



# QUEENSLAND SALOON CAR ASSOCIATION INC.

## STATE MEETING MINUTES

### AUGUST 2013

*Held on Saturday, 3 August 2013 from 9:00am  
Geebung-Zillmere RSL Club,  
Cnr Newman Road and Collings Street, Geebung*

Meeting Opened: 9:10am

#### 1. Welcome & Opening Address by State President

The State President, Jim Cowley, welcomed all delegates to the meeting and thanked everyone for their attendance, including Speedway Sedans Australia Chief Executive Officer (CEO), Paul Gannon. Housekeeping information was provided.

#### 2. Introduction of Delegates & Apologies

Chair:	Jim Cowley	President
Minutes:	Dianne McKeiver	Secretary
Attendance:	Allan Jennings Pam Franz Bill Peall Tony Cornelissen Klaus Weber	Vice-President / State Chief Steward Licensing Secretary/Treasurer State SSA Technical Representative State QSCA Technical Representative Northern Zone Representative
Guests:	Paul Gannon Dale Gilson	CEO, Speedway Sedans Australia CEO, Speedway Australia (to arrive later)
Delegates:	Graham Shallcross Terry Wenzel Nely Cornelissen Patricia Writer Ian Jones Sheree Jones Kaye Arthur Julie Etherden Ashley Barron Michele Blavius Rodney Midolo Selina English	Bundaberg Bundaberg Caboolture Caboolture Lockyer Valley Lockyer Valley Maryborough Rockhampton South Burnett Sunshine Coast Sunshine Coast Gympie Delegate Delegate Delegate Delegate Delegate Delegate Delegate Delegate Delegate Delegate Delegate
Apologies:	Ryan Harris Travis Barron Paul Broughton Wayne Pavey Jan Goring Alan Murphy David Knight Errol Baldwin Darryn Collins	Central Zone Representative Southern Zone Representative Brisbane Speedway Sedans Cairns Charlton Charlton Qld CTAC Representative – Super Sedans Qld CTAC Representative – Modified Sedans Qld CTAC Representative – Four Cylinder Sedans

*MOTION: That the apologies be accepted.*

*Moved: Caboolture*

*Seconded: Bundaberg*

*No objections*

3. Minutes of the Previous Meeting (August 2012)

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

*Moved: Caboolture*

*Seconded: Rockhampton*

*No objections*

3.1 Business Arising

3.1.1 From Agenda Item 3.1.1:

The gift for former State Secretary, Terese Lange, had been delivered.

3.1.2 From Agenda Item 3.1.3:

The race meeting hosted at Roma was considered a success.

3.1.3 From Agenda Item 7.1.1

NSSS Van was sold.

3.1.4 From Agenda Item 12.3.4: Removal of Engine Sealing Process

This item was not supported at national level. It was agreed that we would keep the issue in the spotlight.

3.1.5 From Agenda Item 12.3.6 Removal of Dipper Switches

This item was not supported at national level.

3.1.6 From Agenda Item 12.3.9 State Numbering System

Differing opinions were promoted concerning the success or otherwise of abolishing the State-based numbering system. There was a suggestion made that club should be encouraged to use a wider range of numbers and vary from the ones that are regularly used to assist with the issue of numbers that are currently being used. It was also suggested that the club prefix be more prominent on racecars.

3.1.7 From Agenda Item 12.4.1 National Titles using five rounds of heats

The format was to remain at four rounds.

3.1.8 From Agenda Item 12.4.8 Points System

A proposal has been put forward from consideration at the next SSA Board Meeting for discussion. Any change that is endorsed will be advised in due course.

4. Minutes of QSCA Committee of Management Meetings  
(October 2012, March 2013, July 2013)

*MOTION: That the minutes of the Committee of Management Meetings be accepted.*

*Moved: Rockhampton*

*Seconded: State QSCA Technical Rep*

*No objections*

4.1 October / Business Arising:

4.1.1 From Agenda Item 13:

It was found that this could not be supported.

4.1.2 From Agenda Item 16:

Super Sedan Specifications have indicated that roof numbers are no longer required. However, the specification provided for the provision of numbers on the race cars was not accurate. The current text indicates a width of 75mm – for the whole number!

*ACTION: The State SSA Technical Representative to seek clarification on this issue. The QSCA President indicated that this issue was also raised at a recent SSA Phone Hook-Up.*

4.1.3 From Agenda Item 19:

No correspondence was received.

4.2 March / Business Arising:

4.2.1 From Agenda Item 5.1.1:

The Scales Trailer is now registered under the name of the QSCA.

4.2.2 From Agenda Item 6:

No expressions of interest were received.

4.2.3 From Agenda Item 11:

It was noted that the Street Sedan Title would be a 'one night' race meeting. The date has been set for Saturday, 5 October.

4.2.4 From Agenda Item 15:

It was noted that the State is not able to obtain the pads of Infringement Notices. These are only issued to Chief/Club Stewards that have been endorsed (holders of a 'red card') by Speedway Australia.

4.2.5 From Agenda Item 17:

It is noted that whilst the QSCA have sent a letter to the SSA concerning the cost limit for tyres for Four Cylinder Sedans this **has not** been implemented or approved at national level at this time.

It was suggested that the use of durometer reading limits be introduced. Either way, tyre specifications would always be a point of contention.

4.2.6 From Agenda Item 20:

No progress at this point.

4.3 July / Business Arising:

4.3.1 From Agenda Item 3:

CTAC representatives were invited to the meeting. The meeting was advised the reports had been submitted for this meeting. It seems to be accepted that this initiative was not working. The Chairpersons of the CTAC Divisions are supposed to be attending the next SSA Technical Meeting.

4.3.2 From Agenda Item 4:

The issue is being addressed at national level. The CEO SSA advised that the licence for the use of Channel 1600 had been reallocated by the federal government as a channel for use by airports and that this can no longer be used by speedway tracks. Further advice would be distributed by the SSA as soon as it comes to hand.

4.3.3 From Agenda Item 6.1.4:

Further investigation has revealed that the engines in Mitsubishi Magnas up to 1999 did in fact have a single overhead cam. From 2000 onwards, the engines were quad cams – and these would not be allowed.

4.3.4 From Agenda Item 7.1:

This issue of hosting the Street Stock Title for 2012/13 is yet to be confirmed. Discussions between the state body and the South Burnett club will continue.

4.3.5 Agenda Item 15:

Noted at this point – but will be discussed further as part of the AGM.

At this point, the CEO of Speedway Sedans Australia, Paul Gannon was invited by the QSCA President to receive a gift to recognise his many years of service to the QSCA. It was received with surprise and great delight!

*Meeting adjourned for Morning Tea: 10:00am*

*Meeting resumed: 10:30am*

5. Presentation by Mr Dale Gilson, CEO of Speedway Australia

Mr Gilson presented some PowerPoint slides and questions/issues were raised by delegates. Mr Gilson was unable to adequately address issues raised but invited calls to the Speedway Australia office as required. There were some issues where there was great understanding reached.

*Meeting adjourned for Lunch: 12:40*

*Meeting resumed: 1:40pm*

It was resolved that a letter be sent to Dale Gilson thanking him for his time and effort to attend our meeting.

Since Item 4.3.2 was discussed, Paul Gannon reported that two frequency numbers were to be purchased, but this issue would be finalised within the next couple of days. It was agreed that clubs could now be invited to send their radios into the QSCA Licencing Secretary/Treasurer with a view to organising the radios for a change, which may prove more financially beneficial than individual club organising this themselves.

6. Reports of Teleconferences (August 2012 x 2)

A brief verbal report was given as to the topics that were discussed.

*MOTION: That the minutes of the Reports of Teleconferences be accepted.*

*Moved: State Secretary*

*Seconded: Rockhampton*

*No objections*

State Titles: The rule as per the ARR&R would be enforced. Discussion continued concerning this issue, highlighting specific circumstances and situations. Refer to 4.30.1 and 4.30.2 of the

## Australian Racing Rules and Regulations

### 7. Committee of Management Reports

Noted. The State President invited the meeting to raise any questions as necessary after perusal of the reports.

### 8. Minutes of the SSA Board Meeting (September 2012, May 2013)

*MOTION: That the minutes of the SSA Board Meeting as indicated above be accepted for discussion.*

*Moved: Caboolture*

*Seconded: Lockyer Valley*

*No objections*

#### 8.1 September / Business Arising: Nil

#### 8.2 May / Business Arising:

##### 8.2.1 From Recommendation 6: Junior Sedans

The State SSA Technical Representative spoke to the recommendation, presenting pros and cons that have been raised as a result of the issue of introducing say, four different makes of EFI cars for use in a trial for Junior Sedan racing. Information and advice was sought from the meeting about what should be taken to the national body for consideration to finalise the issue.

It was resolved that Queensland would support the introduction of 1600cc (EFI or carburettor) engines with a single overhead cam with a standard (OEM) computer into Junior Sedans.

*ACTION: That the State Secretary provide this resolution to the SSA in writing prior to the meeting.*

### 9. Report SSA Stewards Meeting (July 2013)

The meeting was advised that the SSA Stewards Meeting was attended by the Licensing Secretary/Treasurer and the Stewards Advisor. A verbal report was presented.

### 10. Class Technical Advisory Committee (CTAC) Reports

#### 10.1 Super Sedans

The report from David Knight was tabled and read by the State Secretary (as attached – Appendix 1).

#### 10.2 Modified Sedans

The report from Errol Baldwin was tabled and read by the State Secretary (as attached – Appendix 2).

#### 10.3 Production Sedans

The report from Allan Jennings was included with the Annual Report and read by Allan Jennings.

#### 10.4 4 Cylinder Sedans

The report from Darryn Collins was tabled and read by the State Secretary (as attached – Appendix 3). The meeting was advised that the second representative, Trevor Brown, had recently resigned from the role.

*Meeting adjourned for Afternoon Tea: 3:20pm*

*Meeting resumed: 3:35pm*

11. Correspondence

List previously provided.

*MOTION: That the incoming correspondence be accepted and the outgoing correspondence be endorsed.*

*Moved: Caboolture*

*Seconded: Maryborough*

*No objections*

12. Financial Report

The Financial Report was tabled. Pam Franz spoke to the document.

*MOTION: That the Financial Report be adopted.*

*Moved: Licensing Secretary/Treasurer*

*Seconded: Rockhampton*

*No objections*

*Meeting adjourned for the Annual General Meeting: 3:45pm*

*Meeting resumed: 3:55pm*

13. General Business

13.1 Gala Dinner

The idea of having a Gala Dinner would still be investigated, but the meeting was advised that there had been no response or interest indicated from clubs.

13.2 Motorsport Complex in Townsville

Northern Zone Representative, Klaus Weber, informed the meeting about the new motorsport complex that was proposed for Townsville. It was reported that the drag strip was already under construction. It was suggested that given the presentation by Dale Gilson, that there now is be a possibility to seek some funding from Speedway Australia.

The meeting was also advised that the Wide Bay facility had gained support by their local council.

13.3 National Technical Meeting

State SSA Technical Representative, Bill Peall sought any technical issues that need to be taken to the national body. Clarification is sought concerning the correct interpretation of the number of seals that are required on Production Sedan engines, and where they were to be placed.

13.4 Production Sedans / Street Sedans

Whilst there had been support given for Production Sedans and Street Sedans to compete together, this would no longer be supported. If this was to occur, race cars would require dual registration – and run as either one division or the other.

13.5 Expiry Dates for Infringement Cards and Speedway Australia Licences

The State Licencing Secretary/Treasurer advised that whilst some states had synchronised the expiry dates of Infringement Cards with the Speedway Australia Licences, it should be brought to the attention of scrutineers that this was not the case for all states. For competitors from states other than Queensland, it was requested that scrutineers ensure

that both the Infringement Card and the Speedway Australia Licence were both current.

#### 13.6 Street Stock State Title

It was resolved that the issue of the costs would be reviewed closer to the scheduled date so that the number of entrants could be better ascertained.

#### 13.7 Four Cylinder State Title

It was indicated that a sponsor had expressed an interest in this event and that this funding might be used to entice competitors from the northern zone to travel to the Lockyer Valley to compete. It was resolved that the issue of costs would be reviewed closer to the scheduled date so that the number of entrants could be better ascertained. At this point, it was noted that four states needed to run the division before the division could be considered for scheduling a National Title.

#### 13.8 Speedway Sedans Australia

CEO Paul Gannon advised that the meetings of the national body had been scheduled with the Board Meeting and AGM on 14/15 September. It was noted that the numbers in the racing divisions had either remained the same or had increased. The implementation of EFI engines to divisions seems to have revived the competitor numbers.

#### 14. Next Meetings

It was decided that the February Meeting be held on Saturday, 1 February 2014. Venue: to be confirmed but would possibly be the RSL in Gympie.

It was decided that the August Meeting be held on Saturday, 2 August 2014. Venue: RSL Zillmere-Geebung. A booking was requested.

It was suggested that an invitation be extended to representatives of Speedway Australia who could better provide responses to our concerns to attend future meetings.

Meeting closed: 4:35pm

**Minutes confirmed by QSCA Executive 12 August 2013**

## APPENDIX 1

Report on CTAC for Super Sedans Aug 2013

Prepared by David Knight, CTAC Representative for Qld

We finally have a New Super Sedan Specification Book.

The work that has gone into this book and to have it endorsed by the Owners/and Drivers was easy.

The issues that the CTAC had faced in the past 12 Months has been with certain elements either from a member of the Technical and some members of the Board, refusing to accept what the majority of the Drivers, owners had agreed upon for the Draft and not voting according to the majority of drivers requirements.

The initial draft was released in mid March 2013 for drivers and owners to evaluate,

Initial response was very positive, and there was good feedback from Car owners and Drivers, we now have a book that was easy to interpret, it has removed a lot of the grey areas, removed all reference to the every old style cars, simplified Body measurements, reduced dramatically the rules for engines to a very simple set of specifications which apply to all engines regardless of make or model, this alone will take a lot of the innuendo that has been plaguing the division in the past few years.

There has been numerous meetings held throughout the 6 States, all had good input, these were collated by the Chairman then redistributed to the State CTAC members, each item was discussed in length, ie: for cost effectiveness, ease of policing for technical, and what benefit is there for the division etc.

However there are issues with the way this book has been handled by the Board.

I believe strongly that the procedures set out by the Board had not been followed.

These issues have to be addressed for the future success of any Specification Book to be completed in a satisfactory and harmonious manner. There needs to be a 1 Vote , 1 value system for any changes voted on by the Competitors, the current system (State Based) has not worked and only caused a lot anguish. The Book could have been put out 12 months ago, it is basically the same that has been presented today. I have no idea why some people chose to disrupt the system, but they did, and put the book behind 12 months, even at the last minute the VIC secretary tried in vane to have the book stopped from being put out to the drivers, causing further delays. The Board need to work more harmoniously for the future development of Speedway Sedans in Australia and not work as individuals, have a think about the investment competitors have put into the sport.

The book now has been widely accepted and the competitors are now confident and happy that the book is finally finished. This is giving competitors a clear direction on where the division is heading with specifications for the next 3-5 years.

I will not be putting a submission in for the next term as CTAC rep for QLD, I hope that someone else can step up and take on the role to Represent QLD in this great Division.



I will fill in for the position until a suitable applicant is found by the QSCA. if they wish.

I want to thank the QSCA for the trust they put in me to represent the QLD competitor on the CTAC for Super Sedans, I hope I have served the position to their expectation and satisfaction.

In closing I want thank Jim Cowley for his valuable input into getting a satisfactory resolution working with Allan Edwards, so the Specification Book can finally be put out to the Competitors. Without Jim's input , I am sure there would have been a major downturn in the development of the Super Sedan Division. Thank you very Much Jim.

Regards

David Knight

## APPENDIX 2

# Queensland Modified Sedans

### CTAC Report

July 2013

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Well what a year! We have had The National Title at Charlton. Queensland Title at Kingaroy. Series Rounds at Gympie, Kingaroy, Roma and Charlton. The North also had very good meetings at Cairns, Mackay and Moranbah. The Drivers and Owners should be congratulated for the quality of the racing and the presentation of their Race Cars.

It is quite obvious that the Specifications are what the section requires. When you see XF Falcons, Cortina's and Fuel injected VS Commodores, EL Falcons Late model Commodores and Falcons all competitive and then you add Mazda's and Nissans It can't get any better.

On the down side there are still some competitors trying to bend the specifications for their own personal benefit. This has to stop and I ask that we empower the Technical people and Drivers / Owners with better training and explanation of the required specifications.

The main concerns this season were:-

1. Roll cage rear bracing
2. Bert Gearboxes
3. Introduction of the New Track measurements and the way in which it is measured.
4. Boot floor

The specification has been sent to the National Body for approval.

In closing, I regret that I cannot continue in this position as I feel that it is not working as it should. For these committee's to function better they need the full support of the State bodies.

Committee members need to be able to hold meetings with the Drivers / Owners independently of the State Councils so that drivers and owners can have more control of their sections. After all they are the one that have the financial commitment involved.

I have been involved some 50 years in speedway and enjoyed every minute of it, so I will still be assisting Drivers as needed.

Errol Baldwin

## APPENDIX 3

To QSCA,

As the QLD rep for the SSA's CTAC for National 4 Cylinder Sedans below is my annual report.

Since July 2012 I have as required passed on submissions/updates for the class onto members in my area.

As per below.

- 1/ Rollcage memo as released by SSA
- 2/ For input and to gather opinions the submission for a Toyota MR2 into the class.
- 3/ The submission by a NSW member to change the Bumper override specs (this also involved discussions with other CTAC reps in both QLD & NSW.
- 4/ Tyre Review discussions with members and CTAC Reps.

This is ongoing and going in a positive direction as to keep the class attractive to not only current members but also new and those interested in joining the class.

I have also recieved great feedback from members (current and new) and interested parties to the fact that as members they have a say (voice) as to how the class is controlled and run.

Personally the last 12 months has been positive. The communication between the Chairman and other CTAC Reps is working and enjoyable. I believe CTAC is a good thing for the class and speedway as a whole.

Regards

Darryn Collins

