

## Report from the Committee of Management Meeting held at Gympie Saturday 27<sup>th</sup> June 2009

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

Minutes of the February 2009 State meeting – Page 2 Statement By Supplier forms – these are valid for 5 years.

Page 2 – Ownership of Junior Cars – Discussion on who can and at what age can you legally be the registered owner.

It was felt that we should follow the QLD Transport definition on when you may legally register a vehicle

Motion 1

Moved Pam Franz

Seconded Di McKeiver

That to be the registered owner of a race car you must be eligible to hold a senior racing licence (16 years and over)

CD

This effectively means that from 1<sup>st</sup> July no race car can be registered in the name of a junior competitor.

Page 4 – A letter to be written to Daran Munro outlining the answers in his letter of request regarding QSCA Cars.

Page 5 – Motion 4 – A wording correction – the motion should read

Motion 4

Moved Allan Jennings State Chief Steward

Seconded Gympie

That if your street sedan engine is sealed by the QSCA Inc State technical officer then your engine is not required to be pulled down on or after a race meeting including state titles.

Carried

Page 6 – correction to the word video

Page 6 – Motion 6 – After discussion it was resolved that this motion has proved unworkable and will need to be rescinded at the August state meeting. mTo be placed on the agenda of the meeting.

Moved Allan

Seconded Pam

That the minutes of the February meeting be accepted with corrections.

Carried

**COM Reports:**

Moved Wes

Seconded Di McKeiver

That the report of the COM in Cairns June 2009 be accepted as presented for discussion.

Paul advised that no state had accepted the liability to contribute to SSA in relation to the financial cost of the Todd Doyle appeal.

Paul also advised that whilst the SSA did not hold huge funds, he believed that they were financially viable once all states had paid monies owing to SSA. In effect the SSA was solvent.

Paul advised that the QSCA letters had been received and would be discussed at the next Board meeting.

**Class Rationalisation:** Paul has had several phone calls with Kevin Theyer, in relation to his proposed visit to QLD to meet with drivers and discuss class rationalisation.

It was agreed that the QSCA Inc would work with the SSA to facillate such a meeting, we would be willing to provide labels with names in order that SSA could invite drivers to a meeting.

It was suggested that the meeting would be better served if it were in held more in the central part of the state ie Rockhampton.

COM Member Reports were delivered – see attached

**SSA Board report and minutes of April Board meeting**

Once again members of the COM expressed the opinion that the minutes coming from SSA meetings, were badly presented and at times badly worded. Minutes need to be able to read so that those not in attendance can follow what has transpired and all outcomes are clear.

A letter to be written to the SSA requesting that all Board member reports be attached to the back of the minutes rather than within the minutes ( makes for easier reading).

Comments – It is obvious that some portfolio holders, present part state report and part portfolio report – each state board member should present a report on happenings within their own state and a separate report on their portfolio.

Moved Terese

Seconded Wes

That when QSCA delegates attend a meeting on behalf of the QSCA, they be required to furnish a written report to the COM within 14 days of that meeting.

Carried

Di McKeiver Abstained

Members of the COM asked that delegates ensure that all states were financial prior to the commencement of SSA meetings.

Motion 13 – April Board meeting

Is part 2 legally enforceable – A driver has a right to choose which club they belong to and where they register their car.

### **Correspondence:**

Letter from Caboolture Club re State Junior Title

1. *There was no grand parade (transponder check)*- Archerfield did not agree to a grand parade for Juniors – although track pack was available from 4.00pm
2. *Incorrect lineups at restarts* -The QSCA officials were not able to be in control of the lights, our officials worked as best possible under the trying conditions on this night. – Drivers were told via the One Way Communicators their positions – there were some drivers who appeared not to obey those directions.
3. *Heats were cut from 10 laps to 8 laps* - At all times attempts were made to discuss matters with the promotion – we were unsuccessful in this matter.
4. *Competitors were consistently being pushed ahead of time* This was out of the control of the QSCA – despite discussion with the promoter
5. *B Main was cut short from 15 laps to 8 laps* – There were numerous restarts to this event – a decision was made to cut short the laps (as will happen from time to time)
6. *Grader came onto the track during yellow light stoppage* – The QSCA was aware of this and did speak with the promoter to no avail.
7. *Concern as to transponders being accurate* – The transponders were accurate, if a unit fails to read the competitor is given a manual lap – since the race meeting there have been queries and an explanation has been given to the competitor concerned. The loop at Archerfield is in a slightly different place to what is normal.
8. *Running the Junior title as SECOND FIDDLE to Super Sedans* – this was a rescheduled event and it did more to enhance the class of Junior Sedans, the QSCA ensured that the Juniors were given a presentation to showcase the winners

Whilst the Committee of Management understand the concerns expressed by the club, we believe that as a governing body we did what was required to showcase this class and feel that the number of nominations received clearly support this viewpoint.

We also acknowledge that this wasn't the ideal situation however our officials conducted themselves in a professional manner with what was available to us on the night.

Terese advised that the majority of correspondence received has been of an office nature and dealt with as it has come to the state office.

Moved Wes

Seconded Allan

That the inward correspondence be received and the outward endorsed  
Carried

**Radios/One Way Communicators:** Approval has been sought and given by the SSA for the QSCA & QSCA Clubs to use the radio frequency owned by SSSA.

A memo to be sent to all clubs advising them that the 1600 channel must be used when SSA & QSCA Registered classes are competing at their tracks.

**Financial Report:** Pam presented a financial report showing that the QSCA Inc has had a healthy year.

Transponder hire has contributed to our funds for the past season and allowed us to purchase noise reducing communication equipment, and additional transponders.

Moved Di

Seconded Pam

That the financial report as presented be accepted

Carried

Discussion held on the use and purchase of breathalysers.

Pam advised that she had recently attended a safety exhibition and met the people from Integrity Sampling – after some discussion with them they have agreed to train and certify the 4 members of the executive in the use of a breathalyzer machine.

This will enable the QSCA to conduct random checks at all race meetings.

Moved Wes

Seconded Di

That the QSCA Inc purchase from Integrity Sampling a breathalyzer for the purpose of random checks at race meeting.

Carried

A protocol and format will be drawn up for the use of this machine.

Pam gave an update on relevant licencing information to hand:

Paperwork will be returned to applicants if it is not correctly completed – all areas must be filled in – Juniors must have a parent/guardian endorse the application – no matter what the circumstances are - incomplete paperwork will delay the applicant going racing.

Pam advised that NASR One Day Licences are now available for competition in 'B' licenced categories – if purchased more than 7 days before the race meeting (that means I must be able to send to NASR more than 7 days prior to the meeting – not you applying to me more than 7 days before the meeting) the cost is \$35 and if purchased within 7 days of the race meeting the cost is \$50 plus the \$10 One Day Qld Licence fee is applicable to both. A 'B' licenced category covers Qld Street Sedans, Super Streets, 4 Cylinder Sedan and Nostalgia Sedans only.

No One Day Licences are available to part in competition in Super Sedans, Modified Productions or Junior Sedans.

There is also a One Day Licence available to take part in Practice Sessions or Promotional Events – cost \$35 for all Divisions.

These NASR One Day Licences are available thru Pam.

**Drivers Exam** – Allan advised that he has an exam prepared, and once the new rule book is released he will update the exam, to be sent to all competitors for return within a set period of time.

**Training:** Terese advised the meeting that she would set aside at between 3 and 6 dates for training to be held (with a minimum of 3). All registered officials will be expected to attend 1 of the training courses prior to the end of December 2009 or their licence for that season may be suspended until they have attended a training session.

A discussion was held on how to handle officials who return a log book, having on paper, met the necessary criteria however it is known that they are still not capable or confident enough to be in control of a race meeting. The rule book does have a section that will cover this scenario and the QSCA will adopt that stand in consultation with the State Chief Steward.

A Stewards Panel consisting of Allan Jennings, State Chief Steward, Terese Lange, Dianne McKeiver and Wes Beadman to be set up, when a steward returns their log book and application for renewal this panel will consider if the applicant is ready to move to the next level taking into consideration the race meetings they have actively participated in that season. Where necessary external advice may be sourced from the applicants club.

**Overview on Titles:** Jim reported that overall the titles had been a success for the QSCA this season, naturally there were some problems but as we work together as a team much of it had been addressed and sorted without too much inconvenience.

Title Nominations – from this date – nominations received after the official closing date WILL automatically become a ‘late nomination’ and the late nomination fee will apply – no matter what the reason for the late nomination. It is the responsibility of the competitor to get their nomination in not the QSCA to chase up nominations after the closing date.

The CoM acknowledged the work done behind the scenes by Jim’s wife Fran, without her assistance the task would have been much greater.

Live Audio was an introduction to our title package for the Modified Production title this season, the opportunity is there to facillate the same for all of our titles. The CoM all agreed that this would continue.

### **SSA Meeting 13.06.2009**

Paul Gannon gave a brief overview of his attendance at a special Board meeting that had been called for 13<sup>th</sup> June 2009.

- Norm Fisher may apply to the Board to attend to show cause as to why he should be accepted back into the technical committee role
- Tony O’Neill will be invited to attend a board meeting to explain his actions
- All states were not willing to payout a large sum of money to the SSA
- Concern was expressed that once again an accusation has been leveled at one of our members by the CEO of SSA without due founding – a thorough investigation needs to be done prior to the making of any accusations against any member within the sport.

### **Draft Specifications Street Sedans/Super Street Sedans**

Pam presented the draft specification with all the items that have been added/changed highlighted.

A sub committee of Jim Cowley, Pam Franz, Tony Cornelissen & Trish Writer will meet to check the draft, make any necessary changes and recommendations for presentation

Once there has been a finalized Draft prepared, this will need to be circulated to Clubs and a drivers meeting held to get their feedback and input before its accepted and printed. Implementation of the new book should be 1 July 2010 with the allowance for car builders to construct cars to the new barwork prior to this date.

### **State Numbering system:**

Pam presented a proposal to introduce a state numbering system

Moved Pam Franz

Seconded Jim Cowley

That the QSCA Inc incorporate a state numbering system for QLD as per the proposal

CARRIED

### **Proposed Queensland Numbering System**

#### Objective

To simplify the identification of race cars

To promote a better image of the sport to the paying public

For Nationally registered divisions - to make it easier to clarify their home state when travelling interstate to race or racing against cars from other states in Qld

#### How to Implement

- 1 To be effective as at 1st July 2009
- 2 Owners of numbers in the 2008/09 season to remain
- 3 From 1st July 2009 no further registrations to be accepted if number is already taken
- 4 Registered Owners list to be on QSCA website
- 5 If you wish to secure your number and you do not have a currently registered car as at 30th June 2009, you must pay a \$50 holding fee
- 6 The holding fee is due by 30th June in subsequent years to secure the number
- 7 We consider the introduction of 3 digit numbers in the Divisions that require them in due course
- 8 Club Prefixes to remain as an integral part of car identification
- 9 Drivers may choose to move to another available number at anytime by application to the QSCA.
- 10 Numbers that are held by payment of a holding fee will have the \$50 holding fee credited to the cost of registration if registered within 4 months of the start of the next racing season. E.g. \$50 holding fee paid on 30th June 2010 car registered before 31st October, 2010 will attract a credit.

#### Outcome

Over a number of years as drivers move away from the sport the duplication of numbers in the divisions will slowly decrease, without causing any grief for those currently racing.

### Considerations for a Gradual Introduction

Race teams have apparel for driver and crew which is already in use and costly to change.

Some drivers have raced on 'their' number for several years and are well known  
Less disruption for existing drivers/owners

### Example

Car 21 is registered as at 30th June 2009

Owner has until 30th June 2010 to re-register the car or pay the holding fee to retain the registration number for next racing season.

If holding fee is not paid or car re-registered, 21 is available to whoever is the first applicant on or after 1st July 2010.

### **Scrutineering at Race meetings:**

A memo to be drawn up and sent to clubs reminding them that there needs to be sufficient people available at scrutineering to check the following:

- a) Is the licence signed – by driver and steward
- b) Is the log book completed and filled out in all necessary pages
- c) Are there any outstanding work orders – check the previous 2/3 race meetings

Scrutineering isn't just about ensuring the car is race ready, the drivers safety apparel must also be checked.

**General Business:** A letter has been received from Dominator chassis with a complaint against the national technical director – the QSCA to write and request this letter be placed on the agenda for discussion at the next Board meeting.

A letter to be written to SSA requesting that the specification book for Super Sedans be held over until this matter has reached an acceptable outcome.

A letter to be written to David Knight & the SSA offering QSCA assistance in reaching mediation between the 2 parties in question as right now the whole matter is unsettling and definitely not in the interest of the sport.

Copies of this letter to be sent to all states and Board members.

Tek Torque – SSA has advised states that they have emailed a copy of Tek Torque to all members who have an email address and requesting that states forward to all other competitors. The CoM of QLD believe that this publication should be sent direct from SSA to ALL competitors, fees have increased accordingly yet states are still being asked to do part of a role that should be done by the paid secretary

A letter to be sent to SSA advising that this is a piece of work that should be done by the paid secretary.

**Nominations for National positions:**

Terese advised that she had received nomination forms for the Speedway Sedans Australia AGM.

The CoM endorsed the nomination of Paul Gannon for CEO, and Allan Jennings for Stewards Chairman – Terese to liaise with both Allan and Paul to complete their resumes and forward the nominations in to the national office.

There being no further business the meeting closed at 4.30pm