

**MINUTES OF THE STATE MEETING
SUNDAY 3rd February 2008
RSL MARYBOROUGH**

Vice President Jim Cowley chaired the meeting in the absence of President Paul Gannon who had been called away over night.

Meeting opened 9.10am

Present:	Jim Cowley	Vice President	
	Terese Lange	State Secretary	
	Pam Franz	Treasurer	
	Bill Peall	ACSF Technical Representative	
	Tony Cornelissen	QSCA Technical Representative	
	Allan Jennings	State Chief Steward	
	Wes Beadman	Sth Zone Rep	
	Dianne McKeiver	Cent Zone Rep	
	Nely Cornelissen	Caboolture	Delegate
	Tricia Writer	Caboolture	Delegate
	Russell Cowley	Caboolture	Technical
	Peter McKeiver	Rockhampton	Delegate
	Ed Pearson	Sunshine Coast	Observer
	Paul Broughton	Brisbane	Delegate
	Mike Briece	Charlton	Delegate
	Ryan Harris	Maryborough	Delegate
	Daryn Brims	Maryborough	Delegate
	Selina English	Maryborough	Observer
	Travis Barron	Sth Burnett	Delegate
	Keith Harm	Sth Burnett	Delegate
	Graham Shallcross	Bundaberg	Delegate
	Darryl Etherden	Gladstone	Delegate
	Julie Etherden	Gladstone	Delegate
	Rodney Midolo	Sunshine Coast	Observer
	Graham Dawson	4 Cyl Sedans	Delegate
	Darell Retschlag	4 Cyl Sedans	Delegate
	Sarah Franz	Sunshine Coast	Delegate
	James Elliott	Sunshine Coast	Delegate
	Robin Wells	Bundaberg	Observer
	Anthony Vervaart	Gympie	Delegate
	Cameron Klee	Gympie	Delegate

Apologies: Paul Gannon, Klaus Weber, Sugar City

Jim advised the meeting of the title allocations for season 2008 – 2009.

STATE TITLES SEASON 2008 -2009

Super Sedans

Brisbane International Speedway 2 & 3rd May 2009

Modified Production

Cairns 6 & 7th June 2009

Super Street Sedans

Gympie 11 & 12th April 2009 (Easter)

Street Sedans

Maryborough 24 & 25th January 2009

ASCF Juniors

Rockhampton TBA – November 2008

QSCA Junior Street Sedans

Sth Burnett 14th March 2009

Dwarf Cars

Gympie TBA

4 Cyl Cars

Rockhampton TBA

All dates still to be confirmed and clubs will be advised of affirmed dates.

Since this meeting the Maryborough Sporting Car Club & Gympie Saloon Car club have made representations to the QSCA Inc to swap their title dates.

Minutes – August 2007 meeting

Moved Rockhampton Seconded Caboolture
That the minutes of the August 2007 be accepted as circulated for discussion
Carried

Page 3 – correction to spelling – should read extensive not extension.

Committee of Management Report – September 2007

Correction – should read September not August.

Moved Caboolture Seconded Wes Beadman Sth Zone Rep
That the minutes of the August state meeting and the September 2007 COM be
accepted as circulated with the corrections.

Carried

Committee of Management reports: Some of these reports were presented at the technical and stewards meeting on Saturday 02.02.08

President Paul Gannon

Firstly let me welcome everyone to this mid season Council Meeting of the QSCA Inc. I would trust that we are able to openly discuss any concerns that confront this association and are then able to solve those concerns for the betterment of the sport as a whole. With that in mind, I would trust that all delegates have discussed the agenda at club level and are here to offer their club's point of view and not a personal one. I would also urge all delegates to try to see the big picture of items and understand how a decision may affect the sport as a whole within our state.

On a positive note, the numbers of licence holders within the state has shown a steady rise into this season. This is indeed pleasing and we must continue to make our Association attractive and our product enticing, so that competitors will want to join us. I believe that we are doing this in that our state titles do hold prestige for the winners and are well organised and conducted and therefore attract quality fields.

The state body assists all promoting tracks with the conduct of their race meetings. These local meetings must always remain of a high quality, so that the competitor will want to race in that programme.

The Super Sedan division continues to thrive in Queensland. The recently conducted National Super Sedan Series, I would believe, showed the rest of the nation just how powerful this division is in the state. Congratulations go to Mick Doblo for his excellent Series win from Wayne Brims and Jamie McHugh, and to all of the other Queensland based drivers who performed so well during the very exhausting Series. Congratulations are also in order for the Super Sedan Association for their continued high quality programme presentation that ensures the best exposure for the division within the state.

The Junior Sedan division continues to grow from strength to strength with new drivers continuing to boost the numbers of competitors. In just a few short years, this division has exploded onto the scene in Queensland. In 2004 there were 7 licensed drivers; now there are 44.

The State Junior Sedan Title was a spectacular event. It was only the 4th occasion that this title was conducted and the first occasion that it was won by a Queensland competitor. Congratulations go to –

1. Kristin Brown.
2. Nathan Francis.
3. Charlie Brown.

Modified Production Sedans have also had a rapid growth in numbers this season. This may have something to do with the fact that the National Title will be conducted in Maryborough this season; or perhaps the great work being done by the modified production drivers group in organising class race meetings for the division. May I take

this opportunity to offer my best wishes to all of the Queensland based drivers who will be competing in that title, as well as to all of the officials who will be working there.

Street Sedans may have changed in appearance over the last number of years, but they remain our “entry class”, with a few veterans still competing.

The State Title for this class was a great success on an unfamiliar track in Rockhampton. My congratulations to all of those drivers who performed in that title as the racing was superb and the product gained maximum exposure to a new audience. Congratulations in particular to the eventual winners-

1. Tim Aitkin.
2. Murray Dioth.
3. Russell Cowley.

The QSCA Junior Street Sedans continue to offer an entry level to young competitors. Many of our now senior drivers began their racing career in this division and are now reaping their rewards in senior racing. The state title for Junior Street sedans is still to be conducted.

Super Street Sedan numbers have fallen a little of late; but this class remains an integral part of the divisions of the QSCA. Their state title is still to be run.

Nostalgia Sedans, Four Cylinder Sedans and Dwarf Cars are also important members of the QSCA and also contribute to the growth of the Association.

On the national scene, I have attended, along with Terese, a National Board Meeting as well as a National Technical Meeting with Bill Peall since our last state meeting. I think that it is safe to say that Queensland has a strong position within the Speedway sedans Australia association.

You will be able to see from the Financial report today, that through the QSCA Committee of Management’s careful future planning and budgeting, the QSCA has been able to purchase the required technical equipment to keep it at the for front of the sport. Transponders and one-way communicators are slowly being introduced into all forms of speedway racing and will soon be part and parcel of everyday speedway activity. We must be very aware of the cost of these articles and ensure that this Association is always able to maintain a leading role in the development of the sport.

Let me conclude this report by thanking all of the members of the QSCA Committee of Management for their unrelenting efforts to promote our sport. To all of those wonderful club officials and volunteers whose undying efforts ensure the continuation of our sport, I sincerely thank you. To the competitor, who keeps coming back for more at each race meeting, I thank you for your continued love of the sport.

In conclusion, let me make one wish – that we are able to put aside personal differences, opinions and attitudes and all aim for the same goal-

THE BETTERMENT OF SPEEDWAY SEDAN RACING.

Vice President Jim Cowley

This has been an eventful six months since our last meeting. Speedway participants have been getting used to transponders, one way communicators, plastic bumper bars and combining two divisions in Street Sedans. Personally, I haven't had to do too much in my official capacity as VP but have had a busy time with other duties.

We held a Technical meeting at the Commercial Hotel in Nambour in October which was very successful. We think this should be a quarterly meeting as things are changing so rapidly that the need is there for all to be kept up to date.

I also attended a Stewards meeting in November but felt this was not as successful as it could have been. The usual crowd of committee members attended but I felt we should have had other Stewards from Gympie, Kingaroy and Maryborough who may have benefited from this get together. Maybe we should try harder at the next meeting to get a few new faces.

I was very happy with the organization and running of the Street Sedan Title in Rockhampton over the long weekend. My only comment is that I feel as a Steward that there is a need to come down a bit harder on drivers that are causing a lot of damage to other cars, whether it is intentional or not. Some of these drivers are just out of control.

Pam Franz – Treasurer

The 2007/08 season so far has been a very busy time – we have almost as many licence holders and registered cars now as we had for the whole of last season. We have seen a substantial influx in the Modified Production ranks due to the national title being held at Maryborough over the Easter weekend.

Along with my normal activities I have attended meetings with the 4 Cylinder Sedans and East Coast A Grade Sedans to try and find the most common ground for these cars to become part of our organization and yet at the same time maintain their autonomy. As an organization we must be very aware of the costs involved in building and maintaining a race car and are willing to see these sections come under our umbrella but maintain their own specifications. The 4 Cylinder Sedans have integrated with us and regularly run on the same tracks, unfortunately at this time the East Coast A Grade Sedans have not ventured outside of Brisbane and Charlton tracks.

So far this season I have
Registered 375 Cars
Licenced 547 Drivers/passengers
Registered 100 Officials
Issued 384 Receipts
Issued 163 Cheques
Issued 603 Invoices

As at 31st December the General Working Account had a balance of \$24500.89 and the Investment Account had a balance of \$29281.12.

Our Association continues in a healthy financial position which enables us to embrace new technology as required to take our sport forward in the 21st century. We have a National Title at Easter time which will be a drain on the finances of the state to ensure that we have sufficient Officials on hand to support Maryborough Sporting Car Club in providing the best possible race meeting for all competitors be they Qlders or from West Aussie and everywhere in between.

It is now a year since we began using Transponders for lap scoring and timing purposes – Selina, Sarah and myself continue to grow our knowledge in this area as often as we can to benefit all competitors. The recently held Street Sedan Title at Rockhampton was our best result yet – 99.9% of the transponders read for the whole weekend without any changes being required to be made during the night. Thank you to those drivers who made the effort to ensure their transponder bracket was mounted securely in the correct place.

Moving to electronic technology has raised other challenges – i.e. 2 drivers in one car – congratulations to the Thomsens and Slades who successfully changed transponders for each driver each time without getting them confused.

I would like to take this opportunity to thank all those persons who have done anything to help me in carrying out my duties as Licencing Secretary/Treasurer. I

I would like to make the following recommendations:

1. Acceptance of the \$50 Fast Track fee for registrations required within 14 days of the first race meeting of the season for the car being registered.
2. At Titles – 1 car/ 1 driver only.
3. From 1st July 2008 – transponders will be hired to all competitors at all times. At events where Transponders are used \$30 will be paid to the QSCA for the hire of the Transponder including an Administration charge of \$20. If drivers own their own Transponder a \$20 administration fee is payable.
4. Fees for the 2008/09 season will be increased by an equal amount for both Nationally and State registered divisions. This will not be known until after the SSA release their fee structure for 2008/09. The increase will be kept to a minimum.

Allan Jennings – State Chief Steward

We are almost half way through the season and already it has been a busy time. I have attended a stewards meeting in Melbourne to discuss the new rule book, that was a very informative day with all state stewards working well together.

I have attended a stewards panel meeting in Nambour where Terese and I conducted a training accreditation session for those in attendance. We will be implementing some training session within the state in the near future.

We have had 2 state titles at the time of writing this report, The ASCF Junior title at Maryborough saw a huge rollup with excellent number of nominations, a great show and congratulations to Kirsten Brown on becoming Q1

The second title for the season was the Street Sedan title at Rockhampton, again a large field of 40 cars displaying some brilliant racing all weekend. Congratulations to Tim Aitkin the new Q1 in Street Sedans.

I would like to thank all the people who assisted me with these titles, your assistance is invaluable and certainly makes my job less stressful.

At both of these titles one way communicators were used and I believe they saved so much time, all the drivers get the information and we don't need to stop people and sort them out, the drivers know when someone is being cautioned, this makes the meeting run much smoother. I look forward to the day when every driver has one.

The next couple of months will be very busy with 4 more state titles and the national modified production title at Maryborough only 7 weeks away.

So still plenty of racing left this season, looking forward to seeing you there.

Bill Peall – ASCF Technical Report:

Since our last meeting, car registrations are still coming in for all classes.

Modified Production class has taken the most discussion time with the coil-over suspension mountings on the front of Falcons being strongly discussed, with as yet no decision being made. This is to be decided at the National Conference in March.

Super Sedans have again had a very successful National Series with QLD cars again being superior in National Competition.

Congratulations must go to Michael Doblo for winning the National Super Sedan Series, also Steve Price and the Blackburn Team in winning the NSW State Modified Title.

I have got to congratulate the Qld Drivers in the Junior Sedans last weekend in WA on their performance during the National Title in Albany.

Although there are some problems arising from this meeting, the drive of the QLD Champion Kristen Brown also Ryan Pearce and Charlie Brown must be applauded for

their ability to represent QLD so professionally during this event. Myself along with all State Officials are giving as much support and help as possible during this time.

Wes Beadman – Sth Zone Rep

The past few months have been hectic and I feel as though so much has happened within the zone.

Recent actions at Kingaroy put the QSCA under the spotlight and I believe that we handled all cases fairly and as a result we were doomed to only please some of the people involved.

This incident was first exposed to me via the club and I was happy to see them using correct procedures in which to resolve concerns.

Over the past few weeks I have travelled extensively throughout the Australian Speedway world and was blown away by the comments passed to me regarding the lack of Representation of local clubs at state level decisions.

I explained to them how our system worked and received great feedback regarding it.

The Downs Speedway club has been a concern due to the change of promoter and the attitudes of several of the new management.

I have had consistent “Hear Say” comments passed to me regarding breaches of the Duty of Care but have had no direct evidence to act on and no one would make a complaint.

I will state that I believe these accusations to be true but I have waited to our next meeting so as we can discuss these issues.

Special thanks to Pam Franz and Terese Lange for their help with the rapid issuing of licences, this has allowed many to race with the varying classes over the Christmas period.

This has gone a long way towards building some bridges with the competitors.

With my Christmas Commentary duties over I now look forward to spending more time with my tracks and look forward to seeing some fantastic racing in the Southern Zone. On a personal note, to Tony, Nell and Trish and the rest of the family our thoughts are with you and on behalf of all of the Southern Zone we have you all in our prayers after the passing of Ben and hope that the legacy that he started carries on within many of us.

Di McKeiver – Cent Zone Rep

As Central Zone Representative to the Queensland Saloon Car Association (QSCA), I have participated in one Committee of Management (CoM) meeting. Additionally, I have assisted in official roles at title race meetings. Since our last meeting, I organised a letter to be sent to Central Zone clubs outlining my role and extended an invitation for any opportunity to attend their club meetings.

Blackwater: I have participated as an official at one race meeting. Unfortunately, inclement weather has continued to plague their race meeting schedule and they have suffered a number of cancellations this season.

Bundaberg: Unfortunately, if I understand correctly, there seems to be little hope of Carina re-opening in the very near future. Ownership of the land seems to remain a primary issue.

Gladstone: I have officiated at one race meeting since the commencement of this season. I have had very little contact with their club but believe they are forging ahead with plans for a speedway facility at Benaraby. At this stage, race meetings will continue to be staged at the Gladstone Showgrounds.

Maryborough: I officiated as a Drivers' Representative for the Queensland ASCF Junior Championship. The young people were polite and I did not experience any problems whilst dealing with their concerns. Maryborough appear to be staging well-promoted race meetings with good competitor participation.

Rockhampton: I officiated as Flag Marshall for the recent Queensland QSCA Street Sedan Championship. Rockhampton will be staging two more QSCA Sedan Championships (Super Street & QSCA Juniors) in the coming months, but will also host the Queensland Sidecar Championship later this month.

The other significant event that I participated in was the Tribunal Hearing held in Nambour during December.

As demonstrated above, my actual role as Central Zone Representative certainly has not been demanding over the last six months, but I hope this reflects that our sport within Central Zone is in a satisfactory state.

Moved Maryborough

Seconded Caboolture

That the Committee of Management reports be accepted as presented.

Carried

Correspondence:

Moved Terese Lange State Secretary

Seconded Sth Burnett

That the inward correspondence be received and the outward endorsed.

(Correspondence received with agenda items dealt with later in the meeting.)

Financial Report:

Pam Franz spoke to the financial report presenting bank statements for perusal. Pam presented several motions to the meeting.

MOTION 1

Moved Pam Franz Treasurer

Seconded Jim Cowley V/President

From 1st July 2008 – transponders will be hired to all competitors at all times. At events where Transponders are used \$30 will be paid to the QSCA for the hire of the Transponder including an Administration charge of \$20. If drivers own their own Transponder a \$20 administration fee is payable.

Carried

MOTION 2

Moved Pam Franz Treasurer

Seconded Rockhampton

That at all QSCA Inc state titles there be 1 car/ 1 driver combination only – effective immediately

Pam explained that in the past to encourage and foster the sport we had at times allowed 2 drivers to share the 1 car – with the ever increasing use of electronic equipment ie computer draws, transponders this has become unworkable.

Carried

MOTION 3

Moved Pam Franz Treasurer

Seconded Maryborough

That the QSCA Inc implements a \$50 Fast Track fee for registrations/licences required within 14 days of the first race meeting of the season for the car being registered or licence application.

Explanation – Drivers/clubs often make a request for a registration/licence to be issued within days of a race meeting, this makes an immediate workload for someone. It is hoped that this may encourage drivers/clubs to submit all applications well in advance.

Carried

MOTION 4

Moved Pam Franz Treasurer

Seconded Allan Jennings State Chief Steward

All titles – to be implemented immediately:

- Nominations will close at the nominated date
- Late nominations will be accepted up to 2 days before the title – with the payment of the late fee and be included in the draw
- The draw will be deemed to be done at 6.00pm on the day nominated (2 days prior to race meeting)
- Any further late nominations, after the draw has been done will start R.O.F in all heats.

Carried

Pam spoke on the need for competitors to complete the Statement of Supply forms, these will now be sent out with all nominations. Pam advised clubs to seek advice from their own club accountants as the QSCA Inc accountant had advised us accordingly as an organization.

Moved Pam Franz – Treasurer

Seconded Rockhampton

That the financial report as present be accepted

Carried

AGENDA ITEMS:

Charlton

That passengers be made optional for all QSCA sedans starting from the 2008/2009 season.

After lengthy and open discussion the item was put to the vote.

MOTION 5

Moved Charlton

Seconded Caboolture

To make passengers optional for Street and Super Street Sedans. The technical committee to discuss regulations.

Lost

An agenda item from Charlton club –

That Charlton juniors retain the 4 Cyl, 2.0 litre limit.

Delegates discussed the fact that these cars were registered as Street Sedans – they currently meet the street sedan specification although the club has a 4 cyl/2lt restriction which prevents juniors from other clubs being able to race at Charlton.

The feeling of the meeting was that delegates hope that Charlton will open the Junior sedan racing at Charlton to all registered junior drivers.

Sunshine Coast:

The QSCA Committee of Management appoint a Title Coordinator who would be responsible for the co-ordination of all Title Events (i.e. Title Submission paperwork, Contracts, Nominations, etc) with nominees excluding any member of the QSCA State Executive

Sunshine Coast spoke to the motion explaining that their club felt it would help to spread the workload taking some of the pressure off the executive.

MOTION 6

Moved Sunshine Coast

Seconded 4 Cyl Sedans

That the title event co coordinator be appointed annually by the Committee of Management to be responsible for the co ordination of title events with nominees excluding any member of the QSCA State executive.

Lost

Brisbane:

We think that Daylight Inspections only need to be carried out on new registrations and or cars that have been out of registration for 12 months or more. We also think that Log Books should be continuous. i.e. A new logbook is issued when the current one is filled and the logbook therefore could be used for several seasons. A Registration Fee should still be paid each year, but all you receive is a new decal for that season.

The members of the BSSA would like to see this issue taken to the SSA Board meeting for discussion and hopefully implementation.

MOTION 7

Moved Maryborough

Seconded Sth Burnett

That Daylight inspections on all QSCA cars be carried out on new registrations or on cars that have been out of registration 12 months or more. Log books should be

continuous, but once filled a new log book is issued. This to be effective from the start of 08/09 season. A registration fee should still be paid each year.

Carried

MOTION 8

Moved Brisbane

Seconded Maryborough

That for ASCF/SSA classes daylight inspections need only be carried out on new registrations and or on cars that have been out of registration for more than 12 months. Log books should be continuous and used over multi seasons until full. A registration fee to be paid each year.

Carried

MOTION 9

Moved Central Zone Rep

Seconded Rockhampton

A daylight also to be carried out at the competition of the log book or after the loss of a log book or a change of ownership before a new logbook can be issued.

Carried

Brisbane:

We think a State Numbering System for Junior Sedans should be introduced. We think that this is a more professional way of going about numbering our cars. With Juniors, no one person is going to have a number for more than 7 seasons before it becomes available to someone else. Currently to our knowledge the clashing numbers are B31 – SC31, B47-C47, B32-SC32, and C7-B7 (not currently registered). Our idea is that whoever was the first to have a car registered with a particular number should keep that number. i.e. B47 would change because C47 was registered first and same for B32 versus SC32. If it was introduced for the start of next season, the B7-C7 wouldn't be a problem as the driver of B7 turns 17 this season and therefore number 7 will be free. If someone wanted to go racing they would give the club secretary 2 or three choices of numbers. The club secretary would then call, write or email Pam, who would say which of the numbers was available and then the selected number would be held in that name. A number could only be held for a period of say 6 months if no registration to go with that number was forthcoming. For cars that have been previously registered, the number will be held for say 18 months and if the car is not re-registered in that time, the number becomes available.

Lengthy discussion on a state numbering system and if there was a need for it.

MOTION 10

Moved Brisbane

Seconded 4 Cyl Sedans

That a state numbering system for junior sedans be implemented. Specifics of the implementation of the state numbering system if accepted is worked out by the Committee of Management.

Lost

4Cyl Sedans:

If no club/promoter host our title does the QSCA have any objections to us organizing our own state title. We have an idea of running this title event over a number of rounds.

This prompted a lengthy and open discussion with the feeling of delegates that they did not want to see this precedent set for any title.

A recommendation was made that a 4cyl sedan title be run at the same time as the Dwarf Car title. This to be negotiated with Gympie Saloon Car Club. Club President indicated that he would be open to such a discussion but would like to talk with his club executive first.

Maryborough club indicated that they felt their agenda items had been dealt with during the course of today's meeting and had nothing more to add to those discussions.

MOTION 11

Moved Central Zone Rep

Seconded Rockhampton

The race car number including the individual club prefix be positioned to make it visible to the following competitor. I.e. on the rear facing surface of the race car adjacent to the right hand side of the tail light aperture.

Carried

Items from the technical and stewards meetings 02.02.08

Fast track fee – dealt with – motion 3

Annual registration/daylights/log books continuation – dealt with – motions 7 & 8

Brake Boosters

Bumper Bars

Phase in period – When a phase in period is implemented it will be for existing and newly registered cars – with the implementation date to be the same for existing and newly registered cars

Unanimous decision to write to the ASCF/SSA requesting an immediate implementation of the NASR Approved infringement notices to be compatible with the use of the new rule book.

Letter to ASCF/SSA & NASR re Drug & Alcohol testing – will testing by a state police authority be accepted should a competitor be tested positive by members of this authority at a clubs request.

A letter to the ASCF/SSA seeking clarification if it is acceptable for a tribunal to hand down a finding to impose a 'Good Behaviour' bond.
Terese to follow up with Tony Parkinson from NASR also.

Technical Appeals – In the old rule book there was provision for a competitor to lodge an appeal against the legality of another race car – where in the new rule book is this covered – if not there should be added.

Rule 7.1.4 A recommendation to the Racing Rules review committee – this needs to be worded more clearly or differently as unless a race night official has actually witnessed the incident then competitors are required to pay a fee of \$500.00 to cite misconduct on another competitor.

There needs to be some provision for a competitor to lodge a complaint with the chief steward and the chief steward can then ask questions/conduct an investigation prior to issuing an infringement notice of warranted.

General Business:

Nely Cornelissen thanked the QSCA Inc for the flowers sent following the death of Ben.

Next meeting – 2 & 3 August 2008
Venue – RSL Maryborough

Meeting closed at 2.10pm