

REPORT FROM COMMITTEE OF MANAGEMENT HELD SUNDAY  
28<sup>TH</sup> MAY 2006 AT GYMPIE.

Meeting opened 9.30am

Present:	Paul Gannon	President
	Allan Jennings	State Chief Steward
	Tony Cornellsen	QSCA Tech Rep
	Pam Franz	Treasurer/Lic Secretary
	Terese Lange	Secretary
	Jim Cowley	Sth Zone Technical

Apologies:	Bill Peall	ASCF Tech Rep
	Ross Fraser	Vice President

Minutes of January State meeting and business arising.

Page 2 – PetroJet – Further investigation is required before this can be implemented into QSCA classes as it would appear that the original information provided may be incorrect. – Tony to investigate and have a report for the August meeting.

Grid Draws – Appears to be working – some initial teething problems – QSCA has a strategy in that competitors who haven't arrived or previously notified late arrival, are contacted where possible, approx an hour before close of scrutineering to check their intention to race. The draw is then done to assist the host club to have an insert for the programme.

The motion taken to the National Board meeting re inclusion in grid draws until close of scrutineering was lost.

Page 3 – Valve sizes – Tony Cornellsen still to follow up with this information

Page 4 – Recommendation taken to National Technical meeting re Cortina stubs was accepted at national level.

Page 8 – The QSCA Inc will investigate the purchase of their own copies of Australian Standards for engine builders as the link provided to us is out of date and unusable.

Moved Jim Cowley  
That the minutes of the January State meeting be accepted as circulated.

Seconded Allan Jennings

CD

Correspondence:

Moved Tony Cornellisen

Seconded Pam Franz

That the Inward correspondence be received and the outward endorsed.

Items for discussion:

Letter from Brisbane – re stewarding and track watering when the track is slick.

Delegates felt that the issue had been dealt with by the state chief steward after discussion at a drivers briefing in March 2006 therefore nothing more could be gained by reopening discussion.

With reference to track watering, once again whilst suggestion/recommendations can be made individual tracks will usually follow their own procedures for track watering.

ASCF Board meeting report: Paul Gannon/Terese Lange

May 2006

Page 1 - Friday – Paul advised that this had become a Board only discussion with many issues discussed, he felt that the format of the board could and should work however it was clear that many state board members were either not comfortable in their role or needed much clearer direction/ education as to how the board should be working.

Page 2 - QSCA Inc's Research & Development person for Modified Production would be Greg Raymont

Juniors - Paul Broughton

Street Stock – Jim Cowley who will liaise with Tony & Bill

All of these people will liaise with Bill Peall in order that he can best represent the QSCA Inc drivers at national technical meetings.

Discussion held on cars attending National Titles needing to have a state clearance – further follow up on this – the QSCA Inc believe that cars from our state attending national titles should have state clearance prior to attending and it is up to the drivers to liaise with the state technical rep at least 4 weeks prior to the title, particularly if the car hasn't been seen by the state machinery examiner.

Page 3 – Paul gave an explanation as to a discussion on a prototype junior car – this still has some work to be done on it.

Page 4 – there will now be a generic nose cone permissible for use in the super sedan specifications.

Page 6 – NASR National Safety meeting – the QSCA Inc will have a delegate in attendance at this meeting and a report will be presented to the August meeting.

Page 7 – National Appeals – Terese advised that she had questioned the viability of revamping the appeals system given there was a new rule book being investigated – this being the common rule book for all speedway classes. A sub committee has been formed to research and develop a common rule book. Terese is representing the QSCA on this sub committee.

One Way communicators – Drivers who still owe for the communicators will not be issued with a licence until the outstanding fees are paid. There are 5 drivers from Queensland.

Kevin Theyer WA Board member who holds the training portfolio reported that he had developed a new training manual and that it was almost ready for circulation to states.

The National Stewards Advisor made several recommendations that were later discussed and some rule changes implemented immediately. There will be a stewards meeting at the next Board meeting.

Transponders:

Each state is to compile a list of tracks who have the loop and/or the black box in place for use of transponders.

As the minutes had only been received the day previously there has not been an opportunity to check not for accuracy.

National Junior Title - Maryborough

Discussion held on the number of interstate attending this title and the cost of getting them to Maryborough, in all there will be 4 interstate officials with 3 being from WA.

A letter to be written to the ASCF/SSA expressing the concern of the cost of travel for these officials.

## Financial Report – Pam Franz

Pam advised that she has received a letter from the Office of Fair Trading stating that an audited report must be presented to the Annual General meeting therefore she has spoken with the auditor who has undertaken to have it ready by Friday 4<sup>th</sup> August.

Discussion held on the cost of log books for officials – the ASCF/SSA is now charging the QSCA for these log books.

Moved Pam Franz

Seconded Terese Lange

That for the 2006/2007 season a fee of \$10.00 per official will be charged to cover the fee and postage of the officials log book.

Carried.

Clubs will be charged for these books and it will be up to them if they charge their officials, it was felt that it may see a reduction in the numbers of people who register as an official yet never work at any race meeting throughout the year.

Pam reported that she is investigating the cost of lanyards.

Pam reported that following investigation she had ascertained that clubs must have their own Public Liability insurance cover to protect all club activities.

Moved Pam Franz

Seconded Jim Cowley

That the financial report as presented be accepted

Carried

A lengthy and robust discussion was held on the feasibility of using one way communicators and transponders in all our titles, The QSCA will investigate the cost of a package deal for drivers of a transponder and one way communicator.

The QSCA Inc will also look at the feasibility of purchasing the software necessary to use the transponders as we already use laptops for compiling information at our titles, our advice is that it would not be difficult to train someone to use the data

Paul Gannon will do up a proposal to present to the state meeting.

Discussion held on the forthcoming Modified Production title, Bundaberg have advised that they would work in with us with regard to the track watering etc ie run 2 heats of Modified Production, a heat of local cars, the modified production again.

Stewards would be used on the outside where possible.

There will be a PA in the pit area.

Terese advised that she has had extensive discussion with the Bundaberg club secretary regarding the need to have access to a photocopier to be able to print out the grid draws.

Discussion held on tow money for interstate drivers. The QSCA Inc has a policy that we do not pay tow money to interstate drivers.

MOVED Tony Cornellsen

SECONDED Jim Cowley

That in the interest of goodwill within the sport, the QSCA Inc will pay tow money to visiting interstate drivers for state titles.

CARRIED

Tow money for the modified Production title Bundabereg

Victoria	\$100
Lismore	\$ 50

National Junior title Maryborough

An invitation to be extended to Wayne Randall and Michael Gee to attend the Thursday welcoming function requesting that they speak with junior drivers about their experiences within the sport.

The QSCA Inc will investigate the possibility of using calico grab bags to give to each competitor, suggestion one that might be suitable to be used as a helmet bag.

A letter to be written to Australia Zoo seeing a donation of 2 x family passes to be used as a prize in some manner at the National Junior title.

Terese to investigate accommodation at the Carriers Arms hotel in Maryborough

Terese to follow up with the ASCF/SSA regarding the caps for the junior competitors and the food and drink as per policy.

A decision made to send nominations for the QSCA State ASCF Junior title, to all states for inclusion with the national nomination forms when they are sent out. Discuss with states if they would like us to send out nomination forms.

Annual Dinner: Due to the high cost of the evening meal, after some discussion it was decided to ask Ross Fraser if he could organize lunch at the RSL, and the presentations would be made a lunch time. This would mean that voting for the awards would need to be completed by late morning.

Committee of Management Awards – A general discussion held on these awards, Terese advised that apart from 2/3 drivers she rarely receives any points.

These awards will be revamped and are to be agended for the next COM.

Paul advised that he was to attend a meeting in Toowoomba on Monday 26<sup>th</sup> June re their cars, over 2 years ago an agreement was made that the Toowoomba cars would meet QSCA Inc minimum standard specifications. The Charlton club require cars to be registered to the QSCA Inc for the season 2007.

After discussion it was decided that these cars must meet minimum Street and Super Street Sedan specifications.

The QSCA Inc will draw up a sheet to be used following titles in season 2007, this will basically be a 'tick/flick' sheet. Terese will investigate the form that the ASCF/SSA Inc use.

This form will be completed after each title in a bid to improve the standard, eliminate mistakes where possible.

QSCA Inc mid year meeting: Terese to check with the Carriers Arms in Maryborough to see if the rooms would be available 1<sup>st</sup> weekend in February 2007.

There being no further business the meeting closed at 4.25pm