

**Minutes of the QSCA Inc State meeting held Saturday August 1st 2008 at the RSL
Maryborough**

Meeting opened by President Paul Gannon at 9.15am

Present:

Paul Gannon	President
Jim Cowley	Vice President
Terese Lange	Secretary
Pam Franz	Treasurer
Bill Peall	SSA Technical Rep
Tony Cornelissen	QSCA Tech Rep
Allan Jennings	State Chief Steward
Wes Beadman	Sth Zone Rep
Di McKeiver	Central Zone Rep

Selina English	Maryborough	Observer
Nely Cornellisen	Caboolture	Delegate
Tricia Writer	Caboolture	Delegate
Cyril Bates	East Coast	Delegate
Paul Broughton	Brisbane	Delegate
Ed Pearson	Sunshine Coast	Delegate
Bob Wells	Bundaberg	Delegate
Graham Shallcross	Bundaberg	Delegate
Ryan Harris	Maryborough	Delegate
Daryn Brims	Maryborough	Delegate
Gary Pagel	Gympie	Delegate
Darren Baldwin	Gympie	Delegate
Keith Harm	Gympie	Delegate
Judy Oates	Gladstone	Delegate
Peter Booth	Gladstone	Delegate
Darryl Etherden	Rockhampton	Delegate
Julie Etherden	Rockhampton	Delegate
Peter McKeiver	Central Zone Steward	
Sarah Franz	Sunshine Coast	Delegate
Anthony Vervarrt	Gympie	Delegate

Apologies: Graham Dawson 4 cyl Sedans
James Elliott Sunshine Coast
Rodney Midolo Sunshine Coast
Trevor Brown Sunshine Coast

Moved Di McKeiver Seconded Caboolture
That the apologies as presented be accepted.

Carried

Minutes of February State meeting:

Moved Maryborough

Seconded Wes Beadman

That the minutes of the February meeting be accepted for discussion and correction.

Carried

Paul Gannon State President thanked Jim Cowley for stepping in and chairing the meeting at short notice when he was called away on a family emergency.

Page 2 – Rockhampton have advised that they will host the 4 cyl title and the Junior Sedan title on the night of Saturday 14th February. 2009.

The QSCA Junior Street Sedan title will be hosted by Sth Burnett on 21st March 2009, not the 14th March as previously advised.

There will be no state title for Dwarf cars in season 08 – 09.

Page 10: Statement of Supply forms

These forms are now available from the QSCA Website and unless a statement of supply is presented with the nomination form then no monies will be paid out to that competitor.

As clubs pay out prizemoney they should also be requesting that each competitor provide a Statement of Supply.

These forms have a life of 5 years before a new one is required. Competitors will be required to provide an individual form for national titles, state titles and club race meetings.

Page 11 – Charlton Juniors

Charlton Juniors will now run as Street Sedans

Numbering of race cars – As licencing secretary Pam suggested that clubs be proactive in encouraging new drivers to choose those numbers that are not commonly used. Several clubs requested that if it were possible could a list be drawn up of those numbers which were not so commonly used. Pam will draw up a list.

Pam advised that the QSCA Inc now had a supply of infringement notices from NASR. Maryborough made a recommendation that the QSCA Inc investigate the possibility of a direct link from the QSCA website to the NASR Drug and Alcohol policy so as all competitors and officials are aware of its content and penalties.

Moved Maryborough

Seconded Dianne McKeiver

That the minutes of the February 2008 meeting be accepted as read.

Carried

Checking of race gear – there should be random checks on all race gear, at all club promoted race tracks each race night.

MOTION 1

Moved Caboolture

Seconded QSCA State Tech Rep

That all QSCA Registered cars with plastic bumpers be required to fit a towing attachment – front or rear. – Implementation in the new Specification book.

CARRIED

Maryborough – Against
Sth Burnett – Against

After discussion it was agreed to accept the recommendation from Mike Briese regarding the registration of a GOLF for the Street Sedan Class.

Discussion – Removal of Racing Rubber – decision – to leave as is.

Quarter panel Removal:

MOTION 2

Moved Sunshine Coast

Seconded Bundaberg

That in QSCA Inc registered cars the optional removal of metal rear quarter panels in the boot area, to be cut vertically at the rear window base line.

Rear Silhouette to be maintained with plastic OEM bumper over the top of pipe bumper bar work.

For implementation – 02 August 2008 – effective immediately.

CARRIED

Gladstone – Against
Rockhampton –Against
Central Zone Rep –Agains
Maryborough – Abstained

MOTION 3

Moved Gympie

Seconded Maryborough

That bar work and body work for the new QSCA Inc Street/Super Street Sedan Specification Manual, be brought into line with the current Modified Production Sedans Specification Book, To be enforced with all newly registered cars.

CARRIED

Speedway Sedans Board minutes:

Moved Sth Zone Tech Rep

Seconded Cent Zone Rep

That the Board minutes April 2008 be accepted for discussion

CARRIED

Correspondence:

Moved State Secretary

Seconded Rockhampton

That the inward correspondence be accepted and the outward endorsed.

CARRIED

Financial Report:

Discussion on title costs- can the title fee be negotiated. Advised that all title fees can be subject to negotiation in circumstances where there are limited numbers of nominations, extenuating circumstances or in the best interest of the class concerned to ensure a title goes ahead.

Moved Treasurer

Seconded Cent Zone Rep

That the financial report as presented be accepted.

CARRIED

MOTION 1 – February 2008 meeting

Moved Pam Franz

Seconded Jim Cowley

That MOTION 1 from the February 2008 meeting be rescinded

CARRIED

MOTION 4

Moved Pam Franz

Seconded Jim Cowley

That the use of transponders be at a cost of \$10 per car – not including the bracket – at non title events. This cost to be met by the driver. Reimbursement of expenses to operators for the technology be negotiated between the host club and the transponder operators.

CARRIED

MOTION 5

Moved Allan Jennings

Seconded Bill Peall

That the QSCA Inc buy more, (up to 68) transponders as funds permit, to accommodate more cars, at the bigger meetings.

CARRIED

AGENDA ITEMS:

Maryborough:

The current Fuel specifications rules, for all classes to be updated and brought in line with what fuels are currently 'readily' available from the fuel bowsers at fuel stations

MOTION 6:

Moved Maryborough

Seconded State Chief Steward

That all EFI QSCA cars and carbureted street sedans (update fuel specs), to be able to use fuel from any commercial outlet through multi volume network via bowser pump. No exotic or racing fuels or additives eg ELF, VP etc maximum 0.780 specific gravity.

CARRIED

Meeting adjourned 3.10pm to hold the Annual General Meeting.

Meeting resumed at 3.20pm

Discussion on Zone Stewards:

As the nomination for the Sth Zone Steward and the Nth Zone Steward were late there is provision to be able to appoint people to these positions

Ed Pearson will be appointed to the position of Sth Zone Steward

Klaus Weber will be appointed to the position of Nth Zone Steward.

Announcement of Award Winners:

ASCF QLD Driver Award: Bevan Collins
QSCA Volunteer of the Year Award: Cornelissen Family
QSCA Dedication Award: Darryl Etherden
QSCA Driver Award: Sarah Franz
ASCF QLD Junior Driver Award: Kristen Brown
QSCA Junior Driver Award: Tiffany O'Keffee

Return to agenda items

At all QSCA State Titles motors are pulled down and inspected and the QSCA to cover the costs of gaskets if motor is legal, however if motor is found not to be legal, the driver wears the cost of gaskets.

A robust discussion on the sealing of motors and the inspection following titles and blue ribbon events. At present there is provision in the specification book and policy to allow engines to be pulled down and inspected. The QSCA Inc has had a motion to cover the cost of gaskets in place for well over 10 years.

The Committee of Management to produce a plan regarding engine sealing in the state of Queensland.

All external side skid rails to be removed from all QSCA Juniors, Streets & Super Streets, before the commencement of the next season. There is concern over the safety of the skid rails as they aren't needed and when they are dislodged from a car, they become very dangerous and can easily get into the cabin on your own or someone else's race car.

External Skid Rails – No outcome or resolution.

The QSCA Super Streets "optional wing rule" to become compulsory when running in the Super Streets division. Too many of our sedan classes now look the same, this would be great way to make them different from the others, allowing the crowd to easily identify them and would appeal to the younger members of the crowd.

A lengthy discuss held on this agenda item, a majority of delegates felt that the ruling should remain optional as it is now.

In all QSCA classes, all drivers in their first 12 months of racing run 'L' plates.

MOTION 7:

Moved Maryborough

Seconded Sth Burnett

That in all QSCA Inc classes, all drivers in their first 12 months of racing run 'P' Plates
LOST

Sunshine coast:

Adjustable Shocks – Clarification on what is allowable

MOTION 8

Moved Jim Cowley V/President

Seconded Pam Franz

That shock absorbers may be changed and upgraded. Method on the end of the shock absorber must be able to mount in the original position. Top of the shock can be mounted + or – 25mm from the original mounting point, horizontally or vertically.

CARRIED

Wes Beadman Abstained

CLARIFICATION: At a meeting of the QSCA Inc executive on Monday 15.09.08 the following clarification was accepted:

Shock absorber either end may have a tolerance of + or – 25mm maximum overall for mounting purpose. No adjustments can be carried out from the cabin or from the drivers seat or whilst on the dummy grid or the race track.

MOTION 9:

Moved South Burnett

Seconded Maryborough

That Street Sedans can have adjustable Shocks provided it can NOT be adjusted in the cockpit.

CARRIED

Brake Boosters – To be mandatory for all Street Sedans & Super Street Sedans

Lengthy discussion on the pros and cons of brake boosters.

Resolved that it be the will of the meeting that the use of Brake Boosters be optional

BSSA AGENDA ITEMS:

Brisbane requested that the Junior titles be conducted prior to December 31st each year

MOTION 10:

Moved Brisbane

Seconded Maryborough

That the Junior Sedan and Junior Street Sedan titles be held before December 31st each season where possible.

CARRIED

Brisbane requested that the SSA review National Title tow money – has been no review since 2003. In reviewing tow money, the SSA needs to get the State champion bonus money in line with current season.

MOTION 11:

Moved Brisbane

Seconded Caboolture

That the SSA review Tow Money and Bonus money for all National titles.

CARRIED

MOTION 12:

Moved Brisbane

Seconded Maryborough

That Speedway Sedans Australia find a way to bring state champion bonus money for National Titles back in line with the current season.

CARRIED

Meeting adjourned for a break at 5.15pm

Meeting reconvened 5.25pm

MOTION 13:

Moved Central Zone Rep

Seconded Rockhampton

That shock absorbers with adjustors, that can be adjusted manually, or using any tools, whilst the shock absorber is mounted in position not be permitted.

CARRIED

As there were no further agenda items to be dealt with President Paul Gannon went around the table for final discussion items.

Sth Burnett: South Burnett delegates asked re passengers in Street Sedans – as per the specification the meeting decided to leave it as it was – passengers in Street Sedans mandatory.

Gympie: Gympie delegates felt that the QSCA Inc & clubs need to give consideration to an entry level class – President Paul Gannon advised that there was such a class and it was called Street Stocks and have been a national class for many years.

Maryborough: Club delegates expressed concern that specifications state that Shrink rings must be welded whereas the manufacturer states they should not be welded – passed to the technical committee for further consideration.

Sunshine Coast: Sunshine Coast proposed a moratorium on decisions made at meetings, concern expressed that a decision is made at one meeting then the very next meeting it is raised for discussion again and changed.

After brief discussion delegates felt that whilst the idea was good in principal, it was fraught with danger if a decision is made that becomes unworkable – there is then no avenue to change that decision.

Brisbane: Brisbane delegates wished to express concern at the time that it takes for decisions to be handed down from appeals that go past the Race Control Tribunal. Appeals to the Race Control Tribunal have a decision handed down prior to the appellant leaving the hearing, whereas findings/determinations from appeals to the Speedway Appeals Tribunal often have decisions/determinations not given for many weeks after the tribunal convenes to hear the appeal.

This is far too long appellants should have a result prior to leaving the hearing. The tribunal convened should be making decisions based on evidence placed before them on the day of the hearing.

Allan Jennings: Query re spreader bars – what is legal and allowable – a diagram was drawn on the whiteboard. Refer to specification book Page 16 – bars required Section 10. Drawing on page 59

Tony Cornellsen Bill Peall and the executive to make a decision on spreader bars. A memo to be then sent to all clubs.

Jim Cowley: Age Limit on Street Sedans – should there be an age limit on Model/Year ie a 2003 model car cannot be run until 2008. Jim suggested that this was something for delegates to take back to their clubs for consideration.

Jim also expressed his concern at the period of time that had passed from the incident at Rockhampton to when an appeal tribunal was actually able to be convened. An explanation was given that there were several appeals to be held and due the high profile of some of the drivers concerned, including Jim, it had proven difficult to get suitable people willing to take part in a tribunal hearing.

Maryborough: Daryn Brims raised the matter of the QSCA Inc having a 5 year plan. Paul Gannon advised the delegates that the QSCA did have such a plan and he would forward it to Daryn via email.

Pam Franz: Pam advised that the QSCA Inc buys engine seals then onsell them to clubs. The new engine seals have a state numbering system and she is accountable for all seals. Within the state we have scrutineers who seal engines for competitors from interstate. There are also scrutineers who seal engine for competitors in other clubs. This is often due to engines being built away from the competitors home base.

Discussion held on how best to recover the cost of the seals as it wasn't correct to onsell seals to clubs when at times the above conditions applied.

It was resolved that for season 2009/2010 that the cost of engine seals be inbuilt into registrations costs.

A lengthy discussion was held on engine sealing and the merits of sealing.

Clubs are to monitor useage/who is actually sealing on behalf of the club.

There being no further business the meeting closed at 6.25pm

Next Meeting: 7th & 8th February 2009
Venue: Maryborough RSL