



QUEENSLAND SALOON CAR ASSOCIATION INC.
STATE MEETING MINUTES
AUGUST 2012

*Scheduled for Saturday, 4 August 2012 from 9:00am
 Comfort Inn Northgate, 186 Toombul Road, Northgate*

Opened: 9:15am

1. Welcome & Opening Address by State President

The President expressed his thanks to all for attending the meeting and how pleasing it was to have a broader spectrum of clubs represented at the meeting on this occasion. It was hoped that this would continue. The gains the respective clubs were likely to make certainly outweigh the financial cost of the meeting. It was expressed that we were looking for good things out of this meeting and that all delegates should represent their clubs.

Housekeeping details were given.

2. Introduction of Delegates & Apologies

Chair:	Jim Cowley	President	
Minutes:	Dianne McKeiver	Secretary	
Attendance:	Allan Jennings Pam Franz Bill Peall Tony Cornelissen Ryan Harris Travis Barron	Vice-President / State Chief Steward Licensing Secretary/Treasurer State SSA/ASCF Technical Representative State QSCA Technical Representative Central Zone Representative Southern Zone Representative	
	Colin Clark	4 Cylinder Sedans	Delegate
	Graham Shallcross	Bundaberg	Delegate
	Terry Wenzel	Bundaberg	Delegate
	Nely Cornelissen	Caboolture	Delegate
	Patricia Writer	Caboolture	Delegate
	Jan Gorring	Charlton	Delegate
	Allan Lendrum	Charlton	Delegate
	Tony Coomber	Gladstone	Delegate
	Chris Pendry	Gladstone	Delegate
	Kaye Arthur	Maryborough	Delegate
	Michael Lavis	North Qld 4 Cyl Sedans	Delegate
	Wayne Pavey	North Qld 4 Cyl Sedans	Delegate
	Julie Etherden	Rockhampton	Delegate
	Ashley Barron	South Burnett	Delegate
	Tanya Barron	South Burnett	Delegate
	James Elliott	Sunshine Coast	Delegate
	Trevor Midolo	Sunshine Coast	Delegate
	Greg Maher	Super Sedan Assn	Delegate
	Gary Pagel	Gympie	Delegate
	Murray Yarrow	Gympie	Delegate

	Errol Baldwin Darryn Collins	CTAC Modified Productions CTAC 4 Cylinder Sedans	
	Robin Wells Terri-Anne Rowe Shayne Lau Alan Murphy Ian Jones Sheree Jones	Bundaberg Caboolture Caboolture Charlton Gatton Gatton	Observer Observer Observer Observer Observer Observer
Apologies:	Klaus Weber Paul Broughton Steve Price	Northern Zone Representative Brisbane Speedway Sedans Sunshine Coast	
	David Knight Trevor Brown	CTAC Super Sedans CTAC 4 Cylinder Sedans	

MOTION: That the apologies be accepted.

Moved: Secretary

Seconded: President

No objections

3. Minutes of the Previous Meeting (February 2012)

3.1 Business Arising

3.1.1 From Agenda Item 3.1:

Item 3.1: The meeting was informed that former State Secretary, Terese Lange, was aware that a gift was forthcoming. Arrangements have been made for the gift to be delivered to her by Kaye Arthur.

3.1.2 From Agenda Item 4.1:

Item 14: Rainout dates were not generally provided with the contract submission for State Titles, as most clubs don't want to specify them. It seems that the last three long weekends in June had been 'rained out' in Maryborough. For the Queensland Modified Production Title recently, all efforts had been made to stage the event on one of the two following weekends. For various reasons, drivers were not interested in doing this.

3.1.3 From Agenda Item 5.1:

Item 5.1: It was reported that there had been a great deal of progress towards the 'road show' to Roma. More information would be available within the next few weeks. Progress was also being made for the race cars in Roma to be gradually brought into line under the QSCA umbrella. This was to satisfy the insurance requirements. It was also reported that the track had undergone an inspection and that it had been given a 'restricted level' of approval by Speedway Australia.

Item 10.1: The President sought the approval of the meeting to undertake the same advertising for this year. It seemed that there was support to do this, but also look to doing more and with other publications to generate more interest in speedway. A suggestion was made that maybe clubs should have 'Media Officers', or may be someone at State level to undertake this role. It was agreed that the idea of adding the office of 'Media Officer' or similar be discussed further during the AGM.

3.1.4 From Agenda Item 9.1:

This item to be held over for further discussion during the CTAC presentation by the 4 Cylinder Sedan Representative.

3.1.5 From Agenda Item 11:

A date has been confirmed for the inaugural Queensland Production Sedan Title at Gympie. The event to be held on 23 March.

MOTION: That the minutes of the previous meeting be accepted as a true and correct record.

Moved: Caboolture Seconded: Central Zone Representative No objections

4. Reports of Teleconferences (February, March, May x 2, 2012)

The Reports of Teleconferences were read to the meeting.

4.1 Business Arising: Teleconference Report of 20 February 2012 - Nil

4.2 Business Arising: Teleconference Report of 19 March 2012 - Nil

4.3 Business Arising: Teleconference Report of 10 May 2012 - Nil

4.4 Business Arising: Teleconference Report of 21 May 2012 - Nil

MOTION: That the reports of the Teleconferences as above be accepted as a true and correct record.

Moved: Caboolture Seconded: North Qld 4 Cylinder Sedans No objections

5. Minutes of QSCA Committee of Management Meeting (June 2012)

5.1 Business Arising:

5.1.1 From Agenda Item 11: The meeting was asked about any thoughts concerning the change to policy for the Volunteer/Dedication Awards. A question was raised about the election process being undertaken by the QSCA Committee of Management. A number of other suggestions were put forward, but the decision of the meeting was that as given.

MOTION: That the QSCA Committee of Management decide the recipient of the Volunteer/Dedication Award.

Moved: Rockhampton Seconded: Gladstone Passed

5.1.2 From Agenda Item 14.2: It was explained that engines need to be sealed for competition in Production Sedans, but it was not mandatory for QSCA Street Sedans. The SSA/ASCF continue to support that if the engine is sealed that it would not be dismantled for the purposes of compliance.

MOTION: That the minutes of the Committee of Management meeting be accepted as a true and correct record.

*Moved: SSA/ASCF Technical Rep Seconded: Central Zone Representative
No objections*

Meeting adjourned for Morning Tea: 10:55am

Meeting resumed: 11:25am

6. Committee of Management Reports

The Committee of Management Reports were tabled as part of the 26th Annual Report of the QSCA for the year ended 30 June 2012.

MOTION: That the QSCA Committee of Management Reports be accepted as tabled.

Moved: Rockhampton

Seconded: 4 Cylinder Sedans

No objections

7. Minutes of the SSA/ASCF Board Meeting (April 2012)

MOTION: That the Minutes of the SSA/ASCF Board Meeting be accepted for discussion.

Moved: Rockhampton

Seconded: Sunshine Coast

No objections

7.1 Business Arising

7.1.1 Agenda Item 16: General Business from SSA of NSW, Dot Point 1

The use of the Van for the NSSS. It was noted that the national body are a large stakeholder in this but seems that the access to it is limited especially in Queensland. The meeting agreed that the NSSS need to own this van.

MOTION: That the NSSS Van be sold. Proceeds to be distributed as per the percentage of the cost of purchase.

Moved: Treasurer

Seconded: Charlton

Passed

ACTION: To be sent onto the SSA/ASCF to be raised at the next Board meeting.

The meeting was advised that testing is underway for a Junior Sedan at 1600cc. Progress with this will be chased up.

7.1.2 Agenda Item 12: Technical Overview, Recommendation 1

Question raised from the floor and clarified by the State SSA/ASCF Technical Representative.

7.1.3 Agenda Item 12: Technical Overview, Recommendation 3

The process of an Engine Re-seal was clarified and explained. The form would need to be endorsed with the word 'RESEAL' by the Engine Sealer.

7.1.4 Agenda Item 14: National Titles, Motion 9

The Treasurer explained that in Queensland, any race gear that was confiscated was available to be collected for a period of up to seven days.

7.1.5 Agenda Item 16: QSCA, Dot Point 1

The President advised the meeting that since the SSA/ASCF meeting he had been contacted by other Board members who may reconsider their support for the name change.

8. Class Technical Advisory Committee (CTAC) Reports

8.1 Modified Production Sedans:

The report was tabled with the QSCA Annual Report. Errol Baldwin spoke to the document and there was further discussion concerning the issue of the XD rear suspension. Also the issue of brace bars rear from the main hoop was reiterated.

8.2 Super Sedans:

No report submitted was submitted. Greg Maher (Super Sedan Association) spoke on behalf of David Knight. The President was asked to clarify the results of the voting that took place concerning the engine capacity specification. It was explained that while a number of options were presented to Super Sedan competitors to consider, that another option should have been included for a choice of 'Leave as it is'. It was explained that many drivers had made contact with the President and did in fact express this opinion. Some chose to write this on the form as

their preferred option and some actually voted for one of the options in the absence of an option to 'leave as it is'. So, upon calculation, the actual decision by a majority of the Super Sedan drivers in Queensland was to leave the engine specification as it is, and this is what the President reflected at the SSA/ASCF Board Meeting. A suggestion was raised that may be the voting form should be reconsidered and may by the survey should be taken again. But this didn't happen!

There was further discussion concerning the use of cylinder heads and further information will be sought to clarify this.

It was also noted that the current Super Sedan specification book should be applied for registration purposes for now, as it wasn't clear when the new version would be printed and implemented.

8.3 Production Sedans

No report submitted. Allan Jennings gave a verbal report. The CTAC was working well. Implementation of EFI into Production specifications took some time to sort out, but basically the current QSCA Street Sedan specification for EFI was adopted. The specification book was currently in print. After many reviews of the book, there were a few clarifications made to tidy things up. In the future it was hoped that Queensland would have the opportunity to host the Production Sedan National Title. The Production Sedan specifications will fit many QSCA Street Sedans, which is useful for dual registration. One major difference was that no multi-cam engines were allowed and this is not likely to change in the future.

8.4 4 Cylinder Sedans

Report from Trevor Brown was tabled with the QSCA Annual Report.

Darryl Collins gave a verbal report opening with an explanation of his role. Whilst there were concerns at first, things have settled now. He discussions was also joined by Col Clarke, as the Chair of the CTAC for Four Cylinder Sedans, was receiving reports from the representatives in other states. The CTAC was consulted and activated concerning the issue of helmet restraints being made compulsory by SSA/ASCF. Responses were sought and gained by nearly all CTAC State Representatives, and it seemed that most race cars already had these, so drivers were happy to accept this. The rule concerning bumper bars was to be left as it is in the specification document for now and this issue is likely to arise at the next technical meeting. There was a major concern with the use of the additional plastic bumper being used to lengthen the race car. It was explained that many Junior cars had the opportunity to participate in the Four Cylinder division, but sometimes, significant differences prevented this from happening.

Concerns were raised from the floor concerning the lack of communication between the southern CTAC representative and drivers and the Chair of the CTAC for Four Cylinder Sedans.

It was resolved that this issue be addressed by the QSCA President. In addition, the appointment process would need to be raised with the SSA/ASCF, but the meeting was advised that members should write to the QSCA through their clubs to express their opinion concerning their lack of confidence in their CTAC representative.

At this point, the Treasurer explained that the QSCA has expressed their disappointment to the SSA/ASCF CEO concerning the timeframes that were given for the voting process when the CTAC for Super Sedans put forward their two surveys. There seemed to be no consideration for drivers in our State who do not have access to email and will not have had the opportunity to respond to the survey prior to the given deadlines.

9. Correspondence

The correspondence list had been provided with the meeting agenda.

MOTION: That the inwards correspondence be accepted and the outward correspondence be endorsed.

Moved: Caboolture

Seconded: Rockhampton

No objections

9.1 Business Arising - Nil

10. Financial Report

The Financial Report was tabled as part of the QSCA Annual Report. The Treasurer spoke to the document.

The new financial arrangements were explained to the meeting particularly highlighting the fact that many cheques that were issued were not being presented and this was at a substantial cost to the QSCA. The use of EFT was proving very beneficial and this method is being used by many drivers for receiving their tow money for titles etc.

It was noted that there would continue to be no transponder fee for title meetings.

The cost of transponders was highlighted and it was noted that repairs/replacements were being sought at a very competitive price via an organisation other than AMB. A link to the new service that was being used was provided on the QSCA website.

MOTION: That the financial report be accepted.

Moved: Treasurer

Seconded: Maryborough

No objections

Meeting adjourned for Lunch and AGM: 1:00pm

Meeting resumed: 2:20pm

11. Elections for Awards

All nominations were read respectively.

Junior Street Sedan Driver of the Year

Nomination received for:

From:

Brodie Thomsen

Maryborough

Declared the recipient

Junior Driver of the Year

Election required.

Nomination received for:

From:

Joel Berkley

Caboolture

Bradley Scherer

Bundaberg

Elected as the recipient

Brodie Thomsen

Maryborough

QSCA Driver of the Year

Nomination received for:

From:

Frank Packer

Maryborough

Declared the recipient

SSA/ASCF Driver of the Year

Nomination received for:

From:

Paul and Hamish Redman

Maryborough

Declared the recipient

It was explained that both names had been put forward and the meeting agreed that the award be combined for the nominees.

Volunteer of the Year

Nomination received for: *From:*
Donna O'Keeffe *Caboolture* *Declared the recipient*

Dedication Award

Nomination received for: *From:*
Tony Cornelissen *Caboolture* *Declared the recipient*

At this point the Certificates of Appreciation were presented. The Treasurer asked that if it was considered that someone had been omitted, that she be notified.

12. General Business

12.1 2012 Queensland State Title / Four Cylinder Sedans

The meeting was advised that the QSCA Executive was disappointed about the cancellation of the State Four Cylinder Sedan Title as a tremendous amount of work had been invested by the host club to stage the event, including an event sponsor and the provision of extra tow money. The minimum car policy was enforced on this occasion but the club representatives in consideration for the sponsor had initiated this.

Michael Lavis continued and raised a suggestion, if it was possible, that their club would like to have another go at running the title for this year.

A change to the minimum number of cars was proposed and the meeting supported this for this occasion, even if it was only nine cars.

There were many drivers who had reasons other than the lack of tow money for not nominating for this title.

At this point, the President of the Gympie Saloon Car Club indicated that they would be happy for this title to be reallocated to Cairns. It was decided that this would proceed and a suitable date would have to be negotiated and finalised. This would be discussed further between the QSCA Executive and the NQ 4 Cylinder Club.

12.2 Maryborough

12.2.1 Would like the QSCA to adopt optional passengers into the rule book for all QSCA classes.

It was reiterated that the current requirement had been successful for 25 years and that drivers now had the option of registering their race car as a Production Sedan if their preference was to not have a passenger. There still seemed to be support for Street Sedans and Super Street Sedans to remain as they were having a mandatory passenger.

At this point, the President put the motion as requested in the letter from the Maryborough Club.

Moved: Bundaberg Seconded: Maryborough Lost

12.3 South Burnett

12.3.1 We would like an update from the SSA Technical Rep on the progress of the possible introduction of a larger engine capacity with fuel injection into SSA Junior Sedans.

The meeting was advised that this was being investigated and testing was underway with a car that had a 1600cc engine. Considered a work in progress.

12.3.2 We would like an update from the SSA Technical Rep on the engine clarification or possible change to the engine specification of Super Sedans
Covered as part of the CTAC agenda item.

12.3.3 The possible introduction of double row restarts with the pole car on there own out the front with lap cars still in position

As the National Stewards Advisor, Allan Jennings explained that it was unlikely this would be accepted. Other issues against the idea included that the system was not likely to work well at all venues, but there could be further discussion on this issue at the Stewards Meeting on 25 August, should this meeting support the idea.

Many delegates did not support the idea and expressed a number of reasons for this. It was thought that this would promote crashing, slow the restarts and therefore delay race meetings that were likely to be already time consuming. The affect on the use of the cone for restarts was raised. Varying track conditions on the high line would likely be a disadvantage at many venues. And the idea was not supported by the Australian Racing Rules and Regulations.

It was explained that events requiring the use of a double-row restart would have to submit supplementary regulations for approval prior to using this system.

12.3.4 Removal of engine sealing from all QSCA and SSA divisions. The process is a waste of everyone's time and random checks should just be carried out at random events including titles for all division throughout the year

MOTION: To remove the entire engine sealing process from all SSA and QSCA Classes.

Moved: South Burnett Seconded: Super Sedan Association Passed

ACTION: To be sent onto the SSA/ASCF to be raised at the next Board meeting.

12.3.5 We would like to introduce twin cam motors into SSA Production Sedans. i.e. BA Falcon motors allowed.

This can be submitted for consideration to the CTAC for Production Sedans.

12.3.6 Removal of push button (dipper switch) type kill switches from all divisions. Unsafe and create confusion on the infield for officials in the event of accidents

*ACTION: To be sent onto the SSA/ASCF to be raised at the next Technical meeting.
Supported unanimously*

12.3.7 Would like to commend the QSCA for the reduction in the nomination fees this season. It was greatly appreciated by many drivers and our club would like to sincerely thank the QSCA for this.

Noted with thanks.

12.3.8 Clarification about the upcoming Street Sedan Queensland Title being at the start of the season we have some former drivers coming back after 12 months or more off and the title may be the first meeting for them. Do practices count as qualifier events? Will they be able to compete in the title in the draw?

Settled directly at a previous time.

12.3.9 To abolish the State numbering system and go back to club numbers for all QSCA and SSA divisions. i.e. SB31, M31, C31 and BB31. Why isn't this possible?

South Burnett spoke to the issue. It was noted that the State-based system was not working to the extent as expected with many exceptions. It was problematic for competitors who dual registered their car. And, what difference did it really make?

MOTION: That we abolish the current State numbering allocation system and return to a club-based numbering system.

Moved: South Burnett Secoded: Maryborough Passed

12.3.10 Restructure of State Awards being given at this meeting. Was or wasn't a motion passed that these drivers awards etc., were not going to be given out anymore?

Needs to be meaningful – at this stage anyone nominated for these awards is likely to be the recipient. Clubs are also encouraged to provide nominations. It was agreed that the QSCA COM should reconsider this issue.

Meeting adjourned for Afternoon Tea: 3:45pm

Meeting resumed: 4:10pm

12.4 Other General Business

12.4.1 National Titles using five rounds of heats for the format (Treasurer)

MOTION: That national titles be run over five rounds of heats per driver. Three rounds on Night 1 and two rounds on Night 2. Points from all heats to count to starting position in finals.

Moved: Treasurer Secoded: Secretary Passed

ACTION: To be sent onto the SSA/ASCF to be raised at the next Board meeting.

12.4.2 Noncompliant Practices (Treasurer)

Several issues were made known to the QSCA Executive about a race meeting at a particular venue where there seemed to be noncompliance with insurance requirements. Examples were cited. It was recommended to the meeting that people should 'take photos' of such examples and advise as appropriate. After all, this particular track and many others obtain their insurance through Speedway Australia. It is really hard to action such matters after then event without evidence. The consequences, should something happen, will have a huge effect on our sport.

12.4.3 Lachlan to America (Treasurer)

The Treasurer gave a brief outline of the fundraising efforts that we being made to help with costs for Lachlan Stretton (grandson of David Stretton of Cairns) to get to America for vital medical treatment.

MOTION: That QSCA donate \$500 to the Lachlan to American Fundraising Appeal To be donated during the race meeting in Cairns on 18 August 2012.

Moved: Treasurer Secoded: Secretary Passed

12.4.4 Engine Sealing Clarification (Charlton)

Following the information that was sent from the National Body via the QSCA to Officials and Engine Sealers, it was clarified that some of the information provided had been updated since the original production of the documents. It was noted that the information provided for Modified Production Sedans was correct.

12.4.5 Transponder Ownership (Charlton)

A question was raised concerning any future encouragement by the QSCA for competitors to purchase their own transponders. The meeting was advised that there is no

move to change the current practice. Further, information would be provided in the near future by Speedway Australia concerning a 'flex transponder' that may be offered under a lease-type program.

12.4.6 Racing Calendar (Gatton)

As Gatton were trying to host race meetings that include our divisions, a concern about trying to produce a racing calendar for their track was expressed. There was no quick answer, but as more tracks were submitting their race calendar dates for inclusion on the QSCA website, it was hoped that this resource would prove useful.

12.4.7 Junior Racer Supervision (Bundaberg)

A concern was raised with some junior competitors not being appropriately supervised or checked before proceeding to the dummy grid. In some cases, when competitors were asked to hurry to the dummy grids, some Juniors were being left to organise their own belts, helmets etc., and safety is surely an issue if these competitors were not being assisted by a responsible adult.

The meeting support the idea of this being conveyed during Drivers Briefing and a letter will need to be sent to clubs.

ACTION: A letter to be sent to clubs and officials to promote the safety of Juniors with this situation being a concern.

12.4.8 Point System (Sunshine Coast)

The inequity of the points system was raised – with respect to some heats only ending up with say, five cars, as opposed to a full field. Whilst there was no real solution offered, the National Stewards Advisor offered to have this brought up for discussion at the next Stewards meeting.

12.4.9 Super Street (Gladstone)

It was clarified that the division still exists, but there seemed to be very few opportunities for these race cars to compete without the division being scheduled to race at many tracks. It was suggested that if more racing was desired, that these competitors consider dual registration as either Modified Production or Production classes.

13. Next Meeting

It was agreed my most that having the AGM in Brisbane worked well. Other centres were suggested and considered.

MOTION: That the February meeting be held in Maryborough on 3 (3 February 2013) and the AGM in Brisbane on 3 August.

Moved: Qld SSA/ASCF Representative Seconded: Charlton Passed

It was explained that whilst the QSCA covered the catering costs for lunch for the meeting held on this occasion, that for future meetings, those attending will be responsible for their own lunch costs.

At this point, Charlton offered their appreciation of the arrangements for the meeting.

Meeting closed 4:55pm

Minutes confirmed by QSCA Executive – 12 August 2012