

**QSCA Inc**  
**TECHNICAL MEETING**  
**Rockhampton University**  
**Saturday and Sunday 23<sup>rd</sup> & 24<sup>th</sup> February, 2002**

Meeting opened at 10 AM after Technical Delegates had been involved in a combined discussion with the Council Delegates regarding the Draft Specification Book for Street and Super Street Sedans that had previously been circulated to all registered car owners for their consideration. After the tabling of the responses from the Clubs who have these sections as their members it was decided that the current Specification book with updates would be the basis for the future direction of these divisions.

**Present:**

Jim Cowley	QSCA Vice Pres – Meeting Chairperson
Bill Peall	Acting QSCA Technical
Col Clarke	Sunshine Coast
Tony Cornelissen	Caboolture
Graham Shallcross	Bundaberg
Steve Hutchison	Maryborough
Peter McKeiver	Rockhampton
Darryl Etherden	Rockhampton
Glenn Smith	Gympie
Robert Hincks	Brisbane
Paul Broughton	Brisbane
Matthew Lever	Gladstone
Travis Barron	South Burnett
Errol Baldwin	State ASCF Technical
Pam Franz	QSCA Lic. Secretary – Meeting Secretary

Direction from the Council was to work on the existing specification book and come up with a recommendation for the future direction of Street Sedans & Super Street Sedans.

Letters on hand submitted by clubs relate to the 'draft specification' which was not accepted in the Council meeting. It was decided that these letters were not relevant therefore would not be used in any proposed alterations to the specification book.

Decision therefore was - **EXISTING 1998 SPECIFICATION BOOK TO BE UPDATED**

## **STREET SEDANS**

Discussion was held and several areas of concern were raised as follows:

Cost – tyres, engines

ECU units

Engines

Suspension

### **TYRES**

Lengthy discussion took place on the part that tyres play in the performance of the car and how the cost of tyres being used seemed to be a major complaint from drivers. Many items were discussed as to how effectively a limit could be placed on the tyres being used but still accommodate the various sizes being used due to the various car makes and models in the section.

Maximum price to be set – based on manufacturers recommended retail price

Caboolture delegate submitted tyre brochures/price lists for reference

Discussion on how to control the types of tyres being used – decided that it is up to the driver to prove that the tyre is below the limit set should there be any disputes.

QSCA Technical person to have the right to research price and make the final decision.

QSCA Technical person to obtain priced books as at 1 July 2002 and these would be the guide for the 2002/2003 season.

Decision made that this should be a 12 month trial period.

Set price at Australian Recommended Retail Price - \$180 maximum for 2002/2003 season with pricing as at 1 July, 2002

### **Recommendation 1**

**Street Sedans – Tyres - That as of 1 July 2002 – for the 2002/2003 season a maximum Australian Recommended Retail Price (A.R.P.P.) be set at \$180. This price will be policed by QSCA Technical person with prices as per price lists available on 1/7/02. A retreaded tyre must only be on a 'case' that meets the A.R.R.P. specification.**

### **Controlling of Costs – ECU's**

Suggestion to remove aftermarket ECU's. Discussion on how this would affect the section, how many drivers would be affected etc. It was felt that allowing the use of aftermarket ECU's was allowing the cost factor to prevent the section from growing in numbers.

### **Recommendation 2**

**Street Sedans – ECU's – That the use of aftermarket ECU's be disallowed as of 1 July 2002. The QSCA Technical person to have access to a standard unit to match the car brands being used and request any driver to replace the ECU for the night. The QSCA Technical person or his nominated official has the right to have the computer checked at any time.**

Controlling of Costs - Engines – seems to be a lot of money being spent on engines - as long as the work carried out is within the specification book then it is up to each individual as to how much they spend.

### **Suspension**

Discussion on the need to curb the costs yet keep the cars safe on the track. There seems to have been a trend to manufacture suspension parts, on reading the updated specification book this has not previously been accepted in motion form yet drivers are manufacturing their own parts and replacing the standard parts used by the manufacturer.

### **Recommendation 3**

**Street Sedans – Suspension – That all suspension components used must be OEM, no manufactured parts. Only front control arms can be modified a maximum of 25mm, plus or minus, to be measured, centre to centre of mounting bolts. Rear trailing arms can not be altered in length.**

**Aftermarket bushes are permitted.**

**Springs – may be upgraded and adjustable.**

**Shock Absorbers – may be changed and upgraded, the type of mounting method on the end of the shock absorber must be able to mount in the original position, horizontally and vertically.**

### **Recommendation 4**

**Street Sedans – Suspension – That all suspension componentry to operate in the manner as specified by the manufacturer.**

## **SUPER STREET SEDANS**

Discussion was held and several areas of concern were raised as follows:

Speed, Safety

Tyres

Fuel Tank Protection

Battery Position

### **Recommendation 5**

**Street & Super Street Sedans – Fuel Tank Protection – Fuel tank not to protrude under boot floor and must be above subframe floor and have a Protection Bar made from roll cage size material. Fuel tank to be no closer than 150mm from the rear panel of the car. Protection bars to be mounted inside the boot area and provide a minimum 25mm clearance outside of tank. Protection bar to be braced with a minimum of 25mm OD but not to be braced off the rear bumper bar. To be mandatory as of 1 July, 2002. This protection bar may be fitted immediately.**

A Super Street drivers meeting is to be held in conjunction with the State Title at Maryborough in April before any further specific changes are recommended it was decided that we would wait until after that date to propose any other specification updates for this section.

## **Recommendation 6**

**Street & Super Street Sedans – Fuel Tanks – Fuel tank can only be mounted between the rear chassis rails in line of sight.**

### **MODIFIED PRODUCTION**

Discussion held on the irregularities that seem to be appearing on some cars. Some cars have more panel work cut out than is allowed and some have incorrect componentry being used.

Meeting decided after discussion that as the following items were alleged irregularities that letters would be written to the respective owners for them ensure that their cars meet the specifications fully, especially those cars attending the National Modified Production Title in Toowoomba at Easter.

M8 – Steve Thomsen – Au Falcon

1. As per Section 10 Body (a) Race car is to use an original, complete, metal body with the suspension mounting points in original position and being used.
2. Section 10 Body (l) Original front sub-frames must remain in place, except that; the sections forward of the leading edge of both front tyres may be removed, unless they constitute suspension mounting points; e.g. Forward caster arm

**Letter** to be sent to Steve Thomsen M8 – it is alleged that his car does not meet the above sections. Owner to ensure his car meets the specification before 25<sup>th</sup> March, 2002.

B36 - David Jacobi & B45 – Neil Lewis – EL Falcons

1. As per Section 10 Body (l) The only panels which may be removed: Radiator support panel front inner guard panels (provided that they do not constitute suspension mounting points e.g. McPherson strut), the door pillars may be notched for barwork but otherwise must remain intact and in the original position, roof inner panels ONLY at the points where interference with the rollcage occurs, dash panel, boot inner panels, boot floor and/or rear wheel arch sections rearward of the rear axle centre-line provided that they do not constitute suspension mounting points.

**Letter** to be sent to David Jacobi and Neil Lewis requesting that they ensure their cars meet the specification before 25<sup>th</sup> March, 2002.

### **Fitment of J-Bars**

Over the past few weeks some controversy has surrounded the XF Falcon of Michael Hally due to the fitment of a J-Bar Panhard Bar. Errol has inspected the car on several occasions and believes that what is fitted is within the specification.

Several Qld drivers had gone past the Qld ASCF Technical representative to Neil Sayers, National Tech Director and subsequent to all these happenings a letter from the ASCF Technical Director was read to the meeting regarding the fitment of J-Bars on Michael Hally's Falcon, this letter served to notify that the J-Bar fitting appeared to be within the current specification.

G7 – Todd Doyle

1. Section 16 – c - Suspension - Original front stub axles must be used. Front hubs to be of a mass produced passenger car type and mount directly to original stub axles. Each replica hub is to be fabricated from one piece of a suitable grade of aluminium or steel alloy.

**Letter** to be sent to Todd Doyle G7 – it is alleged that his car does not meet the above sections. Owner to ensure his car meets the specification before 25<sup>th</sup> March, 2002.

B22 – Jeff Blackburn

Section 16 – Suspension –A Modified Production race car must use a complete metal body with the suspension mounting points in original position and being used. Suspension mounting points are defined as:- Mounting points of suspension arm, either end; shock absorber, either end; strut, either end.

**Letter** to be sent to Jeff Blackburn B22 – it is alleged that his car does not meet the specification. Owner to ensure his car meets the specification before 25<sup>th</sup> March, 2002.

G29 – Greg Raymont

Section 16 – Suspension –A Modified Production race car must use a complete metal body with the suspension mounting points in original position and being used. Suspension mounting points are defined as:- Mounting points of suspension arm, either end; shock absorber, either end; strut, either end.

**Letter** to be sent to Greg Raymont G29 – it is alleged that his car does not meet the specification. Owner to ensure his car meets the specification before 25<sup>th</sup> March, 2002.

### **RUB RAILS (Modified Production)**

General discussion took place regarding the fitment of Rubbing Rails if used, must be mounted using a bar on the inside of the door panel which returns to the roll cage at each end.

SB97 – Bernie Jack – Super Sedan

Section 16 – G. A mesh screen will be securely fitted to roll cage in front of the driver. Maximum mesh size 50mm x 50mm min.gauge 3mm.

Decision that all Super Sedans registered in Qld must have windscreen mesh covering the entire area from the lower windscreen dash bar to the upper windscreen dash bar.

**Letter** to be sent to Bernie Jack SB97. Owner to ensure his car meets the specification before 25<sup>th</sup> March, 2002.

**Letter** - The need to have the windscreen mesh cover the entire windscreen opening in front of the driver in Super Sedans will be placed on the agenda for discussion at the next ASCF Technical meeting.

### **MEASURING SUPER SEDANS**

Errol gave an explanation to the meeting on the measuring of Super Sedans. Some new measurements will be introduced with the new Super Sedan specification book which is due 1 July, 2002.

1. Rear chassis rails may be offset 75mm, measured from the outrigger.
2. For purposes of measuring Super Sedans the ASCF definition of symmetrical is – mirror image.
3. Cabin Area - If the door bars on the left hand side are flat bars and the door bars on the right hand side are bowed out the measurement at the waist will not be correct.
4. As at 1/7/02 cabin area to be 900x1400, cars registered in the 2001/2002 season will be accepted as they are with the existing measurement and will continue to be accepted whilst continually registered each year.
5. As at 1/7/02 engine offset is being re-introduced.

The Nose cone is not to protrude outside the tyres, any Clubs with registered Super Sedans that have a Nose Cone protruding outside the tyres is asked to address this issue with their members.

Super Sedan tyres must only protrude a maximum of 100mm past waistline of the car, (waistline measurement to be taken in the area between the wheels), any Clubs with registered Super Sedans that have tyres protruding outside the waistline are asked to address this issue with their members.

As per the Memo from ASCF Technical Director (only just received, not circulated to drivers at this point in time, to be circulated directly from ASCF)

“Waistline measurement to be no narrower than the manufacturer specifications and no wider than 1905mm absolute.”

Body measurements only have a plus/minus of 25mm tolerance.

Super Sedan owners and scrutineers are reminded that as at 1/7/02 roofs on Super Sedans are to be fibreglass.

Data logging systems may be fitted to Super Sedans, however, they must not have any part in the running of the engine under race conditions.

### **MODIFIED PRODUCTIONS**

The ASCF has carried out a survey of Modified Production owners/drivers with the following results. These items will be introduced with the planned implementation of the new specification book on 1/7/02.

That we allow the fitment of early model engines in late model cars. E.g. 250ci crossflow Ford in AU Ford body. Fuel to be used max 0.780 s.g. No power bulges.

Engine must either match model car being used or be earlier model engine for the model car. If earlier model engine is being used it must be positioned in the engine bay with the rear face of the block in the same position as the original engine for that model. The parent manufacturers markings and numbers must remain on engine blocks. Maximum fuel premium unleaded fuel 0.780 s.g.

Delete 20 year rule on car models able to be used.

Pipe bumpers in Modified Production should be covered with road type plastic bumper.

That Shock Absorber mounting points at each end to have a mounting fitment tolerance of +/- 25mm.

Replace with 180mm (7") maximum width rims, including bead lock attachment.

The use of ELF, VP or similar fuels in this section is not permitted.

### **SUPER SEDANS**

**Letter** to ASCF requesting clarification - if the chassis rail can be scalloped for the fitment of suspension.

**Letter** ASCF requesting clarification as to whether the chassis rail can be laminated. One known registered car in Qld has 50x50 chassis rail made up to 75x50 chassis rail by laminated a 50x25 on to the 50x50 rail.

Lead weights in Super Sedans – scrutineers to check that the lead weights are checked to ensure that they are securely mounted.

### **NASCAR DOOR BARS (Super Sedans & Modified Productions)**

Centre door bar on right hand side may be straight but the ends must return on to the chassis bar.

Centre door bar on left hand side may be straight but the ends must return on to the chassis bar and be mounted by 'stand offs' of a minimum 25mm from the roll cage legs.

## **FUELS**

The use of Av-Gas, additives or any other type of fuels containing lead has been made illegal by changes at Government level for non aircraft use.

Approval has been sought and granted to several motor racing sections - ASCF is applying for the use of BP100, Shell Racing Fuel etc on tracks approved by ASCF and its affiliates.

## **LACK OF LETTERS TO SUPER SEDAN DRIVERS**

At the last meeting it was requested that the drivers who had unsealed engines at the State Super Sedan Title were to receive letters regarding the need to ensure they had their engines physically measured before re-registration would take place this season. Drivers concerned claim they did not receive their letters.

## **SUNDAY - 8.30AM**

Letter writing – recommended that as Pam is the Secretary to the Technical Meeting that Technical Letters be written and sent by Pam at the conclusion of meeting. Support and agreeance was sought and given by Paul for this to take place.

## **PREVIOUS MINUTES – TECHNICAL MEETING – CHERMSIDE - 4/5 August, 2001**

Business Arising

Page 4 – ASCF – Super Sedan with unconventional rollcage – now in Court with possible detrimental results to the ASCF.

Page 5 – Removal of cowl panels – not accepted by ASCF. Qld cars to be corrected.

Page 7 – Change to Daylight Machinery Book – no result from ASCF so far, still using the same books at this time.

ASCF do not have a Technical Secretary, so no minutes from their meetings consequently. This means no-one knows what happens at meetings apart from the final Recommendations/Clarifications. This could mean that for a 3 day meeting only a handful of recommendations or clarifications could be the only written evidence of the meeting. It is felt that this method is unsatisfactory because Club Technical delegates do not have access to know if their State person raised the issues as requested from these meetings.

### **Recommendation 7**

**That a letter be written to ASCF requesting that Technical Minutes be kept on the meeting rather than just a list of recommendations/clarifications. Without Minutes there is not a true record of what happens at the meeting for future reference and the benefit of our members.**

Page 9 – Letters to Super Sedan drivers re engine sealing – were these sent? Drivers told club scrutineers they had not received anything in writing regarding these matters.

### **ASCF TECHNICAL MEETING – Sept/October**

#### **Business Arising**

Errol gave a brief explanation of how and why the last ASCF meeting was such a confusion. Due to the collapse of Ansett the Sept ASCF meeting was thrown into chaos and a Presidents meeting was held in October to finalise the meetings.

Page 1 – Dart block acceptable – nascar block not acceptable (Super Sedans)

Page 2 – Clarification 4 – should be from Street Stock Title not from Modified Production Title report. **Letter to ASCF requiring change to Minutes.**

Page 2 – Modified Productions – multi piece wheels acceptable as long as each piece is from the same material.

Page 2 – 25mm plus/minus on mounting points of shock absorbers – not accepted until the new book is printed. (Modified Productions)

Page 3 – Recommendation to remove H.T. bolts from rub rail specification and retain the mild steel bolts. This was done on the belief that H.T. bolts sheer under pressure whereas the mild steel bolts will endure a lot of pressure and stretch and bend.

Jim thanked all technical delegates present for their input during the weekend and wished everyone present a safe journey home.

The Technical Delegates then joined with the Council meeting for the balance of the meeting.

Jim had presented the Technical report to the Council Delegates as the meeting progressed and each issue had been fine tuned and dealt with as they arose. Council meeting accepted the report as given.

Meeting concluded at 10.30am to adjournment to the Council meeting.