

MINUTES OF THE QSCA INC STATE MEETING HELD AT
BUNDABERG 28th & 29th JANUARY 2006

Meeting opened 9.10am with a welcome from the President Paul Gannon.

Present:	Paul Gannon Terese Lange Pam Franz Bill Peall Tony Cornelissen Allan Jennings Jim Cowley	President State Secretary Treasurer ASCF Technical Rep QSCA Technical Rep QSCA State Chief Steward Sth Zone Rep	
	Trish Writer Peter McKeiver Graham Shallcross Nely Cornelissen Daryn Brims Steve Hutchison Daniel Ritchie Martin Ritchie Barb Smith Tony Hehir Selina Hartwig Lisa Hehir Barb Bycroft Ken Bycroft Dianne McKeiver Darryl Etherden Cora Rollo Gordon Midolo Dennis Bagnell Darell Retschlag Col Clarke	Sth Zone Tech Rep Cent Zone Steward Cent Zone Technical Caboolture Maryborough Maryborough Maryborough Maryborough Bundaberg Gympie Gympie Gympie Sugar City Sugar City Rockhampton Gladstone Sunshine Coast Sunshine Coast Sunshine Coast Sunshine Coast Sunshine Coast	Delegate Delegate Delegate Observer Observer Delegate Delegate Observer Delegate Delegate Delegate Delegate Delegate Observer Delegate Observer Observer Observer Delegate

Apologies: Ross Fraser
Tanya & Travis Barron
East Coast
Klaus Weber

Moved Rockhampton
That the apologies be accepted

Seconded Sunshine Coast

Carried

GRID DRAWS – NATIONAL TITLES:

Motion 1

Moved Rockhampton

Seconded Gladstone

That nominations for all State and National titles be open up to and including the close of scrutineering.

A late nomination fee to be paid once the official close of nominations however all drivers to be eligible to be included in the draw and be eligible for tow money.

CARRIED

Maryborough Against

This is to be implemented immediately in State titles and a letter written to place on the agenda for the national Board meeting.

Meeting broke for morning tea

Reconvened 10 .55am

Committee of Management Reports:

September 2005, November 2005 & January 2006

Moved Rockhampton

Seconded Gympie

That the Committee of Management Reports for September, November 2005 and January 2006 be accepted for discussion.

Grand Parades – Discussion held on having grand parades, several clubs advised that their insurance advisors had made a recommendation that they do not put grand parades on the programme and never put them in the programme as an event.

One Night Licences: These are still available however the applicant must hold current accident insurance and be able to supply proof of same.

One night licences can be organized through the Licencing Secretary prior to the race meeting.

January 2006 – It would appear that the valve sizes listed in the specification book for QSCA Cars may be incorrect – Tony Cornellisen will investigate and advise.

Report on Pit area at Bundaberg – President Paul Gannon advised that he has had discussion with Bundaberg regarding the lack of power available in the pits, and the need to have some form of PA system available for the Modified Production title in June.

Page 4 – President Paul Gannon advised that he has again had some conversation with the Cairns outlaw cars and advised them that unless they are affiliated with us then there is little we can do to assist them.

Paul Gannon reminded delegates that the NASR safety training day to be held at Rockhampton on 19 February 2006 was a valuable and worthwhile exercise and encouraged as many as possible to attend.

Financial Report

Moved Pam Franz
That the financial report be adopted

Seconded Maryborough

Carried

FEES:

SEASON 06/07

As treasurer Pam stated that she felt the fees could remain the same however there should be some change to title nomination fees which had remained the same for some years.

Title nomination fees \$60.00

Late nomination fees \$200.00

Moved Pam Franz
That the above fees be effective from season 06/07

Seconded Jim Cowley

Carried

Record Keeping - Pam gave an overview on what records needed to be kept and the time frame applicable to them, clubs have a responsibility to ensure that records are kept in the event they may be required for insurance, compensation, or other possible government audits.

Dwarf Cars – Paul Gannon advised that the dwarf cars wished to hold a state title – delegates felt that this should become a state sanctioned title where drivers paid a nomination fee and the state controlled the event.

Recommendation & guidelines for stewards reimbursement:

Ross Fraser had done up a proposal and this was presented in his absence.

After some discussion this proposal was accepted – to be circulated to all clubs.

Moved Bill Peall
That the proposal as put by Ross Fraser be accepted.

Seconded Allan Jennings

Carried

Motion 2

Moved Maryborough
We propose that when you purchase an ASCF/NASR Licence and Infringement card for an extra \$20.00 you may purchase a Q/QSCA Licence.
This purchase must be made on the original application for the ASCF/NASR Licence.

Seconded Jim Cowley

This motion was left to lay on the table overnight to give delegates time to consider the motion.

Meeting adjourned at 3.30pm in order that delegates could attend the race meeting being held that night.

Sunday 29th

Meeting reconvened at 9.10am

Steve van Zeeland attended the meeting to participate in the discussion on ASCF Junior sedans.

Paul Gannon explained to Steve that whilst it still has to be ratified by the board at the next meeting, he was certain that the ASCF/SSA Junior Sedan title for 2007 would be hosted by Maryborough club with assistance from the QSCA Inc.

Steve stated that he believed that 1400/1500 cc size was a good engine capacity for the juniors.

12" tyres were becoming an issue as they were not as readily available. He would like to see the national technical committee recommend a maximum size for tyres for use with Junior sedans.

A good general round table discussion was held on the junior class, many delegates expressed some concerns that for now the ASCF/SSA Junior sedans appeared to be a "closed shop" and confined to the south east corner of the state. Steve agreed that the way to promote the class was to travel and take a number of these cars to show the public and other possible competitors just how successful the class is.

Paul Gannon thanked Steve van Zeeland for his attendance also thanking delegates for their valuable input in a class that looked set to grow within our state.

Allocation of State titles season 2006- 2007

Super Sedans	Rockhampton	May Day weekend 5&6 May 2007
Modified Production	Gympie	June Long weekend 9&10 June 2007
Super Street Sedans	Maryborough	Easter 7 & 8 April 2007
Street Sedans Div 1 & 2	Sth Burnett	New Year weekend 30 & 31 Dec 2006
ASCF Junior Sedans	Sth Burnett	17 February 2007
QSCA Inc Juniors	Maryborough	TBA

President Paul Gannon then asked delegates to vote on the motion left overnight for discussion.

MOTION 1

Moved Maryborough

Seconded Jim Cowley Sth Zone Rep

We propose that when you purchase an ASCF/NASR Licence and Infringement card for an extra \$20.00 you may purchase a Q/QSCA Licence.

This purchase must be made on the original application for the ASCF/NASR Licence

Carried

Pam Franz put to the meeting a proposal the sending of paperwork to help fast track the licence process.

Drivers would be able to send the original application for a licence/insurance/registration direct through to the licensing secretary, who would then process and return to the driver via his club, in order that the club could ensure the necessary club fees had also been paid.

After lengthy and considerable discussion the proposal was rejected.

Agenda Items:

Letter re basic tools –Gympie

This has been accepted at a committee of management meeting and a letter requesting it be listed for discussion at the next national board meeting.

Sunshine Coast letter –

1. Suggestion for Street Sedans name change.

- Division 2 cars be called **Street Sedans**
- Division 1 cars be called **Performance Street Sedans**

2. All spec to be as is now with the exception of:

In **Performance Street Sedans:**

a) All cars attract a minimum weight. Starting point is two litres at 1 tonne. Smaller capacity is at the rate of half a kilo per C.C. Two to three litres is an additional .2 kilo per C.C. Three litres and over is an additional .1 kilo per C.C. capped at 3.84 litres.

E.G.

1600	C.C.	CAR	WEIGHS	800KG
2000	C.C.	CAR	WEIGHS	1000KG
2400	C.C.	CAR	WEIGHS	1080KG
3000	C.C.	CAR	WEIGHS	1200KG
3800	C.C.	CAR	WEIGHS	1280KG
4000	C.C.	CAR	WEIGHS	1280KG
4100	C.C.	CAR	WEIGHS	1280KG

b) All cars to have extractors.

c) Pistons to be open.

- d) Valve springs open, cars weighed clean, full fuel tank and no personnel.

After lengthy discussion the proposal from the Sunshine Coast club was lost.

Letter from Maryborough:

- **Rear vision mirrors**
- Once again we request removal of these mirrors which will allow the driver to concentrate on the cars in front not what is behind. We believe stewards cannot police baulking.

LOST

- **6 ½ inch rims**
- It is our opinion that cutting a 7 inch or 6 ½ inch rim back to 6 inches is an accident waiting to happen. Our main argument is the way these are being cut back and where does the buck stop when a rim breaks and causes serious injury. We believe changing these to 6 ½ inch rims with no modification will alleviate the risk or future law suits.

After considerable discussion it was resolved to allow the following – 6 1/2” rims on Street Sedans – with the following provisions:

- *Must stay within track*
- *No machining*
- *No modifications to outer rim*

This to be effective immediately

- **V rated tyres**
- Our drivers have concerns about a level playing field when there is an exception already in place for BA Falcons. Once again we are not asking for the \$ value to be increased just the rating of the tyre.

Carried

Tech to investigate how best to phase this in

- **Engine balancing**
- When the new rule book had been discussed with our drivers it was clear that you could balance your engines as long as metal was not removed or added in in any other way other than the Australian standards. Clarification is required as we have only had verbal advice from the QSCA technical rep.

QSCA Inc to investigate the purchase or to obtain a copy of the Australian Standards Code – Technical committee to make a recommendation once we have a copy of the Code of Practice

MOTION 3

Moved Pam Franz

Seconded Terese Lange

That the QSCA Inc obtain a copy of the AS 4182 – 1994 – Code of Practice for the engine reconditioning Standards and circulate to all clubs for scrutineer knowledge

Carried

Motion 4

Moved Maryborough

Seconded Caboolture

That we allow Street Sedans to run rims to a maximum of 61/2", with no modifications at all (steel & alloy). After market rims accepted.

Carried

Motion 5

Moved Sunshine Coast

Sec Jim Cowley Sth Rep

That no modification to alloy wheels be allowed and that the width of street sedan wheels be increased to 61/2 inches.

Lost

- **Transmissions**
Clarification is required regarding the wording of the gearbox rule for engine being used. It is our understanding that OEM gearbox for that model or earlier models may be used.
- **Fuel**
Is the rule book going to be changed to allow Shell 100 octane when the book specifies 98 octane only. The state technical committee to investigate and provide a clarification
- **Boot Spoilers**
Our drivers feel we could increase visual display of Street Sedans division 1 and 2 by allowing the cars to run a standard boot spoiler to enable us to reflect what is being driven on the road.

After a lengthy discussion this proposal/recommendation was lost

Junior Sedan – Letter from Gary Brown re Junior Class

After a long and lengthy discussion it was resolved that there is room within the state to have both and ASCF/SSA Junior Sedan class and a QSCA Junior Street Sedan class. To

abolish the state Junior Street Sedan division could see a major loss of junior competitors as many of these competitors use the same car as the older sibling or parent to race.

General Business:

Sunshine Coast raised the matter of having less divisions at each race meeting

Clubs that were in attendance at the meeting felt that they programmed events to ensure that their members were all able to have sufficient racing over the season.

Items of concern raised:

- More urgency to be put into the running of a meeting
- Less orange lights and restarts
- Too many restarts
- Plan for rain – explain at drivers briefing what is expected
- Presentations of medallions at titles were seen as time wasting – could it be done at interval
- ASCF Junior title feature to be run immediately after interval with a recommendation that this be no later than 9.30pm – talk with Sth Burnett club
- The QSCA to look at venues hosting titles when looking at the number of laps for a final at title events.

Maryborough – would like to see everyone being proactive – working together to produce a professional title event.

Sunshine Coast – Would like to see the QSCA work on a title presentation for next season – to make it more interesting for the spectators and still be recognition for competitors.

Bill Peall raised the matter of the submissions for Jeff Blackburn – modify/cut centre pillar.

Changing of front stub axle on Modified Production Cortinas – Bill has arranged for drawings to be forwarded to the state.

Once these are received the state will forward them to be placed on the national agenda as this meeting has endorsed these recommendations.

The technical committee to look at the current tyre listing – this needs to be updated V rated tyres to be added to the list.

There being no further business the meeting closed at 1.30pm

Next meeting: 5 & 6 August 2006

Venue Chermside Bowls Club

Dinner & Annual Awards Presentation: Chermside Green motel