



**QUEENSLAND SALOON CAR ASSOCIATION INC.
COMMITTEE OF MANAGEMENT MEETING MINUTES
JANUARY 2012**

**Sunday, 15 January 2012 from 9:00am
Grevillea Gardens, Gympie**

Meeting Opened: 9:15

1. Welcome by State President

The President expressed his thanks to the members of the Committee of Management for their help over the past months, as he settled into his new role. He noted that being more involved with SSA Board members was an eye-opening experience. It was satisfying to know that we all work well together!

2. Attendance

Chair:	Jim Cowley	President
Minutes:	Dianne McKeiver	Secretary
Attendance:	Allan Jennings	Vice President/Stewards Advisor
	Pam Franz	Licencing Secretary/Treasurer
	Bill Peall	State SSA Technical Representative
	Tony Cornelissen	QSCA Technical Representative
	Klaus Weber	Northern Zone Representative
	Ryan Harris	Central Zone Representative
	Travis Barron	Southern Zone Representative

3. Minutes of the Previous Meeting COM (2 October 2011)

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

Moved: Ryan Harris Seconded: Klaus Weber No objections

3.1 Business Arising

From Item 5.1: The Treasurer reported that the funds had been received from East Coast Speedway Club. Due to the structure of title prize money and after further discussion with Cyril Bates it was clarified that this bonus money would be paid to the last running 10 cars when the chequered fell.

4. Committee of Management Reports

4.1 Brief verbal reports were given to the meeting.

Vice-President: Visited Cairns with other members of the QSCA Executive and this included a tour of the speedway venue at Mareeba. The venue was far better than what was expected and could be compared to the venue at Leeton, but only better! The local class could be described as a V8 Super Street. The local class, Tableland Outlaw, is not a recognised Speedway Australia division. The Mareeba Club is keen to become part of the QSCA Super Street division to enable them to race at both Mareeba and Cairns tracks. It would be beneficial for speedway in FNQ for the two venues (Mareeba and Cairns) to work closely together. An officials training seminar was conducted and attended by

about 40 participants – which was a fantastic response.

Queensland as a whole - A great deal of enquiries received concern technical issues and junior racing.

Secretary: Explained that there had been an enquiry about the possibility of staging a Junior series for Queensland from a Junior driver based in Mackay. After discussions with the QSCA Executive, and delegating me to pull it together, it was decided to try a four round series for Junior Sedans in the Central Queensland area – which may include Rockhampton, Mackay, Moranbah and Blackwater. It was more likely that parents and competitors could commit to something on this scale. Contact has been with a potential sponsor and early discussions have been positive. I have worked at two race meetings in Rockhampton recently and have been invited to help at Moranbah on 4 February.

State SSA Technical Representative: Since the season started I have been answering lots of questions concerning Juniors, Modifieds and other classes except Super Sedans. Many discussions are ongoing and clarifications being addressed

QSCA Technical Representative: Undertaking many Race Day Inspections at different tracks. It seems that some cars are having a problem with power-steering.

At this point, it was recognised that Tony, Nely & Trish continue to put in an enormous effort to the benefit of our sport.

It had also come to our attention that Shayne Lau (Charlton) has been doing a great job!

Northern Zone Representative: Mackay hasn't conducted a race meeting since about September/October and recommences the season in March. Feedback received from Cairns indicated that the visit by members of the QSCA Executive was well accepted, appreciated and useful!

Central Zone Representative: The 'Australian Open' was a huge success for the Maryborough Club. It is very pleasing to see the Rockhampton club making a big effort towards conducting race meetings after the rainouts that had been experienced during the last season.

Southern Zone Representative: South Burnett is on-track. There seems to be an issue concerning the non-cooperation of other venues concerning the racing calendar for the tracks in southern zone, and it was hoped that he could do something towards alleviating this. It was very pleasing to have to park at the top of the hill to get into Mothar Mountain for the Gympie round of the National Super Sedan Series (NSSS).

4.2 Visit to Cairns

The QSCA would like to work on encouraging and supporting the most northern venues. Future visits will be planned. In an effort to arrange registration of the local Tableland class that desire to operate at these two tracks, it was anticipated that the QSCA could register the race cars as Super Street, proposed that they use an amended version of our specifications for use at Mareeba and Cairns only. Compliance to all safety standards including safety apparel would be mandatory.

ACTION: The QSCA Executive to draft a proposal for use by the Mareeba Tableland division with a view to registering them as QSCA Super Street Sedans.

4.3 Far Western Club Contact

The meeting was advised that a new committee was forming to run the Roma International Speedway and that they were in the process of upgrading their track with the view to obtaining track insurance through the Marsh scheme. It was suggested that at some stage, the QSCA could organise a 'road show' to help them get off the ground.

5. Correspondence

The list of correspondence was tabled.

Motion: That the incoming correspondence be received and the outgoing correspondence be endorsed.

Moved: Dianne McKeiver Seconded: Ryan Harris No objections

5.1 Business Arising

o National CTAC Expressions of Interest

Brief verbal report was given concerning the correspondence and appointment process concerning this issue. Applications were received from:

Darryn Collins	Four Cylinder Sedans Representative
James Elliott	Four Cylinder Sedans Representative
Trevor Brown*	Four Cylinder Sedans Representative
Col Clarke*	Four Cylinder Sedans Representative / CTAC Chair
David Knight*	Super Sedans Representative
Allan Jennings*	Production Sedans Representative
Errol Baldwin*	Modified Sedans Representative
Peter McKeiver	Modified Sedans Representative

* Name forwarded to the national body as Queensland's appointed representative.

In the case of Col Clarke, if he was not successful as being appointed the CTAC Chair by the national body, he would remain as the Representative. Trevor Brown would be the CTAC Representative if Col Clarke was successfully appointed as CTAC Chair. The Four Cylinder Representative would be required to remain in contact with Darryn Collins from Cairns.

A list of Affiliated Clubs with Licensed Drivers & Registered Cars as at 31 December 2011 was tabled and a discussion about the data followed.

6. Financial Report

The Financial Report tabled. The Treasurer spoke to the document.

Motion: That the financial report be accepted for discussion.

Moved: Pam Franz Seconded: Allan Jennings No objections

The Treasurer indicated that some drivers were not clear about the fee payable for 'transpondering'. Whilst some drivers do have their own transponder and felt that they shouldn't need to pay as they don't need to hire a transponder, the money is actually paid as a FEE for administering it in the system.

At Gympie on 11 January, a new system was trialled by having a netbook computer set up on the infield for use by the commentator and this was networked through ORBITS REMOTE using WiFi. Due to a number of reasons this has not been perfected but is a work in progress to provide more information for the paying public attending race meetings. There is also a system available through MyLaps that gives competitors access to their own personal race data on the night.

One of the problems being encountered as part of reimbursing committee members for phone calls was the structure of some of the phone plans that were being used, and that individual phone calls were not itemised on these accounts. To resolve this issue, the Treasurer suggested that using previous history we introduce a 'phone allowance' for committee members that would be far easier to administer, possibly based on a percentage of respective phone plans.

ACTION: The Treasurer to draft a proposal for consideration to pay a 'phone allowance' in lieu of facilitating reimbursements for individual itemised calls.

7. Speedway Personal Accident Insurance

It was reported to the meeting that some competitors who were applying for Personal Accident Insurance (PAI) through Speedway Australia were experiencing problems – especially when a medical examination resulted in a Body-Mass Index (BMI) of over 40. It was noted that many other policies have no requirement for a medical examination prior to issuing PAI. Even officials have been rejected on the basis of a medical examination undertaken as a driver within the previous two years. PAI is *personal*, and if cover includes a provision for participation in motorsport, it should be accepted.

Other problems experienced are age and status related – Speedway Australia are happy to accept the application fee for membership which includes mandatory Personal Accident Insurance for drivers who have no income i.e. self funded retirees, unemployed, pensioners etc – yet when it comes to making a claim these people have no grounds for claim as the PAI is basically for 'lost income' which only applies to those 'earning a weekly income dependent on them attending their work activity'. Our self-employed members who operate their own business operation who take advantage of the tax benefits available therefore reducing their taxable income also are disadvantaged. It is noted there is also a component of the insurance cover for other areas of claim such as loss of limbs, life etc, however, fortunately these are not the common areas of claims.

In many cases our drivers have Personal Accident Insurance in place through other means which does give them cover for speedway competition but they are being required to purchase a product which they can not make a claim against.

ACTION: Write a letter to the SSA Board and ask for this issue to be placed in the agenda for the next board meeting – with a suggestion to move away from Speedway Australia and re-establish our national body with it's own identity (e.g. SCCA and the ACCC ruling on third-line enforcement).

8. Accident Reports

Submitted Accident Reports had been distributed to COM members upon receipt by the State Secretary. No concerns were raised at this meeting.

9. Steward's Race Meeting Reports

Submitted Steward's Race Meeting Reports had been distributed to COM members upon receipt by the State Secretary. No concerns were raised at this meeting.

10. Title Race Meetings (including National Super Sedan Title)

10.1 Advertising

The State President informed the meeting that he had been contacted by Totally Speedway magazine with a view to the QSCA having a 'spread' and a 'feature story'. It was proposed that we advertise all Queensland Title meetings coming up for this season and that the cost would be approximately \$1200.

MOTION: That we proceed with the proposed advertising in Totally Speedway magazine as discussed.

Moved: Jim Cowley

Seconded: Ryan Harris

No objections

10.2 Allocation of Officials to Title Meetings

- State Junior Sedan Title at Kingaroy on 3 March

Chief Steward: Robin Wells

Assistant Stewards: Steve Price and Chris Elliott or James Elliott

Chief Scrutineer: Bill Peall

Assistant Scrutineers: Tony Cornelissen and Patricia Writer

Pencillers: Nely Cornelissen and Pauline Peall

QSCA Representative: Travis Barron

Driver's Representative: Dianne McKeiver

Transponder Operator: Pam Franz

Meeting adjourned for Lunch: 12:25pm

Meeting resumed: 12:45pm

- State Street Sedan Title at Gympie on 10 & 11 March

Chief Steward: Allan Jennings

Assistant Stewards: Robin Wells, Bill Peall and Klaus Weber

Chief Scrutineer: Tony Cornelissen

Assistant Scrutineers: Patricia Writer, Terry Wenzel, James Elliott and Russell Cowley

Pencillers: Nely Cornelissen and Trever Midolo

QSCA Representative: Klaus Weber

Driver's Representative: Dianne McKeiver

Transponder Operator: Pam Franz

- State Super Sedan Title at Charlton on 6 & 7 April

Chief Steward: Allan Jennings

Assistant Stewards: Robin Wells, Allan Lendrum and Jim Cowley

Chief Scrutineer: Bill Peall

Assistant Scrutineers: Tony Cornelissen, Patricia Writer and Peter McKeiver

Pencillers: Nely Cornelissen and Pauline Peall

QSCA Representative: Jim Cowley

Driver's Representative: Dianne McKeiver

Transponder Operator: Selina English

- National Super Sedan Title at Brisbane on 3, 4 & 6 May

(QSCA is only responsible for providing extra Officials over above those provided by ASCF/SSA)

Assistant Stewards: Jim Cowley, Robin Wells and James Elliott

Assistant Scrutineers: Tony Cornelissen and TBC

Pencillers: Nely Cornelissen and Pauline Peall

QSCA Representative: Jim Cowley

Driver's Representative: Dianne McKeiver

- State Modified Sedan Title at Maryborough on 9 & 10 June

Chief Steward: Robin Wells

Assistant Stewards: Steve Price and Klaus Weber

Chief Scrutineer: Bill Peall

Assistant Scrutineers: Tony Cornelissen, Patricia Writer, Jim Cowley and Ryan Harris

Pencillers: Nely Cornelissen and Pauline Peall

QSCA Representative: Jim Cowley
Driver's Representative: Dianne McKeiver
Transponder Operator: Pam Franz

- State 4 Cylinder Sedan Title at Cairns on 30 June

Chief Steward: Allan Jennings
Assistant Stewards: Jim Cowley and Klaus Weber
Chief Scrutineer: Bill Peall
Assistant Scrutineers: Jim Cowley and David Stretton
Pencillers: Fran Cowley and Pauline Peall
QSCA Representative: Jim Cowley
Transponder Operator: Pam Franz

- State Junior Street Sedan & Production Sedan Title at Gympie on 21 April

Officials to be provided as for a normal race meeting.

MOTION: As this is the first time that a Production Sedan Title will be hosted in Queensland, it was proposed that the QSCA adopt the same prize money structure being offered by New South Wales for their Production Sedan Title but add a minimum payment of \$50. The charge to the Gympie Saloon Car Club would be at cost.

Moved: Pam Franz Seconded: Travis Barron No objections

ACTION: Letters to be written to title host clubs (Gympie, Charlton, Maryborough and Cairns) to remind them of their commitment and to seek the names of club appointed officials that will be assisting for the race meeting and their respective capacity/ies.

11. National Technical Issues

11.1 Junior Sedans

Specifications: The 2011 Junior Sedan Specification book shows the need for 4 Engine Seals to be attached – this varies from the Engine Sealing procedure dated January 2010. Needs to be corrected/clarified (p.42 / Section 18).

Tyres: It was noted that the SSA had issued a clarification on this matter. However, it was felt that the matter should be discussed further and a suggestion was made to apply a maximum cost to the price of tyres of \$200.00.

Spring Mount/Use of Spacers: It was explained that in the case of Daihatsu Charades, competitors from some other states have been allowed to use a coil-over spring as they are so close to the dimensions of the standard spring for the vehicle. But by using a spacer below the spring contravened the specifications because the spacer then become an 'adaptor' for locating the spring. This changed the position of the original mounting points. Whilst this seems to be 'accepted' concerns were also raised as no documentation could be located to verify that this practice was approved.

11.2 Modifieds

Sill Panel Requirements: It was noted that the SSA had issued a clarification on this matter. It seems that this memo as circulated may not been entirely correct. This needs to be raised and dealt with at the next National Technical Meeting.

Roof: There was discussion on the practice of using roof paneling and how these are secured to the currently used roof panel. It was agreed that the specifications should indicate that some welds are not adequate and that the words 'welded securely' need to be added to the specification.

Use of Lead Ballast: It seems that some drivers may be breaching the specifications with

regard to the use of lead – specifically the weight allowed. A race car may present at scrutineering and be passed, but once it has returned to the pit area, changes are made. May be scrutineers need to monitor this not only at scrutineering, but also during and after races.

A & B Pillar Skeletonising: The practice of removing the A & B Pillar section that extends below the line of the bottom of the window opening is considered dangerous. Whilst allowances are made of scalloping them for fitment of roll-cage bar work, the removal of any more than noted by the specification leads to a reduction in the structural integrity of the race car and should not be permitted.

Shock Absorbers: A suggestion will be offered by the State SSA Technical Representative to clarify the information provided by the specifications, with a view to using shocks with steel bodies.

11.3 Production Sedans/Street Stock:

EFI Requirements: It was suggested that the specification include that new injectors remain as the original manufacturer – eg. If changed, Bosch to remain Bosch

MOTION: That these issues (noted above) be sent for addition to the agenda for consideration and discussion at the next National Technical Meeting.

Moved: Bill Peall

Seconded: Ryan Harris

No objections

12. Junior Sedan – Behaviour of Competitors and Crew

Many instances of unacceptable behaviour were mentioned and discussed by the meeting. It was recognised that some venues were now considering not hosting Junior Sedan racing as a result. It was also recognised that not all competitors were involved. Some Stewards were reluctant to penalise Junior Drivers for unacceptable behaviour either initiated by them or people in their crews, however, this could no longer be sustained and was becoming detrimental to the sport.

It was agreed that if the behaviour of the Junior Sedan competitors and their crews did not show significant improvement in the near future, that the staging of the coming Queensland Title and future State Title meetings would be at risk of being cancelled!!

13. Ambulance Engagement

After a situation that was experienced recently at Kingaroy, it was noted that there is a need for the Ambulance Officers to notify the Chief Steward if they are occupied with a patient and unable to give an appropriate level of attention to the race meeting underway. This was a significant problem when only one Officer was attending.

Meeting Closed: 3:40pm