



HQRAQ Meeting of the Meeting – 25th June 2015
CAMS Sports House, Milton

Meeting Opens at 7.40pm

Members Present: Brian Goldfinch, Les Nolte, Mark Strachan, Peter Marshall,
Peter Back, Noel Cunnington, Shane Beikoff

Visitors:

Apologies: John Carter, Anthony Toft, Wayne Back, Joe Andriske, Allen
Shuttlewood

Brian Goldfinch welcomes everyone to the meeting.

Minutes of previous meeting 14th May2015 read
Minutes adopted as Read: Moved – Mark Strachan
Seconded – Noel Cunnington

Business arising from minutes.

Noel speaks about website updates, we need lap record times and holders for Morgan Park, Lakeside and Queensland Raceway, if anybody can help it would be much appreciated.

Brian has spoken to Nick Rangeley in regards to 1 Hour, if we run with the Gemini's they will need to be sealed, also discussed driving habits.

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Inward Correspondence:

Nil

Outward Correspondence:

Nil

Treasurers Report. Nil, but discussed as not much has changed since last round at QR

Promotions & Activities:

Kevin Stoopman from Victoria will be racing at our Lakeside round, good to see interstate drivers wanting to race with us.

Noel discusses his posters, he needs driver's footage to be able to make up videos, be assist Noel with this as it will only benefit you as a driver. Brian commends Noel on his efforts with his work.



The next raffle will be held over two race meetings Morgan Park & Lakeside, hopefully everybody can support. All money raised goes 50% to club promotions and 50% to the Children's Foundation.

National Delegate: Nothing to report.

Cams Delegate: Nothing to report.

Race Report: Shane Biekoff speaks about drivers standards and said we good, all in all good racing.

Tech Report:

Cars were checked over weekend, all were good. Fuel samples were taken from cars and all was good.

Brian talks about heat shields and say that some are ready

General Business:

Shane Beikoff asks what has happened to Miss Secretary's face. Reason discussed.

Ha Ha Lol.

Noel Cunnington discusses about numbers for Tasmania. Also was wondering if he could change his wiper motor to something different, not aloud unless it is from a HQ.

Peter Marshall discusses tow money for Nationals whether each state contributes the same amount to assist those lesser fortunate clubs such as Tasmania and Darwin.

Peter Back would like to see a set of the club rules; we explained we don't have as such.

Re minute conversation we as when we have limited grids such as Lakeside, those that have competed in all the rounds get preference over those that have not.

Brian brings up about Auto Action, wants to do 25 year anniversary, just waiting on people to get to him any old photos of early competitors cars and result sheets.

C'mon guys lets go on this one

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Post-Race Meeting Dates for 2015:

14th May

25th June

9th July

17th September

29th October

26th November which will include our AGM?



Please observe Drivers Protocol as this will be enforced this season.

Meeting closes: 9.35pm

Contact Pete's Tyre Buffing for all your needs on 0448 682 744,
don't leave it to late and risk missing out or having to wait

HQ Racing Association of Qld Inc.

Driving Standards Observers Protocol

If a perceived breach of acceptable driving standards has been observed by an elected Driving Standards Observer, then:-

- 1 Liaise with other available HQ observers to ascertain a consensus
- 2 If others are not available, liaise with track check-point observers if possible
- 3 If no consensus - record for discussion at next meeting
- 4 If consensus is agreed by the majority or if only a single observer present, then:-
- 5 If considered a *high risk factor* (probable that further infringements are immanent), chief observer is to approach Clerk of the Course for appropriate action. If unsatisfied with action by the Clerk Of The Course then:

- 6 Inform competitor that he/she will be reported to the HQRAQ Committee and his membership will be in question. (refer to the constitution) Action by committee at next general meeting or committee meeting as the committee sees fit, including possible points deduction and/or exclusion and/or membership cancellation
- 7 If driving is considered *medium risk factor* (Possible that further infringements may occur) Chief observer is to approach driver and explain the concerns and rectifications required to be practised by competitor. (further observation necessary)
- 8 If driving is considered *low risk factor* (probable that infringement was a one-off occurrence) chief observer is to record incident for discussion at next club meeting.
- 9 All incidents with rectification actions, are to be recorded in the club minutes for transparent member information and education



Bulletin Number: **B15/007**
Implementation Date: **02/04/2015**

TECHNICAL BULLETIN

GROUP 3H – HQ Holden

REFERENCE:

<http://docs.cams.com.au/Manual/Race/RA25-Group-3H-2015-1.pdf>

RATIONALE:

To amend the Group 3H Technical Regulations to ensure they are relevant to vehicles competing in the category.

ACTION:

To amend the Group 3H HQ Holden technical regulations as follows:

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5. COACHWORK

- 5.8 The chassis rails and floor pan may not be modified in any way other than as provided for above, save for the fitment of a floor type gearshift. Seam welding of the body, or the attachment of any additional strengthening is prohibited.
Save for stitch welding of the front lower rear control arm mounts, welding adjacent to the existing mounting rivets, no longer than 25mm is permissible for the purpose of preventing cracking.

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10. INDUCTION SYSTEM

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- 10.8 **FUEL PUMP:** A 12 volt ~~push-type~~ solid state electronic fuel pump with an in-built pressure regulator may be fitted in place of the original mechanical fuel pump. The electronic fuel pump will have a maximum manufacturer specification of 7psi at the pump outlet. The fuel pump is to be fitted within 500mm of the existing fuel tank outlet within the confines of the boot compartment. Approved fuel line is to be used for the fitment of the pump utilising as much as practical of the existing standard fuel line. The existing fuel pump mount on the block must be blanked off using an aftermarket fuel pump blanking plate. The fuel line to the carburetor will be by means of an approved



fuel hose from the existing fuel outlet at the chassis rail to the fuel line from the existing fuel pump to carburetor fuel line. Wiring of the fuel pump will be in line with current electric fuel pump requirements Schedule C, article 10 (refer "General Requirements for Cars and Drivers").

10.9 It is permissible to fit a heat shield as supplied by HQRA between the carburettor and the inlet manifold for the purpose of reducing engine bay heat into the carburettor.

END