



**QUEENSLAND SALOON CAR ASSOCIATION INC.
COMMITTEE OF MANAGEMENT MEETING AGENDA
JUNE 2012**

***Scheduled for Saturday, 30 June 2012 from 10:00am
Residence of Allan Jennings***

Meeting Opened: 10:30am

1. Welcome by State President

2. Attendance/Apologies

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

3. ☐ Minutes of the State Meeting (February 2012)

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

Moved: Ryan Harris Seconded: Travis Barron No objections

3.1 Business Arising

MOTION: That a letter be prepared and sent to the SSA/ASCF concerning the scrutineering times for the National Junior Sedan Title meeting requesting that local cars be scheduled first and then work them down the list according to the distance to be travelled.

Moved: Pam Franz Seconded: Jim Cowley No objections

Totally Speedway Centrefold has been planned for September 2012

Four Cylinder Sedan / Bumper Bar issue has gone to CTAC.

4. ☐ Reports of Teleconferences (February, March, May x 2, 2012)

MOTION: That the reports of the teleconference meetings be accepted for discussion.

Moved: Jim Cowley Seconded: Bill Peall No objections

3.1 Business Arising

Letters prepared to invite CTAC Representatives to the QSCA State Meeting & AGM.
Information clarified and letters to be sent.

5. Committee of Management Reports

President: Working with the QSCA Committee of Management is good and I believe we do a good job. The hardest part of the President's role is that of the Queensland Board member to

the national body. After this experience, I believe that Queensland is on its own and way out in front. The next meeting has been scheduled for 15 September 2012 which clashes with the re-running of the Queensland Modified Production title. I requested a change for the meeting, which seems to have been respected by the national body on previous occasions for seemingly minor issues. To date, there has been no response.

Meeting adjourned for Morning Tea: 11:20am

Meeting resumed: 12:05pm

Vice-President: This particular group is fantastic and I've enjoyed working with everyone here. Keep it up. My Stewarding role has been busy however I haven't been stewarding as many club shows lately but have been enjoying the training side of them. Other stewards need to step up. Nationally, the Steward's role has been largely forgotten as the focus has been on the technical side of the sport lately. I enjoy the job and love going to other race tracks. I feel that it is a real privilege to work at titles. In the absence of the President, I undertook the QSCA Rep role at the Queensland Modified Production Title and this was good. I am looking forward to next season and the titles that are being held.

Secretary: I have been continuing to pull the CQ Junior Series together. At this time, all five tracks are on board and some have provided dates, so I expect the calendar will be available soon. The first potential sponsor hasn't provided a response, but I have an alternative and will contact them later next week. It is expected that sponsorship will provide 'naming rights' for the series, cover the cost of the 'end of series trophies' and participation medallions for those competing at three or more rounds, and maybe assist with 'tow money'.

It was noted at this point that the QSCA would provide the participation medallions.

Licensing Treasurer/Secretary: Working on the Titles has been continuous with rainouts etc. We implore our clubs to get people up and running. The database is colour coded to show licences that will be expiring soon and those that have expired. Speedway Australia sends a notification via email to notify people about their PAI expiring soon and I also send one as a courtesy. IT is planned that the spreadsheet will be sent to respective clubs too. We all need to be more vigilant about all the licences, regn and insurance being current and in place.

ACTION: A letter is to be written to all clubs and officials to ensure that expiry dates of PAI, licences and insurances are checked to ensure that they are still current.

Further discussion centred on strategies to ensure that all competitors and officials are mindful of the expiry dates of their PAI, licences and registrations.

Pam continued: We also need to be advised that juniors can't go back to junior racing after racing in senior classes.

Queensland SSA Technical Representative: The issue concerning 'computers' has eased up with introduction of CTAC. In this role, I don't hear too much about CTAC issues. Juniors have been very quiet, but a few keep pushing boundaries while staying within the meaning of the rules. Regarding CTAC - some stuff is working okay but some not at all, but it has changed the role of the technical committee. CTAC doesn't seem to be working in the way that it was explained and complaints have been sent to the Board to be addressed at the next Board meeting. A great deal of responsibility has gone from technical representatives and state machine examiners, but there still needs to be care exercised as people are still phoning their representatives for information. But it seems if they aren't happy, their issue is taken up with their member. It is not the job of individual CTAC representatives to police what is in the rule book and the CTAC Committee as a whole should be making clarifications. CTAC would work

better for someone who wants to do something with their car that falls outside the rules. Then the research for this could be undertaken by CTAC to then take a recommendation to the technical committee – because the technical committee are the ones who police it. They don't come to the technical committee with it, they go direct to the Board. I don't believe that this will work without the technical committee. Further, there is no information provided about how the decisions are being made. From CTAC to the technical committee then to the board. CTAC recommend it to the Board, technical committee might recommend it to the Board.

ACTION: A letter to be sent to the SSA/ASCF Board to support the process of including the National Technical Committee for submissions from CTAC. The process flow should be from CTAC (after they have researched the issue) recommendations are made to the National Technical Committee and then if supported, recommendations are made to the Board for a final decision. This will hopefully help with the information being distributed to the relevant State bodies too.

Southern Zone Representative: It is good to see the support from QSCA for the 'road trip' to Roma. It should be somewhere that can provide another track for us to race at.

MOTION: That the QSCA provide a President's Trophy for Junior competitors and that trophies also be provided for first, second and third placegetters for Street Sedans (drivers and their passengers) for the race meeting scheduled for 24 November. These trophies were to be of a reasonable value.

Moved: Jim Cowley

Seconded: Ryan Harris

No objections

Central Zone Representative: I really enjoyed the race meeting held at Rockhampton in February.

At this point, the 2012/2013 Race Dates as at 26 June 2012 document was tabled. Serious concerns were raised about the number of race meetings and frequency being staged for each class.

6. Correspondence

The Correspondence List for the QSCA for the period February to June 2012 was tabled.

6.1 Business Arising

Nil

7. Financial Report

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

7.1 Explanation of the new banking arrangements:

There was a meeting with the Bank Manager and the financial package for the QSCA was reviewed. It seemed that the Community/Sporting Group Package would benefit our organisation in a number of ways. It included a differing fee structure, thereby reducing our costs. The Two Account has proved difficult to deal with and was closed with the funds being transferred to the Online Saver Account. The Pay Anyone Authority was gained, and this still operates within the confines of the QSCA Constitution, where withdrawals still require two signatories. The Treasurer uploads the payment information then the President 'logs in' to authorise the payments. The new credit/debit card has been good. Payments for the Queensland Modified Production title (e.g. tow prize money) has been paid directly via EFT where account details have been provided. A QSCA Debit Card (Load N Go) has also been implemented in Pam's name.

Pam added that she has reviewed the Title Contract for the Queensland Street Sedan Title and that the current costings were based on 50 competitors. It was agreed that this be reviewed and that the costings be provided for a lesser number of cars.

A suggestion was also made that the provision of 'tow money' be reviewed. For state title meetings, if a title was held in the southern or central zone, competitors from north of Mackay received \$100 tow money and interstate competitors receive a maximum of \$65.

Motion: Interstate cars receive no more a maximum \$65 tow money to attend Queensland state title.

Moved: Pam Franz

Seconded: Ryan Harris

No objections

Meeting adjourned for Lunch: 2:15pm

Meeting resumed: 2:40pm

Pam continued with more data analysis of the Financial Report.

7.2 Recommendations by Licencing Secretary/Treasurer:

- (a) Review reimbursement for Travel (Mileage). Recommend an increase from the current rate of 30c/km to 40c/km.

Justification: Not reviewed for a long time and the cost of fuel has increased substantially – currently approximately \$1.40 per litre or more.

MOTION: That the current rate of 30c/km be increased to 40c/k for travel/mileage reimbursements.

Moved: Pam Franz

Seconded: Bill Peall

No objections

- (b) Review Out of Pocket Expenses.

Justification: Not reviewed for a long time. It was explained that the charging and recharging of the transponders and other outlays by the Treasurer/Licencing Secretary were impacting personal finances to a significant extent.

MOTION: That the 'Out of Pocket' expenses paid to the Treasurer/Licencing Secretary be increased to \$100/week.

Moved: Jim Cowley

Seconded: Tony Cornelissen

No objections

8. Accident Reports

Noted

9. Steward's Race Meeting Reports

Noted

10. QSCA Website (new information added)

Pam displayed the new parts of the QSCA website. State Title Winners and QSCA Awards Recipients has been listed and updated. CTAC Representatives contact details have been added. The use of the Registered Officials page was considered and may be discontinued.

11. Annual Awards

Proposal: Withdraw the call for nominations from clubs for Volunteer **OR** Dedication Awards and have the QSCA Executive or Committee of Management award this to a worthy person.

Justification: Many people do things to help our organisation but are never nominated by their club.

It was agreed that these two awards would be combined into one award. Clubs would still be invited to provide nominations and recommendations for other nominees could be made by members of the QSCA Committee of Management. The recipient would be decided by the QSCA Committee of Management.

12. Junior Training Day Proposal

Behaviour of juniors at race meetings / tougher actions from Stewards (zero tolerance)

A draft of a document was presented with a view to provide a framework for a Junior Training Day. There were still a number of issues to be investigated and addressed, particularly concerning insurance status for such an event.

Allan Jennings to investigate further. Collectively we will need to prepare a package of learning materials.

It was noted that, in general, the behaviour of Junior competitors had improved. Some matters may warrant further action by the State Chief Steward.

13. Safety of Infield Officials

All clubs/promoters need to be vigilant and remember that ALL infield officials (including photographers) are at high risk of injury or worse! We need to be making recommendations to our clubs that they need to ensure that their officials are very much aware of their own safety and the safety of others. A recent example was cited concerning the 'righting' of a car that had rolled onto its roof, and the 'near miss' of an official who slid on a slippery track surface.

14. Technical Issues:

14.1 Engine Checking / purchase of new inspection camera and its use

Allan Jennings have a demonstration of the inspection camera that had recently been purchased. Impressive!! It was well received. A decision was made that Tony Cornelissen be given the tool and be encouraged to use it often. It was also agreed that another one be purchased for use by Bill Peall.

14.2 Engine Sealing / Street Sedans/Production

What happens with engine sealing when a car will be registered for both classes?

After much discussion, it was decided that if an engine was sealed as a Street Sedan by someone other than Tony, that it would still be dismantled for inspection regardless of status as Production Sedan. The engine must meet the specifications of their respective classes!!

It was decided that this issue of engine sealing needed further discussion as national level and that this be put forward as an agenda item for the next SSA Technical Meeting Agenda.

14.3 Updated QSCA Specifications Book and Recommendations

Tony Cornelissen and Trish Writer had reviewed the QSCA Specifications and had submitted a number of recommendations. The document was tabled for discussion and it was decided that the recommendations be supported for implementation.

15. NSSS Queensland Cup

Last year, the QSCA supported the idea of a NSSS Queensland Cup and it was again supported for the NSSS this year. Trophies are to be presented, one each for a contracted and non-contracted driver, to the highest points scorer after the Queensland rounds of the NSSS.

It was noted that there had been no acknowledgement of this in the NSSS documentation that had been produced for last year. It was hoped that this wouldn't happen again!

16. CTAC

Covered at other times during the meeting.

17. Titles

17.1 2012 Queensland Four Cylinder Title

It was now known that the 2012 Queensland Four Cylinder Title had been cancelled. Nominations totalled 9 even well after the deadline and it was decided to enforce the criteria of needing at least 16 competitors to hold the title. The decision was made in conjunction with the North Queensland Four Cylinder Club who were 'hosting' the event. It was agreed that this issue be included on the agenda for the next QSCA State Meeting.

17.2 2012 Queensland Modified Production Title

The event had now been confirmed as rescheduled for 15 September 2012 to be held in Maryborough. The contract would be priced at full cost and contact would be made with the Maryborough club to confirm prior to sending the nomination forms to competitors.

17.3 2013 Queensland Street Sedan Title

This event had been confirmed for 29 September 2012 to be held in Kingaroy. Timelines were discussed. At this point, the issue raised by the South Burnett club concerning driver eligibility was discussed and clarified. There were other race meetings available for the competitor concerned to ensure that they qualify as an eligible competitor for the Street Sedan title.

18. Minutes of the Board Meeting

MOTION: That the minutes of the SSA/ASCF Board Meeting be accepted for discussion.

Moved: Jim Cowley

Seconded: Allan Jennings

No objections

18.1 Business Arising

Nil

19. Preparation of Agendas for State Meeting & AGM (August 2012)

Due to the QSCA Committee of Management meeting being held on the day that the Agendas were due to be sent, it was noted and accepted that the Agendas would be sent out by the next evening.

At this point, a special thanks was extended to Allan Jennings for the use of his residence as the venue for the QSCA Committee of Management meeting. It was noted that the catering and hospitality provided by Allan and Selina was exceptional and that it was hoped that future meetings could also be held under similar circumstances.

Meeting closed: 6:15pm