

MODIFIED PRODUCTION DRIVERS MEETING
29th APRIL, 2007 – NAMBOUR

Time: 10.30am

Venue: Commercial Hotel, Currie Street, Nambour

Present:

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

Present – Wes Beadman, Errol Baldwin Jnr, Travis Barron, Daryn Brims, Steve Hutchison, Graham Zahl, Steven Zahl, Graham Shallcross, John Swarbrooke, Greg Hutcheon, Tricia Writer, Brian Learoyd, Trevor Rachow, Tony Cornelissen, Ed Pearson, Greg Raymont, Mark Raymont, Gary Brown, Paul Broughton

Visitor - Tony O'Neill, NSW Tech Rep

Paul welcomed everyone to the meeting and thanked all for their attendance at this important meeting. Paul re-assured those present that the Qld ASCF Tech rep only received a copy of the proposed draft two weeks ago and this meeting was arranged post haste to give Qld owners/drivers the opportunity to have a final input into the proposed new book. Paul explained that technical reps across Australia are all in the same situation and have had limited time to get the input from their owners/drivers.

The QSCA Inc has written a letter dated 20th April, 2007 to the ASCF/SSA Inc requesting deferment of the introduction of the new book to July 2008 as the time frame to finalise the book, have it accepted by the Board Meeting and be printed and distributed would mean that areas whose racing season differs due to the weather would be at a distinct disadvantage.

Members present asked about the individual vote on recommendations – it was put to the last ASCF/SSA Technical meeting and accepted, circulated in Tek Torque. **Discussion held on this and those present felt it very important that owners get a vote before the final book is printed for introduction as per the recommendation accepted at the meeting held August 2006.**

The question was asked 'who publishes Tek Torque'? Answer ASCF/SSA. Tek Torque is a method of distributing information to all registered car owners.

There has been two new sections added to the QSCA website for Drivers Meeting Reports and ASCF/SSA Meeting Reports to help with the spread of information.

Discussion held on more detail being required in the written report from the Technical Meeting. There is a new system in place from this meeting – the Technical Committee will meet on the weekend of 12th May and the outcomes

will be presented to the Board Meeting on the weekend of 26th May by Paul Gannon who will be Chairing the Technical meeting.

The meeting then began to go through the Draft page by page. The underlined items in the draft are items that have been passed by previous meetings to be included in the next printing of the specification book. Items that have a line struck through are being deleted from the book when it is printed.

Page 4 - Interpretation of OEM – extension discussion held – how does this affect things in the wider scheme of things – e.g. injectors, throttle bodys, gear boxes, diffs, steering wheels etc etc.

The meeting felt that the inclusion of the wording ‘for make and model’ would cause currently unseen problems in the future and should not be included. A simple definition of OEM should be – Original Equipment Manufacture’.

CLARIFICATIONS SOUGHT –

Page 4 – Clarification on what is a ‘complete metal body’ with the allowance to remove rear quarter panels – the removal of rear quarters will be covered in what panels can be removed.

Page 5 – Prior approvals of safety gear needs to be updated/altered. Specific manufacturers to be removed and replaced with a minimum rating e.g. SFI/FIA. Meeting felt that an approval on the actual garment was required and more important than the listing in the book.

Page 6 – HORSE COLLAR/NECK BRACE the word neck brace needs to be reinstated and connected to Horse Collar by the use of a / (back slash).

Page 6 – Suggested helmet life – needs to have specific guideline as to how scrutineers make a determination on what is acceptable or not. E.g. stone chips, misuse. Every scrutineer has their own interpretation on what is acceptable.

Page 6 – Seat belt life to remain as per the draft spec book – maximum 5 year life span. Discussion held but to remain as printed.

Page 9 – Window Nets – the recommendation for the window net to cover the window opening up to the dotted lines to be removed as it is impractical. Window net design should stay with the proprietary Window Nets available through retail outlets.

Page 10 – ‘Driver to be able to reach pedals mounted in the original mounting position’ – previously discussed and to be removed as per the Technical Meeting August 2006.

Page 10 – Discussion on types of seats allowed – confusion about what has been deleted and what is to be kept in the book. Fibreglass seats are accepted. As per the Technical Meeting August 2006.

Page 11 – Extensive discussion held on the use of plastic bumper bars on early model cars over the top of the barwork.

Meeting recommended that:

Item h – to read – ‘Rear OEM silhouette to be maintained with plastic bumper over top of pipe bumper bar work’.

Lack of availability of plastic bars to fit these earlier model cars that were not manufactured with plastic bumpers discussed. By fitting a plastic bumper from another make/model it was quickly removed during racing due to the lack of suitable mounting method and suitable fit.

Greg Raymont of Cooroy Auto Wreckers and Wes Beadman in regards to lack of availability of bumper bars for earlier model cars to come to support the above.

Item e – all references to ‘window glass’ needs to be prefaced with the word ‘side’. To clarify the differences between side windows and front and rear windscreen areas when talking about not covering window apertures. The meeting felt that the top of the windscreen shield could come under this interpretation in the future if this was not clarified.

Page 15 – drawing of typical roll cage – middle bar on the drawing to be changed as it is no longer allowed to have a straight bar as the centre nascar door bar.

Page 15 - Minimum size required for foot protection brace bar if required – recommendation – 25mm x 3mm (med) CHS.

Page 15 – h – Reinsert ‘An’ at beginning of the sentence – An anti spear plate.....etc

Page 16 d (ii) Add the word ‘bolt on’ to read ‘Maximum ‘bolt on’ ballast allowed 40kg’.

Page 17 e – remove ‘Ballast should be mounted no higher than top NASCAR bar’.

Need to remove e completely or combine d and e.

Page 17 – No 15 Bumper Bars & Optional External Barwork

Size of the tubing used to be 38 OD x 3mm.

Reason – uniformity with all sections.

Page 17 – Bumper Bars – to be as per the drawing – suggestion that the ASCF/SSA Technical committee write to roll cage manufacturers requesting that they change the way they manufacture bumpers for re-sale as per the ASCF/SSA bumper design.

Reason – uniformity with all sections.

Page 18 – HT to be removed from bolt type.

Page 19 – drawing showing external barwork on front bumper to be removed from the book.

Page 20 – Remove word (MOVED) from end of first sentence.
Reason – typo.

Page 20 (a) Standard size OEM fuel injectors are to be used: inside diameter not to be increased or decreased.

Agenda for discussion – Wording needs to be – Injectors to be visually standard, remove inside diameter, remove OEM replace with eg Bosch to Bosch.

To read – Injectors to be visually standard. E.g. Bosch to Bosch.

Discussion held on fuel types – those present felt that standard bowser available fuels only be accepted.

Fly by wire system can be converted back to a throttle cable – previously passed and needs to be included in the new book.

The non use of fuel taps in EFI engined cars to be included on Page 20 in the EFI configuration – as per Page 26.

Page 20 – k - Rewrite to allow the use of upper cylinder lube via pre-mixing Castrol R or M with Methanol.

Reason – engine protection – drivers budgets.

Page 21 – Engine Sealing

1 x Sump and 1 x Timing Cover

Recommendation - Coloured Identification Tag - through the sealing wire on the timing cover or easily visible.

Page 23 b. – Include – ‘If coil over option is not being used’Coil spring mounts on Falcon differential must be in original position and being used’.

Page 23 d – add words ‘OEM or aftermarket’ after the word SAFETY

Page 23 f – Scattershield: All cars must fit.....to remain in book.

Page 24 – 22 - Shock absorber either end may have a tolerance - Remove word ‘overall’.

Page 24 – Coil over mounting methods to be as per the Motion 16 and 17 from the August 2006 Board Minutes.

Front Mounting: 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 (as per book)
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 (already allowed in book).
3. A cap to centralize coil spring may be fitted to strut/shock absorber shaft (clarified last conference)
4. Must be mounted in original position (as per book)

5. Top and bottom mounting may be moved a maximum 25mm in any direction (as per book) **to be added**

Rear Coil over Fitment:

1. Coil over unit may be used as an option and be mounted in original shock absorber position.
2. Top and bottom mounting may be moved a maximum 25mm in any direction (as per book)

Page 24 c – add ‘and bearing carriers’ – Front hubs and bearing carriers to be of a mass produced.....etc

Page 24 c – Each replica hub is to be fabricated to be changed to read ‘Replica hubs can be fabricated from one piece of a suitable grade of aluminium or steel alloy.’

Page 24 k – Remove ‘as per specification book’

Page 25 – Wheels - Extensive discussion on the size of wheels that should be allowed in the section which will be for the betterment of the division overall. Existing book states 6” and for the 06/07 season 6.5” rims have been allowed. The proposal states 7” rims to be introduced.

Paul Gannon to contact every Modified Production registered owner in the state and ask individually for their vote on the size of rims to be used. Results of the vote will be put on the QSCA website.

Page 25 – Fuel – 130 octane to be corrected.

Page 26 – Fuel Tank and Fuel System – b – Pump fuel only is allowed in early model engines in later model body shells.
Reason – to rephrase it to make more sense.

Page 26 – Fuel taps NONE in EFI.

Paul reminded everyone that the above discussions and outcomes were being taken to the National Technical meeting by the Qld ASCF Tech Rep – Bill Peall and they were by no means final. There was still to be a democratic vote by all the States before a final outcome would be arrived at.

Paul then thanked all persons who took the time to attend this meeting and wished everyone a safe journey home.

Meeting closed: 2.50pm