



**QUEENSLAND SALOON CAR ASSOCIATION INC.  
COMMITTEE OF MANAGEMENT MEETING MINUTES  
APRIL 2011**

*Held on Saturday, 2 April 2011 from 2:00pm  
Grevillea Gardens, Gympie*

Meeting Opened: 2:15pm

1. Welcome by the President

2. Attendance:

Chair:	Paul Gannon	President
Minutes:	Dianne McKeiver	Secretary
Attendance:	Jim Cowley	Vice President
	Pam Franz	Licencing Secretary/Treasurer
	Allan Jennings	State Steward
	Bill Peall	State SSA Technical Representative
	Tony Cornelissen	QSCA Technical Representative
	Ryan Harris	Central Zone Representative

Teleconference: Wes Beadman Southern Zone Representative

2.1 Apologies: Klaus Webber Northern Zone Representative

*MOTION: That the apologies be accepted.*

*Moved: Allan Jennings*

*Seconded: Bill Peall*

*Passed*

3. Phone Conference with Wes Beadman

Wes was phoned and 'speaker phone' was activated.

3.1 Tribunal Hearings

The use of a 'suspension' in the penalty applied at the recent Tribunal Hearing was questioned, as this did not seem to be included in the Australian Racing Rules & Regulations. It was understood that this style of penalty had been used before. To date, no enquiry has been raised by NASR with regard to the penalty that was applied.

Concerns were raised and discussed concerning the cost to the state body to convene Tribunal Hearings. Reference was made to ARR&R Rule 7.4.3 (n). It was suggested that this rule be enforced in future even if a set cost was applied.

3.2 Letters submitted by the Sunshine Coast

It was explained that the letters had only been recently received and tabled at the beginning of the meeting and had not been read yet. It was suggested that these be dealt with later and that we may call Wes again later to discuss these further.

Phone call ended.

### 3.3 Post-Call Discussion

Discussions continued concerning the use of the process and documentation for Tribunal Hearings, and how the documentation didn't really match the process outlined in the ARR&R.

*MOTION: That a letter be sent to NASR raising the issue of the documentation not matching the process as outlined in the Australian Racing Rules & Regulations, and that these be reviewed.*

*Moved: Allan Jennings*

*Seconded: Ryan Harris*

*Passed*

## 4. Committee of Management Reports

As this meeting was scheduled within weeks of the State meeting, there hadn't been much to warrant such reports.

4.1 Paul Gannon mentioned the Tribunal Hearing that had been convened. Sixty-three nominations had been received to date for the Queensland Title being held in Toowoomba.

4.2 Allan Jennings reported that he had officiated at two title meetings recently.

4.3 Bill Peall tabled his report:

*Since our last meeting a number of things have happened within the SSA classes of cars. Firstly, we attended the National Super Sedan Title in Tasmania, which, in short, from the scrutineering side of things, was a total disappointment, due to a certain ex-competitor that had only held an Assistant Scrutineers ticket for one week prior the event, coming in to take over with the support of the SSA CEO, who organised the whole thing. I have to admit that the only enjoyable parts of the weekend were the racing, the company of other Queensland people and the flight home!*

*Following this memorable weekend in Tasmania, a meeting was organised some weeks after with only certain people which call themselves the Super Sedan Technical Advisory Committee (SSTAC) which deals at this stage, only with Neil Sayer, and does not include any discussion of technical committee people. We will see what happens in the next episode!*

*With Modified Production and Junior Sedans, I am currently asking some questions in relation to bar-work clarifications and may have to wait until the meeting in May to finalise this.*

*At the State Super Sedan Title in Maryborough we were directed by the CEO to take certain measurements on Super Sedans – which we did. And now I find that last weekend in Lismore, these measurements were not done as Tony O'Neil disagrees that they are valid! So any cars that were given a work order at our Title, are now passed by New South Wales as being okay.*

*It's things like this that make you want to throw it all in.*

*Thanks,*

*Bill Peall.*

Discussion followed regarding the recent appearance of a Sweet Modified Production chassis.

4.4 Ryan Harris stated that he would like to continue to contribute to the QSCA Committee of Management. Clarification was sought from the QSCA Inc By-Laws & Procedural Manual which had no requirement for a Zone Representative to reside in the Zone that they represented.

4.5 Tony Cornelissen mentioned that issue of the Chris Elliot Nissan 300ZX Street Sedan. This was to be discussed as a separate agenda item later.

4.6 Dianne McKeiver read out her report:

*Since the February State Meeting and my appointment to the role of State Secretary, I have been working towards getting myself setup to fulfill the role. Of course my first task was to finalize the minutes of the State meeting and get them out in a timely manner. It is my intention to get all minutes out within two weeks of a meeting whenever possible.*

*I have set up a series of folders on my computer to accommodate document storage and retrieval for our State body. This includes master lists for incoming and outgoing correspondence, and for motions moved at meetings. For now these are on my laptop and backed up on a USB drive. When documents have been scanned I have retained the originals. But between my laptop, iPad and mobile phone, it seems that I can maintain an adequate level of availability and communication to keep on top of things, even when travelling.*

*As a result of an incident at the Super Sedan State Title in Maryborough, I was invited as a panel member for a tribunal hearing, which was held in Nambour on 27 March 2011. The outcome of this hearing has now been made public.*

*Next weekend I will be returning to Gympie for the Junior Title and Steward's Training Day.*

*Plans are being made for my family and I to attend the National Modified Production Title in Lismore.*

*MOTION: That the Committee of Management Reports be accepted.*

*Moved: Tony Cornelissen*

*Seconded: Pam Franz*

*Passed*

5. Minutes from the February State Meeting

*MOTION: That the Minutes of the February State Meeting be accepted for discussion.*

*Moved: Jim Cowley*

*Seconded: Tony Cornelissen*

*Passed*

Motion 1; Motion 2 and Item 12: The meeting was advised that these three items that were to be sent to the SSA for inclusion on the agenda for the next national meeting had been sent recently.

Item 7: The next NASR (Qld) meeting was scheduled for Monday evening, 4 April. Jim Cowley was attending.

At this point, a few concerns with damaged race cars were raised, particularly with reference to the incident at Maryborough on Saturday, 26 March 2011 and MB34 (Brian Grundy) racecar. It was suggested that this racecar be required to undergo a full daylight inspection prior to competing again. It was noted that Brian Grundy indicated that racecar may be retired.

*MOTION: That a letter be written to Brian Grundy and request that he seek a daylight inspection for the M34 racecar before it competes again.*

*Moved: Jim Cowley*

*Seconded: Dianne McKeiver*

*Passed*

*MOTION: That information concerning the re-inspection of race cars as necessary be included in a news bulletin to be circulated to club officials and clubs.*

*Moved: Paul Gannon*

*Seconded: Jim Cowley*

*Passed*

*Action: Dianne McKeiver to prepare a draft letter to Brian Grundy and a news bulletin and circulate as appropriate for approval.*

Further discussion concerned the use of a non-registered Steward for a race meeting held at Lismore. The meeting agreed that this person be encouraged to register as a Steward with our body.

*Action: Paul Gannon to follow this up with Alan Edwards.*

*Meeting adjourned for Afternoon Tea Break: 4:15pm*

*Meeting resumed: 4:25pm*

## 6. Correspondence

The lists of outward and inward correspondence (to date) was read.

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

*Moved: Ryan Harris*

*Seconded: Tony Cornelissen*

*Passed*

### 6.1 Business Arising from the Correspondence:

6.2 Outward 011: Pam Franz indicated that Ed Lutterell of Sports Engines had been endorsed as a Registered Engine Sealer and that an application had been received from Dale Brennan for processing.

## 7. Financial Report

Pam Franz tabled the financial report for the period 1 July 2010 to 1 April 2011 and spoke to the document.

*MOTION: That Pam Franz seek insurance coverage for loss of the transponders and associated equipment.*

*Moved: Pam Franz*

*Seconded: Dianne McKeiver*

*Passed*

*MOTION: That the Financial Report as tabled be adopted:*

*Moved: Pam Franz*

*Seconded: Tony Cornelissen*

*Passed*

### 7.1 Renewing Authorised Signatories on QSCA Bank Accounts

Pam Franz raised the issue of the current signatories on the QSCA Bank Accounts. It was agreed that these should be renewed to include Dianne McKeiver as the new Secretary.

*MOTION: That the signatories for the Association's be renewed to include the current executive.*

*Moved: Pam Franz*

*Seconded: Jim Cowley*

*Passed*

### 7.2 Office of Fair Trading / Incorporations Act

Pam Franz also advised that the Office of Fair Trading should be advised about the recent change in the QSCA Executive Committee.

*MOTION: That the appropriate form as tabled be completed to advise the Office of Fair Trading of the change of the Association's Secretary.*

*Moved: Pam Franz*

*Seconded: Paul Gannon*

*Passed*

## 8. Violence in Speedway

The topic of the recent Tribunal Hearing had been adequately discussed.

Pam Franz advised that she had recently attended a seminar that included data concerning the increase in the number of incidents that involved violence. A number of papers were presented at the seminar and it was considered that this topic had a strong relevance in our sport.

It was suggested that our state body be advised by clubs concerning such situations and incidents at tracks or within their clubs, particularly if a penalty had been applied.

The zero-tolerance of violence in our sport should be promoted to all QSCA Officials and Clubs. Whilst participants may not be aware of the processes and procedures available to them to report or deal with such situations, it was agreed that this, in addition to other uses, impresses the importance of electing a Driver's Representative at race meetings. To promote this, it was suggested that this issue be raised in the next news bulletin.

It was added that poor communication systems can exacerbate this situation. The State Steward endorsed that all officials should wear one-way communicators. It was also suggested that the QSCA look into purchasing new UHF two-ways.

*Meeting adjourned for Meal Break: 6:40pm*

*Meeting resumed: 7:05pm*

## 9. Notice of Motions from QSCA State Meeting / February 2011

There was no hesitation from the meeting about continuing to support both classes.

### 9.1 The Future of Super Street Class

It was resolved that a small questionnaire be prepared and put to each individual Super Street Sedan competitor by phone. These questions would be prepared for use as a survey and responses written on the survey without any identifying information.

The meeting settled on the following questions:

1. Would you like to continue racing this class?
2. Would you like to continue with racing rubber?
3. Would you consider using a road radial up to 265 instead of racing rubber?
4. What is your preference from a mandatory passenger, optional passenger or no passenger?
5. If Super Street ceased to exist, what is your preference from Modified Production, Street Sedans, or withdraw from sedan racing?
6. Any other feedback.

### 9.2 The Future of Junior Street Sedan Class

Pam Franz presented some data from the association's records to substantiate supporting Junior Street Sedans. Forty-six current QSCA Licence holders began their racing career in our Junior Street Sedan class and have continued to race in Sedan racing however only around 10 who began their racing career in Junior Sedans have continued in Sedan racing, the rest having opted to move into an Open Wheel division of racing.

## 10. Old Super Street Title / 28 May / Gympie

It was noted that the Super Street Title had been re-scheduled due to the rained-out event at Kingaroy.

11. NASR On-Line for 2011/12

A number of problems with this new proposed process were identified. One main concern was the security of credit card details and the increased costs that would likely be passed onto NASR Licence holders to cover the costs of this.

Our association and other associations and club within Queensland were experiencing problems with the return of NASR licences.

12. Same Bar Work Proposal for All Race Cars

The course of action would include rescinding the original motion that was moved and passed in August 2008, in favour of then allowing motions that would in fact achieve the objective.

It was discovered that some of the bar work was in fact, common to both the Modified Production and Street/Super Street Sedan Specifications.

*MOTION: That 29.13 of the QSCA Street Sedan & Super Street Sedan Specifications be amended to read "Minimum 25NB Med. and maximum 38 x 3mm ERW or 32NB Med CHS."*

*Moved: Bill Peall*

*Seconded: Jim Cowley*

*Passed*

13. Follow up on State Titles

13.1 Junior Title / Gympie / 9 April – all plans in place.

13.2 Modified Production / Charlton / 30 April & 1 May

The following QSCA Officials were delegated:

Stewards: Allan Jennings, Robin Wells, Allan Lendrum, Klaus Weber, Jim Cowley, Paul Gannon

Scrutineers: Bill Peall, Tony Cornelissen, Trish Writer, Jim Cowley, Ryan Harris, Peter McKeiver, Pam Franz.

Pencillers: Nelly Cornelissen, Pauline Peall, Fran Cowley

Driver's Rep: Dianne McKeiver (in the absence of any other nominations)

It was expected that scrutineering would commence at 8:00am.

13.3 Street Sedans / Maryborough / 11 & 12 June

The following QSCA Officials were delegated:

Stewards: Bill Peall, Robin Wells, Bradley Carter, Paul Gannon, Adrian Stott

Scrutineers: Tony Cornelissen, Trish Writer, Bill Peall, Graham Shallcross, Ryan Harris, Paul Redman, Travis Barron, Allen Nottage.

Pencillers: Nelly Cornelissen, Pauline Peall

Driver's Rep: Ryan Harris (in the absence of any other nominations)

14. General Business

14.1 Street Sedan Proposal from Chris Elliot – Nissan 300ZX

The meeting agreed to accept the proposal for the use of a single throttle body. However, the overtrack measurement must remain at 50mm or less.

It was resolved that a letter be prepared to respond to Chris Elliot. A draft to be sent to Tony Cornelissen for approval.

#### 14.2 4 Cylinder Specification Book

The draft was presented to Bill Peall for presentation at the next meeting of the National Technical Committee meeting in mid-May.

#### 14.3 Clarification: Manifold Butterflies

An issue was raised about the butterflies being removed from manifolds. After much discussion this issue was resolved.

*MOTION: That the sentence "If manifold butterflies are fitted as standard they must not be removed." be added to QSCA Street Sedan & Super Street Sedan Specification 44.3 as a clarification.*

*Moved: Dianne McKeiver*

*Seconded: Tony Cornelissen*

*Passed*

#### 14.4 Clarification: Engine Combination

A driver recently sought clarification to build a Ford EL with an EL block; EA crank and AU head. It was investigated and determined that this combination was not covered by the specifications and that this combination would not be permitted.

#### 14.5 Penalty Issued to Michael & Sam Cordie.

The meeting was advised that after many attempts to finalise this issue, that no response had been received from the Cordies. After the steps within the process to date had been explained, it was decided that the QSCA Committee of Management would convene a Tribunal Hearing.

*Meeting adjourned for Tribunal Hearing: 10:00pm*

*Meeting resumed: 10:20pm*

#### 14.6 Letter from Sunshine Coast: Tow Hitch

Bill Peall advised that this had now been clarified via the Modified Production draft that will apply from 1 July 2011 as "towing attachment will be via the override bar or a hole cut in the panel under the bumper, to allow the bumper to be used to pick up the car".

It was suggested that this information be distributed via a news bulletin.

Letter to be sent to the Sunshine Coast in response as requested.

#### 14.7 Letter from Sunshine Coast: General Concerns

The concerns expressed in the letter were noted and discussed. It was hoped that the Stewards Training day would be of assistance to our new Stewards in training. It was noted that about 15 people had registered to attend.

#### 14.8 Registration Process for Officials

It was clarified that the 'Working with Children' Blue Card is required prior to volunteers being able to work with children. Therefore a Blue Card would have to be obtained before officials would be registered with the QSCA.

Meeting Closed: 11:20pm

**MINUTES CONFIRMED:**

Via Email  
**Chair - Paul Gannon**

7 Apr 2011  
**Date**