



**QUEENSLAND SALOON CAR ASSOCIATION INC.**  
**STATE MEETING REPORT**  
**FEBRUARY 2012**

*Held on Sunday, 12 February 2012 from 9:00am  
RSL, Mary Street, Gympie*

Meeting Opened 9:10am

1. Welcome & Opening Address by State President

The President declared the meeting opened and welcomed those who attended.

2. Introduction of Delegates & Apologies

Chair:	Jim Cowley	President	
Minutes:	Dianne McKeiver	Secretary	
Attendance:	Allan Jennings	Vice-President / State Chief Steward	
	Pam Franz	Licensing Secretary/Treasurer	
	Tony Cornelissen	State QSCA Technical Representative	
	Ryan Harris	Central Zone Representative	
	Travis Barron	Southern Zone Representative	
	Colin Clark	4 Cylinders	Delegate
	Gail Ahlstrom	Bundaberg	Delegate
	Graham Shallcross	Bundaberg	Delegate
	Nely Cornelissen	Caboolture	Delegate
	Patricia Writer	Caboolture	Delegate
	Peter McKeiver	Coal Capital	Delegate
	Gary Pagel	Gympie	Delegate
	Murray Yarrow	Gympie	Delegate
	Julie Etherden	Rockhampton	Delegate
	Ashley Barron	South Burnett	Delegate
	Tanya Barron	South Burnett	Delegate
	Rodney Midolo	Sunshine Coast	Delegate
	Graham Dawson	Sunshine Coast	Delegate
	Rodney Cornelissen	Caboolture	Observer
	Terri-Anne Rowe	Caboolture	Observer
	Eden Voice	Caboolture	Observer
	Brendan McKeiver	Coal Capital	Observer
	Robin Wells	Gympie	Observer
	Sarah Franz	Sunshine Coast	Observer

Apologies

Bill Peall	State SSA Technical Representative
Klaus Weber	Northern Zone Representative
Jan Gorrng	Charlton

*MOTION: That the apologies be accepted.*

*Moved: President*

*Seconded: Vice-President*

*No objections*

3. Minutes of the Previous Meeting (September 2011)

*MOTION: That the minutes of the previous meeting be accepted for discussion.*

*Moved: Secretary                      Seconded: South Burnett                      No objections*

3.1 Business Arising from the Previous Minutes

Item 3.1: The gift that had been purchased for Terese Lange was yet to be presented to her. Pam Franz indicated that she was going to be meeting with Terese in the near future and would invite Paul Gannon to present the gift to her.

Item 8: To not overshadow the Keith Harm Memorial race meetings staged by the South Burnett Club it was agreed that the wording on the Street Sedan trophy would indicate that it was 'dedicated to the memory of Keith Harm'.

Item 11.2: It was indicated that numbers of junior competitors should be building up in the near future. A number of factors were reiterated as hampering this progress.

Item 12.3: The meeting was advised that Motion 11 was not being adhered to by Speedway Australia.

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

*Moved: Secretary                      Seconded: Central Zone Representative                      No objections*

4. Minutes of QSCA Committee of Management Meeting (October 2011)

*MOTION: That the minutes of the meeting be accepted for discussion.*

*Moved: Caboolture                      Seconded: Sunshine Coast                      No objections*

4.1 Business Arising

Item 12: Progress on pursuing the Junior Driver Training have been hampered due to extended sick leave of the contact person.

Item 14: A response from the Maryborough Sporting Car Club had only been provided via telephone. It seems that if the race meeting is rained out that it could be rescheduled for the following weekend. It was noted that there was no provision for 'rain out' dates in the contract documentation.

Item 15: The meeting was informed that no extra mobile services had been procured and that the President and Secretary were happy to use their own current services.

Item 16: The clarification concerning engine sealing for Junior sedans had not yet been resolved – pending the next national technical meeting to be held.

5. Extra Agenda Item: Minutes of QSCA Committee of Management Meeting (January 2012)

*MOTION: That the minutes of the meeting be accepted for discussion.*

*Moved: Secretary                      Seconded: Caboolture                      No objections*

5.1 Business Arising

Item 4.2: The Chair elaborated on the visit to Cairns by some members of the QSCA Executive Committee.

Item 4.3: The idea of doing a 'road show' to Roma seemed to have general support from the meeting. The meeting was also advised that a visit to Mackay would also be arranged soon.

Item 5.1: The Chair elaborated on the process of the appointment of Queensland Representatives to the National CTACs. It was noted that in the list provided by the national body (Correspondence Reference 111) to the States that two successful

applicants were listed for a couple of the CTACs. It was agreed that Queensland should now write to the national body to have Darryn Collins formally accepted for a second Queensland representative for the Four Cylinder Class.

*ACTION: That a letter be sent to the national body to formally request that Darryn Collins be accepted as a second Queensland representative to the CTAC for Four Cylinder Sedans.*

*ACTION: That a letter be sent from the state to the successful applicants.*

Discussion continued concerning the management of correspondence and dissemination of information for CTAC within the state with a view developing a strategy to keep the communication open.

Item 7: Speedway Personal Accident Insurance. The discussion concerning the use of Speedway Australia personal accident insurance was reiterated. It was noted that the exclusive acceptance of Speedway Australia personal accident insurance only by some tracks was actually against the law.

Item 10.1: Advertising. The President indicated that he would chase up his contact for Totally Speedway to obtain a proof for the advertising that was agreed upon. The actual cost would be approximately \$1500.

Item 11.1: Junior Sedans / Tyres. The meeting was advised that cars were allowed to use Dunlop Formula tyres at the Victorian Junior Title. These tyres have now been banned as they are considered high performance tyres. Queensland were seeking to add a \$200 purchase limit on tyres for Junior Sedans.

Item 11.2: Modified Production / Sill Panel Requirements. A meeting of drivers of Modified Productions had taken place. Whilst it was explained that the memo issued by SSA/ASCF National Office was not correct, no further correspondence had been received. The information provided in that memo was to stand until further notice.

Item 12: Junior Sedans. The meeting was given brief details of the incident that took place at the National Junior Sedan Title in Alice Springs. It was noted that the presence of the SSA/ASCF CEO Paul Gannon and his proactive participation really made a difference to provide a positive atmosphere at the event. He would also be present at the Queensland Junior Sedan Title at the Kingaroy venue. The promotion provided through the national television network at Alice Springs was also of great value.

*Meeting adjourned for Morning Tea: 10:30am*

*Meeting resumed: 10:50am*

## 6. Committee of Management Reports

*President:* Read (provided as an attachment).

*Vice-President:* Provided a verbal report. Since becoming the Vice-President and adding another role to the other things I do, it has been a busy time over the last few months. Two of the highlights were the visit to Cairns to do a training seminar. I haven't been there for quite a few years. There were six people last time, but forty this time, and was the most successful of the training sessions because of the high level of participating and they were genuinely interested. They would still be there asking questions if I didn't wind it up. There was a great deal of information that they didn't know and procedures they weren't aware of. Most people left very satisfied.

There have been a lot of calls concerning problem solving and a lot of complaints from parents of Junior drivers – which can be hard to deal with when I wasn't there. I hope we can focus on proactivity as officials. Junior racing at Gympie has been good and the drivers have been well-behaved. During the NSSS night, many Brisbane-based drivers attended and there seemed to be

a great deal of ‘competitiveness’ and some conflict, and that’s a problem that officials have to deal with. The older competitors in the class are doing okay but seem to get very upset very easily. This may be due to parent pressure and I can be guilty of the same thing with my own children.

I was appointed to the CTAC for Production Sedans – which is a very new thing and has only just got up and running over the past week.

We have all state titles coming up with the Juniors Sedans at Kingaroy. Jim Cowley and I will be representing Queensland in the Production Title using our Street Sedans. I hope that Jim will be the man ‘up front’ and Selina hopes to make it to the A Main. We are very excited about running in another state. There is a bit of a difference in the specifications, but a Street Sedan in its current form will fit in. Some changes will be made to the Production Sedan class with the introduction of fuel injection – to be basically the same as our current Street Sedans. That will allow our cars to be part of that. Production Sedans still have to keep their rear quarter panels. Passengers are optional, but are not allowed in New South Wales in any case. There seems to be a real issue with some states being against the introduction of EFI.

*Discussion then continued about the Production Sedan specifications and the future.*

There is no intention of having the Queensland Street Sedans becoming Production Sedans, but the option is available to dual register. Maybe Production will replace Super Street with Super Street numbers at an all time low. A small percentage of Street Sedans might go to Production Sedans.

*Discussion then continued about the introduction and future of Production Sedans in Queensland.*

*Secretary:* Read (provided as an attachment).

*Licensing Secretary/Treasurer:* Document tabled and Pam spoke to the document. A concern was raised about the fact that over the next few months, insurance would start to expire with the dates that they expire now being at different times. Modifications are required by the database to set reminders about the expiry dates and notifications may have to be sent to clubs regarding this issue.

With reference to race car registrations and reselling of cars – for example, a VY Commodore can maintain the current registration if it is reselled as a VY Commodore. The decal need only be transferred to the new car, but there is still a requirement for a ‘daylight’ and notation in the ‘log book’ before competing again.

*QSCA State Technical Representative:* Read (provided as an attachment).

*Southern Zone Representative:* Provided a verbal report. I have attended race meetings across the zone and notice that ASCF numbers are on the rise but that could be causing the fall of QSCA car numbers and we will have to keep an eye on that. The Production Classic was good for showing where the competing classes sat in relation to each other. There is a problem where I will assist in dialogue for race meeting date classes, but overall, all is progressing very well.

*MOTION:* That the reports given to the meeting be accepted.

*Moved:* Rockhampton    *Seconded:* Caboolture    *No objections*

## 7. Correspondence

The list of correspondence was tabled (provided as an attachment). It was explained that the ‘blue line’ indicated that the items had been tabled as part of a Committee of Management meeting. The list at that point, had been provided with the October CoM minutes but were not supplied with the January CoM minutes with the State Meeting being held very soon after.

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

*Moved: Secretary                      Seconded: Caboolture                      No objections*

## 8. Financial Report

The Financial Report was tabled and Pam Franz spoke to the documents.

No data has been provided for Title meetings at this point as no titles had been staged so far, but it is expected that the year will be quite normal. Accepting Credit Card payments costs the association an extra 2% but this expense has not been passed on to as it was not posing a problem and provided a really good service. It was noted that ‘copies’ of forms were accepted and that ‘originals’ were not required in addition to those copies. There were investigations towards purchasing new radios to provide better clarity for officials during race meetings and may be we could provide training to the people using them.

*MOTION: That the Financial Report be adopted.*

*Moved: Licensing Secretary/Treasurer      Seconded: Rockhampton                      No objections*

At this point, it was requested that people should keep their contact details current – for use by our Association.

## 9. General Business

### 9.1 For 4 Cylinder Sedans (Sunshine Coast)

*Include in rule for Bumper bar – for cars that originally came out with Plastic bumper bars, to be fitted with a plastic bumper bar over the pipe bumper bars.*

*For those cars that did not come out originally with plastic bumper bars, to not be required to have a mandatory plastic bumper bars on it.*

*Wording to be the same as the Junior Sedan book.*

It was agreed that this should be passed onto the CTAC for Four Cylinder Sedans. Discussion continued about the process and management of the correspondence concerning CTAC. It was agreed that it should be the State’s responsibility to reimburse our CTAC representatives for any costs for undertaking their role. It was also noted that the Queensland appointed representative should provide a regular report to the State Body.

One delegate indicated that some Four Cylinder Sedan competitors were absolutely opposed to the bumper bar idea as it seemed that some bumpers are being extended much further forward than their plastic bumpers.

### 9.2 Additional General Business

- 9.2.1 Provision of Fire Fighting Services: Concerns were raised about whether or not some of the fire crew personnel knew much about cars. On some occasions, they have arrived to put the fire out but no assistance had been provided to the people in the car.

The meeting was advised that the Rural Fire Service personnel are not actually permitted to fight fires and this was advised by QFRS in writing to the Gympie Saloon Car Club.

Careful thought should be given to this issue, but recommendations should be provided to cater to individual club requirements regardless of whether tracks used QFRS or some other service.

*Meeting adjourned for Lunch: 12:05pm*

*Meeting resumed: 1:00pm*

10. Activity

The attendees were divided in to five groups to address questions provided. The outcomes are provided as an attachment.

11. Allocation of State Titles

Super Sedans	Gympie	May Long Weekend
Modified Production	South Burnett	5/6 April 2013
Junior Sedans	Moranbah	9 March 2013
Production Sedans	Gympie	To be confirmed
Four Cylinder Sedans	Gympie	To be confirmed
Street Sedans	South Burnett	29/30 September 2012
Junior Street Sedans	No submissions received	

**Provided for information:**

2012/13 National Titles in Queensland

Modified Production	Charlton	29/30 March
Junior Sedans	Mackay	18/19 January

Other Major Events

Modified Production Australian Open	Maryborough	Between Christmas and New Year
Modified Production Kings Royale	South Burnett	25/26/27 January 2013

12. Next Meeting

Date: Saturday, 4 August 2012

After discussion, it was decided that the meeting would be held at a venue (to be confirmed) in Brisbane. It was hoped that this would be easier for and encourage some of the northern club representatives to attend. It was suggested that we could identify and invite a Guest Speaker.

At this point the meeting was advised that the New South Wales Title for Four Cylinder Sedans was being held at Gunnedah. A question was raised about whether or not Queensland would be providing transponder services as was supplied to Lismore. The meeting was advised that the transponders for the meeting were being provided by the national body.

Meeting Closed: 2:15pm

**MINUTES CONFIRMED: by QSCA Executive – 26 February 2012**