

Paul & Bill advised that SSA still require the confiscation of vehicles or parts that do not meet specification.

During pre race scrutineering the opportunity can still be given to a competitor to fix and/or repair faults.

Bill & Pam will draw up a specification to assist scrutineers with engine sealing using the new tags.

Battery fitment – If the battery is fitted in the boot it does not need to be in a covered box however if it is in the cabin area then it needs to be in a fully covered/enclosed battery box.

Dry Cell battery – can be used but is not mandatory.

Scrutineers need to check that when mounted in the boot the battery is securely mounted and not just held in by a plastic clamp.

Paul & Bill advised that SSA have adopted the fitment of towing attachments to all classes.

Page 5 - Transponder Hire

Pam advised that of recent times she had been verbally harassed by competitors complaining that they were required to pay a fee for the hire of transponders.

A lengthy discussion held on how to overcome this issue, there needs to be a small fee to cover the cost of loss, replacement, repair and upgrade of equipment.

Moved Wes Beadman

Seconded Jim Cowley

That a recommendation be made to clubs that they add to their nomination forms the wording 'that transponders may be used and a fee of \$10.00 will be charged by way of deduction from their prizemoney

The QSCA Inc would then invoice the host club for the hire of the transponders.

Carried

Fuel Testing:

A discussion held on fuel testing during the year, not just at titles. All agreed that there was a good opportunity to test throughout the season.

Moved Allan Jennings

Seconded Dianne McKeiver

That the QSCA Inc random select and test fuel throughout the season.

Carried

Page 7: Lengthy discussion on the motions that were moved and passed at the August State meeting. In particular Motion 13 as it is in direct contradiction to Motions 8 & 9.

All agreed that the clarification from the executive meeting of 15.09.08 is the correct procedure therefore motion 13 is not acceptable.

The correction to be placed on the QSCA Inc website news page once drawn up.

Correction to Minutes: Pam raised the issue of 1 driver – 1 division – 1 car on race night. This was raised by Sunshine Coast club at the August State meeting and not recorded.

It was felt by all that there was a ruling made on this in previous years, Pam to investigate previous minutes and advise further.

Clarification – Any driver/car change during the running of a race meeting must be notified to the **Chief Steward**. Failure to do so will mean that the car/driver is then disqualified from the event and will not be awarded points.

If advised to any other official ie Pit Marshall/lap scorer then the Chief Steward must be advised immediately as it is the Chief Steward who gives the permission for the change to occur.

Page 9: Age limit on cars – A memo to be sent to all clubs asking for a discussion to be held within their clubs with a report back to the QSCA Inc for inclusion in the next state meeting agenda.

This age limit to be extended to all QSCA Inc classes.

Moved Allan Jennings

Seconded Wes Beadman

That the minutes of the August Council meeting be accepted with additions and corrections

Carried

Report Executive Meeting 15.09.08:

Paul Gannon advised that this meeting had been convened to discuss some issues of concern prior to going to the SSA Board meeting ON 20/21 September 2008.

Some of the issues raised at this meeting will be answered via the reports to be presented later in this meeting.

Page 2: Sashes for state titles – Di Lauder from Victoria has advised that the sashes will be at a cost of \$10.50 each. Terese to follow up with Di Lauder to see if it is possible to have the class, the year, and the placing (1st – 5th) on each sash. If this is possible to go ahead and order 2 years supply of sashes.

Committee of Management Reports:

Paul Gannon –

Welcome everyone to this QSCA Committee of Management meeting and welcome to another season of speedway sedan racing, that I am sure will prove to be as hectic as they usually are.

I have attended the Speedway Sedans Australia AGM, Speedway Sedans Australia Technical Committee, a QSCA Executive Meeting as well as a fact finding and state title preparation trip to Cairns since the QSCA State Meeting.

QSCA Executive Meeting.

A written report from this meeting is available for discussion today. Suffice to say from that meeting, that guidance was sought on a number of issues to be confronted at the upcoming ASCF Board Meeting.

ASCF Speedway Sedans Australia Board Meeting.
September 20/21, 2008.

I attended this meeting as the Queensland Board Member along with Terese. John Purser was the new Western Australian Board Member at this meeting, with Des Alfievich as the WA Delegate. Jason Crowe acted as secretary for the meeting in the absence of Beckie Jones.

On opening the meeting, the CEO called for the suspension of standing orders to work through issues that could affect the running of the meeting proper. This being done, the first issue to discuss was the Confidentiality Form.

This Form was brought about because of serious allegations of inappropriate actions following the ASCF Technical Meeting. Members of the Stewards' Committee prior to their Rule Book Meeting had subsequently signed it.

The CEO stated that he believed that Board Members should also sign the form prior to the Board Meeting. I stated that, although I believed that unity was a requirement of any committee, I could not sign the Form as it would stop me from doing that job that my state had sent me there to do.

The Form was altered to become an Attendance Register where all signatories would agree to abide by the Rules and regulations of the ASCF. This new Form was drawn up and presented to the Meeting and was duly signed by all present. The previous Confidentiality Form was superseded.

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This new Form requires no more than what all competitors and officials sign when completing a licence. This agreement to abide by a body's Rules and Regulations is something that I believe, should be discussed further during our meeting.

The Board Meeting proper was then reopened.

The much-advertised Motion of No Confidence in the CEO brought forward by NASRSA did not eventuate. Not because it failed to be seconded, but because it was not pushed to the table by NASRSA.

Board Member Reports were read and tabled.

The ASCF Financial Report is available at this meeting.

The NASR Report focused on Tribunal concerns, safety and the upcoming National Super Sedan Series. NASR are conducting a Judicial Review and it would seem that this will see a different approach to the current Tribunal System that is not operating in the best interests of the sport as a whole.

Some time was spent on discussion over the new system of allocating officials to National titles. Once again, I believe, the original position of this proposition was altered through the open discussion of the meeting. This is brought out by official allocations being deferred until a later date. I think the best way of describing the process of allocating and inviting officials to National titles is that it mirrors what we already do in Queensland.

Submissions were presented for National Titles for the 2009/2010 seasons. Two promotions were in attendance to present their submissions. These are available at this meeting.

2009/2010 seasons National Titles-

Super Sedans – Speedway City 3/4/5 March.

Modified Production – Latrobe 11/12 March.

Street Stock – Ellenbrook 23/24 April.

Junior Sedans – Latrobe 14/15/16 January.

Production Sedans – Still being negotiated.

The suspension of a Technical Delegate was confirmed and the state involved proposed a replacement person for the receiving of Technical Business.

There was a lengthy discussion on the aftermath problems of the Technical Committee. I believe that the adoption of two new procedures will alleviate any future concerns in this area. These procedures are available in the ASCF minutes.

1. *That all SSA Technical Committee agenda items need to be accompanied by the minutes of the state, technical or driver's meeting where the item was discussed, any relevant correspondence or a written clearance from the state concerned for the purpose of the agenda.*

Each agenda item needs to contain a full and comprehensive explanation to enable other state's delegates the opportunity to understand each item.

The proposed agenda needs to be available for each state delegate at least two weeks prior to the Technical Meeting to enable them time for full discussion on topics within their own state.

Responses to each agenda item need to be accompanied by the minutes of the state, technical or driver's meeting where the item was discussed, any relevant correspondence, or a written clearance from the state concerned.

This above process is to be implemented for the General Business section of the Technical Agenda, as well.

2. *That the time span between SSA Committee Meetings and the subsequent SSA Board Meeting should not exceed two (2) weeks.*

This would allow for a meeting report to be prepared and presented to the Board Members, who could then discuss relevant topics with all stake holders, prior to the SSA Board Meeting.

Board Members would then be able to vote on items with a full knowledge of the needs of those they represent

SSA Technical Meeting.

I attend this meeting as the SSA Technical Liaison Member charged with ensuring the proper conduct of the meeting.

Bill Peall will deliver a report from this meeting.

Cairns.

Jim Cowley, Bill Peall and myself visited Cairns Speedway on September 27 to work through the upcoming Modified Production State Title Contract, to survey the track and surrounds and to reintroduce ourselves to the northern club.

We were extremely well received and all concerned made us most welcome. The people running the Cairns show were only too pleased to show us facility improvements and to offer solutions to any concerns that we may have had.

Unfortunately, the race meeting we attended was washed out; but the exercise was well worth the effort.

Jim Cowley will have a full rundown on the title preparations from Cairns.

I apologise for the length of this report; but, let's make today a positive occasion for speedway sedan racing within our state.

From this report a brief discussion was held on how the technical meetings were held, who chaired the meeting, what role Paul played in the meeting etc.

Terese Lange –

The agenda for the SSA Board meeting did not become available until the evening of Wednesday 17th September by email, there was no supporting correspondence available (it is my understanding that this became available late Thursday evening)

Once the meeting was declared open, the CEO immediately moved to suspend Standing Orders, so that some issues could be discussed.

A long, lengthy and at times passionate discussion was held on the need of a confidentiality statement being signed by all present. QLD's stance was that if this was enforced then they would leave the meeting as they were against the way in which it had been introduced and the written meaning within that statement. As it was written it simply meant that there could be no discussion between state executives, state technical or stewards., and no way that a state delegate could give any reasonable report on the meetings.

QLD delegates spoke of the need to have an open and transparent view of the meetings as held, the SSA seems to have gone down the track of not allowing observers to meetings, to restricting discussion on subjects from meetings.

The CEO advised that this was never the intent of the confidentiality agreement, it was to give SSA the powers to discipline any person who spoke out of turn regarding meeting findings, deliberations & business.

Delegates advised the CEO that, that power was already in place by use of the constitution & policy of the organization. CEO advised that he had 4 states in agreement with the signing of the confidentiality agreement.

Delegates then spoke of the need to have an attendance register signed by attendees, in this register could be a statement that simply said that all delegates/attendees agree to abide by the rules, regulations, constitution & policies of this association. Delegates agreed that they had no issue signing such a worded statement as that is what most members did of any organisation.

This was then drawn up and all delegates signed off on it.

A motion was then moved that all previously signed confidentiality statements be revoked and destroyed.

Meeting then moved back into the agenda items.

Reports from CEO & all member states.

Items such as Appeal times, Safety gear, no venue for Production class title, Titles contracts, safety conference, some fuel jugs not complying to Aust Standards, Aust Institute of Sport doing some testing on life of seatbelts, driver hydration – prior to and during event particularly in events that go over a number of days.

Deakin Uni are writing the fuel specifications for SSA. (Paul to give more detail)

NASR Report: Tim McAveny

Safety gear, a need to check for compliance. From the SSA point of view so long as the race wear is badged to standard then SSA officials will be seen/deemed to have carried out their duty, competitors need to take some responsibility for ensuring their race gear as presented meets specifications.

Title presentations:

Presentations by Speedway City & Mt Gambier for the 2010 Nat Super Sedan title Discussion held on National titles – Speedway City to be awarded Super Sedan title for 2009/2010

Discussion held on submissions for other titles, delegates/Board members did not have copies of other submissions, Board member for finance stated that he believed that he was to check all title submissions and make recommendations for the title allocation.

As the recommendation for the Junior title and the Modified Production title was Latrobe speedway, the board member, Guy Thomsen, acknowledged his interest in the venue and was then instructed to make some phone calls to Carrick Speedway during the break as the Carrick submission was not up to the same financial status as Latrobe

As a result the following allocations were made:

Juniors – Latrobe

M.Prod – Latrobe

Street Stocks –Ellenbrooke WA

No submission for the Production title – To be followed up with the clubs in SA if no taker then to WA the next state in rotation.

Technical Report – Des

Des gave a comprehensive report on the technical meeting inc some items for the new super sedan book.

As there were only $\frac{3}{4}$ major changes suggested for the book there will not be a draft, rather a flyer with the proposed suggestions will be put out for states to take to the Super Sedan drivers in their own states

A recommendation that when an appeal of a technical nature is to be held the tribunal be made up from the technical committee. – to be passed to the Rule Book review committee.

A towing attachment to be placed on all classes as per the super sedan spec book – basically all vehicles to have a tow eye.

Plastic Bumpers to have round head bolts and mounted as per Junior spec book

Struts & mounting – drawing to be forwarded

All new roof fitments for super sedans to be approved – all chassis builders to make application to the technical committee.

Those approved to date are: Bullet, Rocket, 5 Star and 5 star replica.

Matt Pascoe needs to apply to the QSCA Inc who should then forward his application for approval with a covering letter from the QSCA Inc.

Whilst the technical report covered a range of other information I have not included in this report – the minutes will detail

Des raised the matter of not doing a full scrutineering type check at titles, rather that the SSA go down the same line as CAMS & Compacts?? And have a compliance sheet that competitors sign off on, during the meeting at random cars are selected for checking, final placings are also checked for compliance – if the car does not meet the class specification then the competitor is fined and suspended. A suggestion that this idea be trialled at 1 National title to begin with, possibly the Super Sedan title. Des to explore the option further

TEQ TORQUE – QSCA Inc advised that they were still continuing to receive complaints that TEK TORQUE was not being received, states were reminded to ensure that an updated list of drivers and officials was forwarded to SSA at 3 monthly intervals. If there is an email address supplied TEK TORQUE will then be forwarded by email.

Drilling of helmets – With reference to an article in the last tek torque – this article was supplied in its entirety to SSA. SSSA does not support or endorse the drilling of helmets.

Norm Fisher: - A discussion held with a result that the Board members ratified the decision of the CEO to suspend Norm Fisher from future technical meeting.

Norm has been suspended for a period of 2 years and will now have the right of appeal via the constitution.

Stewards Meeting Report:

RECOMMENDATION 1 – MOTION

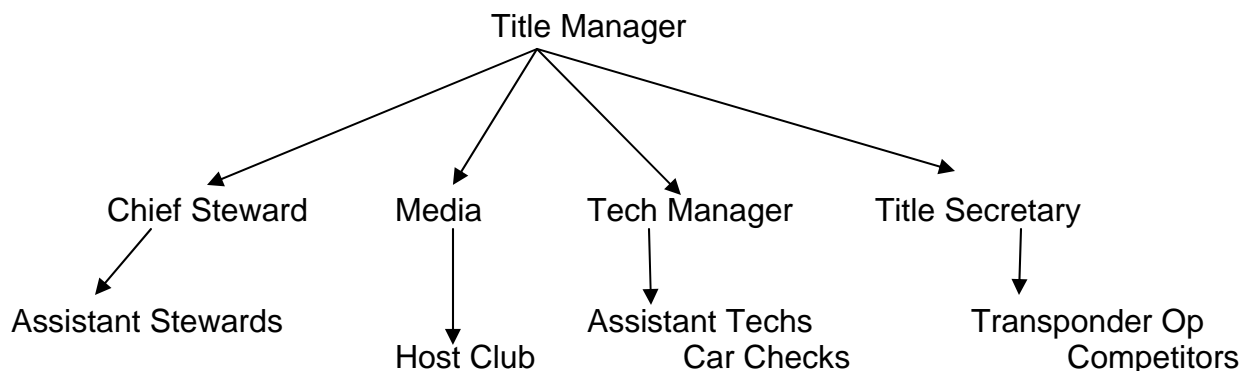
A driver found to be non compliant by engine or fuel specifications to be fined a minimum of \$1,000.00 and a minimum suspension of 12 months with a maximum of 2 years and \$2000.00 penalty be imposed

This recommendation became a motion and was passed for immediate implementation. See report for other recommendations & clarifications.

Section 4.3.1 – Board members felt this could disadvantage some drivers and have put a supplementary reg in place for use at Nat Titles – cars will still cross over in the pits.

The stewards meeting to be an annual event – 2 days, with an agenda and training included. Terese Lange from QLD to be the SSA minute taker and to draw up the agenda and training in conjunction with the Board portfolio holder and Stewards Advisor. Terese will also attend the Racing Rule book review committee when it meets and take notes on behalf of SSA.

TITLES: Portfolio Holder for titles Michelle Harris gave an overview on how she saw the new team proposal working for SSA.



The idea is to have a multi function team (potentially 10) who can operate as a team and do whatever duties need doing throughout the title to make it function and a success for both SSA & the host club.

Michelle Harris (portfolio holder – Titles) will accept additions to the list up to 06 Oct 2008. Resumes to be forwarded via the state.

No title officials appointed from the Board meeting, Michelle will draw up a list of recommendations after 06.10.08

Des reminded all states that accreditation of officials must be done by a qualified trainer., otherwise all you can give is a statement of attendance.

Policy: Paul presented a lengthy document on the SSA Policy. Inc the agenda being made available 14 days prior to the Board meeting.

General discussions:

Concern expressed at a request for the pillar to be moved on a junior sedan, some photos were produced that indicated the moving of the pillar may be the least of concerns, the position of the seat, the headplate also were of concern. Di Lauder to inspect the car – she is to check the headplate for room, check how close to the door the seat is positioned – if as close as photos indicate then cannot be used.

Appeals: A lengthy discussion held on appeals and the time they are taking to give a result, CEO Neil Sayer advised that whilst he agreed that the time taken was extremely long, there were in fact some extenuating circumstances in most cases. Appellants requesting adjournments and addition time to present evidence/information etc.

Concern expressed at the cost of all the appeals, SSA has incurred costs of around \$40,000 in appeals. Concern expressed at the increase in fees applied in the new racing rule book. CEO advised that he believed that NASR supported a theory that the user pays. Although there was a lengthy discussion of appeal fees there was no move to make recommendations re fees etc.

Terese & Rod Meakin (Portfolio holder Racing Rules) to do up a letter with the SSA recommendations to the Racing Rule Book Review committee.

Fuel Testing – Deakin Uni to be asked to take their mobile unit to the next Nat MP title, they can conduct on the spot tests with this unit.

Bill Miller raised the subject of the SSA offering a manufacture's award at the national super sedan title – Bill to put together a proposal covering criteria, for the Boards perusal.

Allan Jennings:

Allan gave a verbal report including an overview of the stewards meeting he attended on 16.08.08

Clarifications from the meeting –

CLARIFICATION 1: Rule 4.3.2

2 minutes will commence once the last car has come out through the gates or entered the racing area (this will cover tracks where the dummy grid is on the infield.)

4.13.2 – A clarification of where to place the cone on the racetrack

CLARIFICATION 2 – SSA Stewards have clarified that the cone will be placed – not should be placed.

SUBSTITUTIONS OF RACE CAR AND/OR DRIVER:

CLARIFICATION 3 –

If a driver is substituted prior to the race meeting starting then that driver will be deemed to be a late nomination ie The driver is the entrant not the car. – a car can be substituted prior to a race meeting and start in the grid positions allocated

CLARIFICATION 4:

Rule 4.11.7 – If as a steward you don't see the incident and your infield assistants don't see or there is a conflict in what they think they see then as the chief steward you can put all cars back in their places. In the instance of where a prime cause of the stoppage cannot be determined then put cars back in their places.

CLARIFICATION 5:

If the use of One Way Communicators has been advertised and a driver arrives without the equipment in working order then you can disqualify them from the event. However it is recommended that all avenues of organizing a radio be discussed and pursued.

REASON:

A communicator is now becoming an accepted part of racing requirements to compete

CLARIFICATION 6:

Annexure E –

7.7 – There shall be no avenue of appeal unless an infringement notice has been issued.

The chief steward can investigate a driver's protest but unless an infringement notice is issued there can be no appeal.

Several recommendations were sent to the Board for consideration and most of them appear to have been forwarded to the Review committee for the Racing rule book.

Bill Peall:

Bill presented a verbal report covering the technical meeting held on 09.08.08 and the recent visit to Cairns.

As part of Bill's report he advised that the presentation from Steve Aitkinson from Deakin Uni was educational and interesting.

Bill advised that during his visit to Cairns he had inspected several cars and felt that only minor faults needed to be fixed, he felt that the club were keen to ensure the forthcoming State Modified Production title was a success.

A letter to be written to Cairns Speedway Sedans thanking them for their hospitality during the visit by Paul Gannon, Jim Cowley & Bill Peall.

Di McKeiver:

Since the QSCA AGM, there has been some downtime with the race season starting again for me in September, in earnest!

I was re-elected as an Assistant Steward and re-elected (unopposed) as Secretary for the Rockhampton Saloon Car Club at their AGM. The following weekend Daylight Inspections and Practice were scheduled. I assisted as 'Penciller' with about 23 club registered cars taking advantage of this event. Unfortunately, due to rain and subsequent flooding of the track, the practice was cancelled.

The following weekend, I attended Mac's Speedway at Mackay for the Morvale Sprintcar Classic. This event has been addressed in a previous report to the Committee of Management. Rockhampton then staged a quite successful Sunday afternoon race meeting to take advantage of the Sprintcar race teams returning south from Mackay.

I have been contacted by and continue to work with Blackwater's Coal Capital Speedway Club and helped officiate at their first race meeting for the season on 20 September.

I was also contacted by Moranbah speedway to assist with their race meeting, Saturday, 4 October, and have since learned that Gladstone also planned to host a race meeting this same weekend.

Whilst the Central Zone Steward and I are quite pleased to help as required, it seems that this is becoming the 'norm' rather than an exception. My experience highlights the fact that duly licenced, trained and experienced officials (the critical race meeting officials) are becoming much harder to acquire - especially for smaller remote race tracks/clubs, and I would hazard a guess that this not only applies to Central Zone. Further, the interest shown by others to undertake such roles seems rather negligible.

I can't think of any 'quick fix' answers, but in my opinion, as an organisation, we need to use our resources to develop a program to attract, recruit and retain the right people - in the right places.

Although I have been in contact with the four other clubs in my zone, I have had little response.

Blackwater - has greatly reduced their race meeting commitments and scheduled about five race meetings for the season. They suffer a huge lack of volunteers with nearly all

that attend having to 'double up' with duties. The role of infield stewards (for cone and T-line) remain unattended. On the other hand, they have gained great community/business support and sponsorship.

Bundaberg - I haven't heard any information about their progress or otherwise.

Gladstone - The promoter continues to run meetings that seem to be scheduled 'ad-hoc'. I'm not aware of the status of the Gladstone Auto Club at this stage.

Maryborough & Rockhampton are both off and running for the season.

Jim Cowley:

Jim presented a report on his visit to Cairns and how the titles for this season are progressing.

Jim stated that he felt that Cairns were well organized and ready to work with the QSCA Inc to ensure that the Modified Production title was a success.

Wes Beadman:

Verbal report presented – pleasing to see good car numbers at the beginning of the season.

Good to see that the class of Super Street is building strength in numbers.

Tony Cornelissen:

Verbal report – Tony stated that he had attended race meetings at Gympie & Maryborough considerable time has been spent checking race wear for compliance to the new specifications. Tony stated that it has been pleasing to note that of the number being inspected many were meeting compliance.

Discussion on safety standards – officials need to be diligent in checking race wear, if it does not meet the current specification then it cannot be used.

A sheet outlining compliance to safety gear will be drawn up with systematic checking of racewear to take place throughout the season.

Moved Pam

Seconded Allan Jennings

That if a driver and or passenger is caught wearing non compliant racewear during a race meeting, both the driver and the passenger to be immediately disqualified from the race meeting.

Carried

Clarification: If racewear is presented for scrutineering and found to be non compliant, the competitor concerned will be given time to find suitable racewear compliant prior to the commencement of the race meeting.

Pam Franz:

Since our last meeting, being the Council Meeting in August at Maryborough I have been 'snowed' with licence and car registration applications and sorting out everyone's eligibility or otherwise to ensure that we meet the expectations of our members and abide by the Laws of the Land.

The 2008/09 season looks like being a bumper season in all divisions, so far we have:

- 32 Registered Junior Sedans
- 39 Registered Super Sedans
- 48 Registered Modified Productions
- 80 Registered Street Sedans
- 27 Registered Super Street Sedans
- 10 Registered Nostalgia Sedans
- 17 4 Cylinder Speedway Sedans
- 38 Licenced SSA Junior Drivers
- 106 Licenced SSA Senior Drivers
- 158 Licenced QSCA Drivers
- 33 Licenced QSCA Passengers
- 43 Licenced QSCA Junior Drivers
- 23 Registered Stewards
- 22 Registered Scrutineers
- 7 Registered Lap Scorers/Pit Marshalls

Unfortunately, some drivers seem intent on 'avoiding' the system, indicating that they are the holder of current NASR insurance when in fact they have not applied for the new season. This has now brought about a change in the processes. NASR supply to me weekly (on a Friday night) the list of currently insured persons, after I receive this list Infringement Cards and Licences are issued. If I have no written confirmation of insurance no Infringement Card or Licence will be issued.

The \$50 fast track fee has not been used a great deal – most drivers taking their chances on whether their paperwork will get processed in time. There have a couple of occasions where competitors have been disappointed that their paperwork was not lodged early enough to have it issued for when they required it. In the busy time, 14 days turnaround is not long enough, however, once we get over these 2 months of the year things will settle down into a routine again.

I cannot emphasis enough that Club Secretaries need to be encouraging their members to complete their paperwork in July and August each year to avoid the rush period.

Financial Report:

Pam presented her financial report showing that the QSCA Inc was in a healthy situation. Pam explained that there is often an overlap of incoming and outgoing insurance monies as the QSCA Inc often invoices clubs whereas she must pay for the insurance to NASR at the time of sending the applications.

Moved Pam Franz

Seconded Di McKeiver

That the financial report as presented be accepted.

Carried

Correspondence:

Inward:

1. Letter from Sunshine Coast – new season Office bearers
2. Letter from Sunshine Coast re appeal findings notification
3. Letter from Sunshine Coast re fuel testing results – requesting that the QSCA Inc provide official notification of the results to clubs/drivers who have had their fuel sampled and tested.

Paul Gannon to provide state office with the official results, as the original advice of results was sent direct to Paul Gannon.

4. Report from Di McKeiver on a race meeting at MACS Speedway – This report has been sent to NASR for them to action.
5. Letter from Maryborough Sporting Car Club advising of new seasons office bearers
6. Letter from Charlton Raceway re passengers in Street Sedans and Super Street Sedans

Letter to be written to Charlton referring them to a vote that was taken after discussion at the August state meeting – passengers are still mandatory

Drivers holding ASCF licence being able to go as passenger with a QSCA Inc driver without having the necessary licence.

Letter to Charlton advising them that the QSCA Inc has provision of a reduced licence fee for any licences ASCF driver to obtain a QSCA Inc licence. The cost of this is \$30.00 mon application to the State Licencing Secretary.

7. Advice from Speedway Sedans as to the new Victorian Technical delegate
8. Advice from Aussie Trackwear on the rebadging of race suits – has been placed on the QSCA Inc website.
9. Newsletter outlining NASR minimum safety standards. – Discussed in general Business
10. Advice from Super Sedan Association on the Supplementary Regs they will be using this season.

Letter to be written to Super Sedan Association advising that the QSCA Inc does not have a problem with the approval of the Supplementary Regulations although we are concerned at the refueling of the cars for the 30/30 and request if they insurance cover at the 2 tracks where the event is to be run have been made aware of the requirement to refuel.

Outward:

1. Memo to all clubs re Officials training & Accreditation
2. Letter to NASR QLD re meeting between both state executives
3. Letter to Speedway Sedans Australia re non receipt of Tek Torque
4. Memos to clubs covering items from State meeting
5. QSCA Inc title submission forms season 2009-2010

Moved Terese Lange

Seconded Tony Cornelissen

That the inward correspondence be received and the outward endorsed.

Carried

General Business:

NASR SAFETY Standards – has been placed on the QSCA Inc website.

The email outlining the safety standards has been forwarded to all clubs who have an email address with the QSCA Inc and to all COM.

Retention of Officials: Di McKeiver

Di expressed concern that over time many officials had either left the sport or made a decision not to renew their licence to officiate.

Discussion held on ways in which to retain officials, and the need to ensure that the officials being granted licences were of value to the sport.

Clubs need to remember that when they sign off on an application for an official they are saying that this person is worthy of being an official in the sport.

Discussion held on all the volunteers who give of their time on race night and as part of organizing a race meeting.

These volunteers are not eligible to be a steward, scrutineer, pit marshall or a lapscorer however their contribution is of importance to clubs and the sport in general.

Moved Pam Franz

Seconded Terese Lange

That the QSCA Inc introduce a race night officials licence for all volunteers other than stewards, scrutineers, lap scorers or pit marshalls.

Carried

A memo to all clubs advising them of the availability of this licence. And at the same time reminding clubs that all of their registered officials are entitled to and should be wearing QSCA Inc officials shirts.

The matter of a parents behavior in the pit area at race meetings at Maryborough was discussed. Neil O'Keeffe's behavior was not within the spirit of the sport and intimidating to junior competitors.

A letter to be written to Neil O’Keeffe advising that his behavior will not be tolerated, his conduct is unacceptable and further complaints of a similar nature will see him excluded from the red zone pit area of race tracks for a determined period of time.

Officials – State titles:

Super Street Sedan title – 24 & 25th January 2009 – Gympie

Stewards	Scrutineers	Transponders/Points
Allan Jennings	Tony Cornelissen	Pam, Selina, Sarah
Eddie Pearson	Trish Writer	
Local stewards	Local Scrutineers	
QSCA Rep	Website Updates	
Jim Cowley	Terese Lange	

Junior Sedans – 14TH February 2009 – Rockhampton

4 cyl Sedans (same venue and date)

Stewards	Scrutineers	Transponders/Points
Allan Jennings	Bill Peall	Pam/Selina/Sarah
Peter McKeiver	Trish Writer	
Robin Wells	Graham Shallcross	
Klaus Weber	Tony Cornelissen	
QSCA Rep	Website Update	
Paul Gannon or Jim Cowley	Terese Lange	

QSCA Junior Street Sedans – 21st March 2009 – Kingaroy

Stewards	Scrutineers	Transponders/Points
Ed Pearson	Tony Cornelissen	Pam/Sarah
Jim Cowley	Trish Writer	
Bill Peall	Locals	
QSCA Rep	Website Updates	
Paul Gannon	Terese Lange	

Street Sedans – 11th & 12th April 2009 – Maryborough

Stewards	Scrutineers	Transponders/Points
Allan Jennings	Tony Cornelissen	Pam/Selina/Terese
Peter McKeiver	Trish Writer	
Bob Wells	Di McKeiver (check race gear)	
	Bill Peall	
QSCA Inc Rep	Website Updates	
Paul Gannon	Terese Lange	

Super Sedans – 1st & 2nd May 2009 – Brisbane

Stewards	Scrutineers	Transponders/Points
Allan Jennings	Bill Peall	Pam/Sarah/Selina
Eddie Pearson	Paul Broughton	
	Tony Cornelissen	
	Trish Writer	
Drivers Rep		
QSCA Rep	Website Updates	
Jim Cowley	Terese Lange	

Modified Production Title – 6th & 7th June 2009 – Cairns

Stewards	Scrutineers	Transponders/points
Allan Jennings	Bill Peall	Pam/Selina/Sarah
Klaus Weber	Dave Crooks	
Peter McKeiver	Jim Cowley	
Locals		
QSCA Rep	Website Updates	Drivers Rep
Paul Gannon	Terese Lange	Di McKeiver

Jim will arrange to contact all concerned to ascertain accommodation requirements.

V- Rated tyres – Pam Franz

Pam advised that she had received an email from a competitor requesting the use of V Rated tyres on his Street Sedan.

A letter to be written to Brandon O’Keeffe with the following information:

That the only V Rated tyres permitted for use in Street Sedans are on a BA Falcon when using 16” rims. The tyres must still be within the \$180.00 price cap.

Super Sedan Drivers Meeting: -

Pam/Tony are investigating the availability of a meeting room at Burpengary, once we have a date we will then contact all super sedan drivers and invite them to attend a meeting to discuss possible changes to the specification book.

Safety Standards – Monster Truck Show – Jim Cowley

Jim raised some concerns regarding the safety standards at a recent monster truck show he had attended.

Paul Gannon will discuss with Tim McAveny from NASR what safety procedures are necessary to be in place at these types of shows.

A discussion was held on 'what happens when a driver is racing under an appeal'

How is it ensured that once the appeal process is finalized that all drivers in the competition receive their correct entitlement.

Moved Pam Franz

Seconded Bill Peall

That the QSCA Inc draw up a process whereby should a driver racing under appeal be awarded any prizemoney, this money to be lodged, by the host club with the QSCA Inc, to be held in trust until all appeal processes have been exhausted. A complete breakdown of all prizemoney for the applicable class to be lodged at the same time.

Carried

Memo to be sent to all clubs.

Wes Beadman advised the committee that he had been approached by Ken Ashurst with a regard to returning to the sport.

Wes asked what the procedure was for this to happen.

Terese to check files and advise the findings of the hearing convened for March 2007, once this has been done Wes will speak with Ken Ashurst.

There being no further business President Paul Gannon thanked all for the marathon effort.

Meeting closed at 5.30pm