

**REPORT FROM COMMITTEE OF MANAGEMENT MEETING HELD 20  
NOVEMBER – GREVILLEA GARDENS – GYMPIE**

Meeting opened at 9.05am

Present: Paul Gannon  
Ross Fraser  
Terese Lange  
Pam Franz  
Allan Jennings  
Bill Peall  
Tony Cornellsen

APOLOGIES: Jim Cowley

Paul Gannon officially welcomed everyone and asked Tony Cornellsen to brief the committee on an incident that had occurred at Charlton Raceway on the previous evening, (Saturday 19<sup>th</sup> November 2005).

Tony advised that 2 Modified Production Sedans from the Lismore club had presented for racing without the engines being sealed, as it is a specification requirement that engines be sealed he had advised the drivers that they would not be able to compete.

He then advised the race night steward, Alan Lendrum, who spoke with the club president, the club president then overruled the officials and stated that he needed all the cars to be racing and that the 2 cars in question would race.

Tony advised that there were several phone conversations with the National Technical Advisor, who had advised him to place a seal on the motors, "Tony stated that he did not have any seals on him and was unable/unwilling to seal a motor that he knew nothing about".

At this point the CEO of the ASCF/SSA had arrived and his instruction was to allow the cars to compete, write up the log book and that on return to the home club, the Lismore/NSA technical man, Tony O'Neill, would pull down the motors, check for legality and seal the motors if they complied before racing again.

These cars belonged to Gerry Flood and Lester Clements.

After discussion it was felt that a letter should be written to the drivers advising that in future they would not be able to compete in Queensland unless the motors were sealed in accordance with the specification manual. A letter is also to be written to the Lismore Automobile Club, with a copy to the SSA of NSW, the ASCF/SSA Inc.

A letter is also to be written to Charlton Raceway management committee advising that in allowing a car to race that did not meet all the specification requirements was a deliberate violation of the rules.

Pam advised that with reference to the same race meeting at Charlton she had been asked some questions re a driver having a current licence; Tony Cornellisen advised that the driver in question, Gavin Fletcher did not drive on the night.

Pam also advised that she had informed Adrian Stott on the previous day that he would be unable to compete as his paperwork/insurance was not in order.

Drovers need to be aware that they must allow at least 10 working days for insurance paperwork to be forwarded interstate and the advice returned to the state licensing office.

Bill Peall advised that the Bundaberg club were planning to run modified production sedans on the New Year race meeting. (The State Street Sedan title).

Report from September COM and business arising:

After discussion it was decided to book the dinner at the restaurant at the Chermiside Green motel, delegates will have to notify in advance of their intent to attend the dinner as the QSCA Inc will be held responsible to pay for the numbers we book dinner for.

COM Awards: Terese advised that to date there has been an increase in numbers supplying their points. Club secretaries are to be encouraged to send in their drivers finishing places.

We have been advised that the Super Sedan Specification draft should be available shortly, a discussion held on how best to deliver this to drivers. Bill and Terese will still attend some prearranged meetings to present the final draft to drivers, however a letter will be written to the ASCF Inc with the recommendation that time be set aside on the Friday morning of the National title as an opportunity to present the draft to as many drivers as possible.

The QSCA Inc will write to the ASCF/SSA requesting that the time for items pertaining to the draft be extended until the end of February 2006, given that it is now almost the end of November and the final draft is still not available, it was felt that the period from 5/6 December through to mid January was a peak race time and the availability of drivers would be difficult to co ordinate with so many drivers traveling to interstate series racing.

Paul Gannon advised that the Toowoomba Juniors would remain as Toowoomba Juniors, not as ASCF/SSA or QSCA Juniors as previously discussed. They would now be known as Toowoomba 2lt Juniors.

Pam advised that the 2 Litre club had affiliated with the QSCA Inc and were now officially known as 4 cylinder Speedway Sedans Inc.  
Pam to supply Terese with an updated club mailing list.

Dwarf Cars: This body has now officially affiliated with the QSCA Inc.  
Bill Peall and Tony Cornellsen will liaise with Brian Missen as there are some concerns regarding safety specifications of these cars.

A copy of their specifications was tabled.

Moved Ross Fraser  
That the Report from the September COM be accepted as circulated.

Seconded Bill Peall

CARRIED.

Terese advised that as of this meeting that all motions pertaining to a change, or a new adoption would need to be written on a motion form.  
This would assist in being able to update the MOTIONS REGISTER.

#### CORRESPONDENCE:

Inward: Letter from Work Cover re a driver from the Sth Burnett club, they are requesting information back as far as 2001. Under the Act we are required to supply whatever information we have on file.

Pam to finalise and advise what information has been provided.

#### Lettter from Gympie – RE: BASIC TOOLS

With the advent of Plastic bumpers infield officials now find that basic tools as listed in the rule book are no longer efficient therefore they have requested the addition of Tin Snips and Bolt Cutters.

Moved Tony Cornellsen  
That the QSCA Inc allow the addition to basic tools being Bolt Cutters and Tin Snips

Seconded Bill Peall

CARREID

A letter to be written to the ASCF/SSA Inc requesting that this be placed on the agenda for the next meeting.

QSCA Inc to circularise to all clubs.

Financial Report:

The treasurer Pam Franz presented her report, Pam advised that Collinsville, Moranbah Thuringowa, and Surfers Paradise were unfinancial and she doubted if any of these clubs would reaffiliate in the short term future.

Moved Allan Jennings

Seconded Pam Franz

That a letter be written to these clubs thanking them for their contribution to the sport in the past and advising that should their situation change in the future we would once again welcome their participation in the sport.

CARRIED

Pam spoke regarding the account that had been set up when the QSCA Inc was involved in the series for Modified Production and Super Street Sedans, this account has not been actively used for the past 2 years.

MOTION 1

Moved Pam Franz

Seconded Ross Fraser

That the series account be closed and the funds transferred to the general account

CARRIED

Moved Pam Franz

Seconded Allan Jennings

That the financial report be accepted

CARRIED

ASCF/SSA September 2005 minutes:

Advice received from this meeting that it is still mandatory when wearing a HANS Device or any other form of head and neck restraint a horse collar must still be worn.

At the time of the September meeting there had still been no clarification received from the manufacturers of these devices recommending anything different.

A discussion held on the posters received by the QSCA Inc for distribution, a decision made that a letter be written to the ASCF/SSA Inc advising that the QSCA Inc is disappointed with the final poster production.

Report on meeting with NDRA – Friday 11 November 2005 – Gympie

Paul gave a verbal report on the meeting held with the executive from NDRA. There were 14 people in attendance at the meeting, with a general overview being given of the NDRA principals and policies, aims and mission statement.

Following some advice given at that meeting, the COM discussed Grand Parades at race meetings.

The recommendation being that as of 20 November 2005 clubs adopt the following procedure for Grand Parades:

1. The driver and passenger be kitted in racewear or similar clothing eg T-Shirt, shorts, closed footwear as a minimum standard accepted. – NO singlet tops.
2. The driver and passenger must have drivers insurance
3. No children in cars
4. If the car has only 1 seat – then only 1 person to be in the car  
For race cars with 2 seats then there can be 2 people in the cars.
5. Speed of the grand parade to be conducted at a suitable slow pace – recommendation 5-10 kph.

#### PIT DRESS:

As of this COM 20-11-2005 it is recommended that clubs adopt a standard of pit dress

Eg: minimum standard of T-Shirt, shorts and closed footwear.

It is recommended that clubs discuss with their own Public Liability Insurance agent if there are any other recommendations that they may wish to enforce.

A lengthy discussion was held on the above recommendations, the QSCA Inc has a Duty of Care to ensure that all clubs, officials, competitors and spectators are aware of possible dangers and it is in the role of the QSCA Inc educate and advise of changing times therefore these recommendations are to be sent to all clubs not just those with tracks.

A memo to all clubs – A copy of the current seasons Certificate of Currency for Public Liability Insurance is to be forwarded to the QSCA Inc State office. Should the policy be renewed during the current season then a copy of the new Certificate is to be forwarded.

Memo to all clubs – All officials must have insurance – this is a protection not only for the official but for the club as well. There have been instances in the past where it has been noted that there have been people working on infields and around complexes and there has been no record of insurance cover on this person. Clubs are asked to be more aware of the future ramifications should any uninsured person be injured.

QSCA Inc One Night Licence –

These are available from the Licensing Secretary and may be issued if the person applying has proof of personal accident insurance cover.

Should a driver or a passenger require a One Night licence then they will need to make prior application to the Licensing Secretary of the QSCA Inc., they can not be issued on race night by the club secretary.

#### MOTION 2

Moved Pam Franz

Seconded Allan Jennings

Effective as of 20/11/2005 to compete in a state ASCF Division event all competitors must hold a NASR/ASCF card and ASCF/SSA Infringement card. Refer to ASCF/SSA Rule book, Rule 11.31

CARRIED

#### TITLES:

Pam Franz in her capacity as Treasurer presented her recommendations for titles costing for the season 2006/2007. Pam explained that we were now in the 3<sup>rd</sup> year of the new format for title submissions and she felt that the QSCA Inc was now in a better position to evaluate overall costings to ensure that titles continued to be viable for the state.

Street Sedans Division 1	\$6500.00
Street Sedans Division 2	\$5000.00
Super Street Sedans	\$9600.00
Modified Production Sedans	\$11500.00
Super Sedans	\$11500.00
ASCF Junior Sedans	\$1000.00
Junior Street Sedans	\$2000.00

- All titles will be reviewed on an annual basis
- That the QSCA Inc continue for the season 2006/2007 to subsidise the hosting of the junior titles, as juniors were the life blood of our sport.
- That titles be sold as a package in entirety and no refunds available to host clubs.

MOVED Pam Franz

Seconded Tony Cornellisen

That the treasurers recommendations for the state title submissions be accepted as presented.

CARRIED

A discussion was held on the availability of grid draws for a variable number of cars, Pam advised that she has a large number of draws available and that she felt sure all car numbers could be allowed for.

The grid draws will be conducted following the close of scrutineering. Terese advised that she has had discussion with the Bundaberg club secretary with regard to having access to a photocopy machine to be able to copy the grid draws and passed to drivers at drivers briefing.

Terese to investigate the purchase of marbles for use at the grid draw, the type to be sourced are marbles in the barrel, available from most game warehouses.

Pam to supply the QSCA Inc with a board to display drivers names and grid draws as the draw is being conducted.

Pster to be given away at the title – A4 size with the past years title winners photos.

Terese to follow up and source a photo of Todd Wadell.

#### TITLE OFFICIALS:

STREET SEDAN TITLE – BUNDABERG – 31 Dec 05/01 Jan 06

STEWARDS: Allan Jennings  
Ross Fraser  
Peter McKeiver  
Paul Gannon  
Local club stewards

SCRUTINEERS: Tony Cornellisen  
Trish Writer  
Graham Shallcross  
Ben Cornellisen  
Darrel Retschlag  
Local Club Scrutineers

LAPSCORERS: Selina Hartwig  
Barb Smith  
Local Lapscorers

POINTS/QSCA REP: Terese Lange

JUNIOR STREET SEDANS – STH BURNETT – 18/02/06

Allan Jennings requested that he be allowed to stand down from duties at this title as he would have children competing in the event.

STEWARDS:                    Ross Fraser  
                                      Terese Lange  
                                      Bill Peall  
                                      Local club stewards

SCRUTINEERS:                Tony Cornellisen  
                                      Trish Writer  
                                      Ben Cornellisen  
                                      Local club scrutineers

LAPSCORERS:                Pam Franz  
POINTSCORES                Local lapscorers

QSCA Inc REP                Paul Gannon

ASCF JUNIOR TITLE – STH BURNETT – 18/03/06

STEWARDS:                    Allan Jennings  
                                      Ross Fraser  
                                      Terese Lange  
                                      Local Club Stewards

SCRUTINEERS                Bill Peall  
                                      Tony Cornellisen  
                                      Trish Writer  
                                      Local club scrutineers

LAPSCORER/POINTS        Pam Franz  
                                      Local lapscorers

QSCA Inc Rep                Paul Gannon



ASCF/SSA NATIONAL SUPER SEDAN TITLE – CHARLTON FEB 2006

STEWARDS: Allan Jennings – ASCF/SSA appointed  
Ross Fraser  
Peter McKeiver  
Nick Gannon  
Jim Cowley  
Local Club Stewards

SCRUTINEERS: Errol Baldwin – ASCF/SSA appointed  
Bill Peall  
Tony Cornelissen  
Trish Writer  
Local Club Stewards

QSCA REP: Paul Gannon – to liaise between ASCF/SSA & host club

POINTS TALLY: Terese Lange – ASCF/SSA appointed

DRIVERS REP: Pam Franz

PIT MARSHALL: Ray Barnett

DISPUTES COMMITTEE: Several names put forward – state secretary to follow up with these people to see if they will be in attendance and assist in this capacity

COM REPORTS: Reports were presented by Paul Gannon, Ross Fraser, Bill Peall, Tony Cornellisen, Allan Jennings

Tony presented a pro forma of a daylight inspection sheet with a recommendation that it be sent to all scrutineers/clubs.

A lengthy discussion was held on if there was a need to have a daylight Inspection for the purpose of registration if the car was not a new car and only a Renewal of registration.

Bill Peall and Tony Cornellissen will work on a procedure with a view to making A recommendation to the Board meeting in May 2006.

Further discussion was held on the issue of random checks on race nights as per the September Committee of Management meeting.

### MOTION 3

Moved Pam Franz

Seconded Tony Cornellisen

That an uninsured/or unlicensed driver or passenger found in a race car during random checks will result in immediate disqualification from the race meeting and a loss of any points already gained.  
reference Racing Rule Book 10.4 & 10.5

CARRIED

### General Business:

Roof Numbers on cars – A letter to be written to Trent Packer advising that his Roof number must comply with page 14 of the QSCA Specification manual.

Clubs/scrutineers/competitors are reminded that all vehicles must carry the Correct identification number. Roof numbers to be displayed on each side of The roof number. Roof number plate to be 300 x 300mm absolute x 1.6mm Mounted vertically and to be angled from left front to right rear. Colour must be white numbers on Black background. Numbers to be in Block Font.

A discussion held on an official visit to Mackay to inspect the complex prior to the title as no member of the COM has visited in an official capacity since the Modified Production title several seasons ago.

State Secretary to contact Lyndsay Hawkings to request a list of race dates and classes to be run.

A discussion held on reimbursement to officials – it was felt that some officials are unable to make themselves available to travel and officiate at club race nights as clubs were not offering sufficient to cover expenses.  
Eg to travel from Brisbane to Maryborough is a 3 hr trip, from Maryborough to Sth Burnett takes just over 2 hrs, when clubs only offer a gate pass this can be an expense to the official, who is working in a volunteer capacity.

Ross will work on a recommendation and present to the next meeting, as it was felt that officials are registered to the QSCA Inc, therefore maybe the QSCA Inc should meet the reimbursement and then bill the club for the costs, as to ask an official to drive home more than an hours travel time after a race meeting could not be in the interest of the Duty of Care within this organization.

State Secretary advised that submission for National Junior title 2007 has been sent to clubs and both promoters within the state.

Clubs have also been sent a copy of the nomination for Street Sedans. They were sent to drivers first.

A discussion was held re the QSCA Inc offering a major prize to all competitors who nominate for a state title. Names of all who nominate could be placed in a draw with there being 1 major prize on offer.

Pam will work on this proposal and present to the next meeting.

The next meeting will be a 2 day meeting to be held on weekend of 14/15 January 2006 at Gympie – same venue.

There being no further business the meeting closed at 4.45pm