedans – some of the measurements not correct – correct in new book.

Discussion on the benefits of this meeting – most persons present felt that it was a step forward for our sport to hold a Technical Committee meeting on a regular basis – perhaps quarterly.

Jim thanked everyone for their input to this meeting and wished all a safe journey to their respective homes.

Next Meeting – 2<sup>nd</sup> February, 2008 – Maryborough RSL

Meeting closed at 2pm