

## Minutes of the QSCA Inc. meeting held 23 & 24 February 2002, at the Central Qld University Rockhampton,

President Paul Gannon declared the meeting open at 9.10am, welcoming all delegates.

Introduction of delegates:

Present:	Paul Gannon	President	
	Jim Cowley	Vice President	
	Terese Lange	State Secretary	
	Pam Franz	Licensing Secretary/Treasurer	
	Graham Bing	Nth Zone Representative	
	Bill Peall	Cent Zone Rep/Acting QSCA	Tech Rep
	Errol Baldwin	ASCF Tech Rep	
	Geoff Bingham	Gympie	Delegate
	Glenn Smith	Gympie	Tech
	Darell Retschlag	Sunshine Coast	Delegate
	Col Clarke	Sunshine Coast	Tech
	Jenny Baldwin	Sth Burnett	Delegate
	Tanya Barron	Sth Burnett	Delegate
	Travis Barron	Sth Burnett	Tech
	Leon Stackman	Maryborough	Delegate
	Steve Hutchison	Maryborough	Tech
	Nely Cornelissen	Caboolture	Delegate
	Tony Cornelissen	Caboolture	Tech
	David Bakker	East Coast	Delegate
	Ross Fraser	East Coast	Delegate
	Robert Hincks	East Coast	Tech
	Matthew Lever	Gladstone	Tech
	Brett Warry	Gladstone	Delegate
	Glenn Warry	Gladstone	Delegate
	Darryl Etherden	Rockhampton	Tech
	Peter McKeiver	Rockhampton	Tech
	Di McKeiver	Rockhampton	Delegate
	Christine Rhodes	Bundaberg	Delegate
	Carol Shallcross	Bundaberg	Observer
	Graham Shallcross	Bundaberg	Tech
	Darrel Rendall	Bundaberg	Delegate
	Paul Broughton	Brisbane	Tech
	Tracey Brown	Brisbane	Delegate
	Neil Lewis	Brisbane	Delegate
	Dave Stretton	Cairns	Delegate

Apologies:

Allan Jennings, State Chief Steward, Cairns Stockcar Club, Bret Hancock Sth Zone Rep, Bernie Jack Sth Zone Tech.

Moved Caboolture  
That the apologies be accepted.

Seconded Sth Burnett  
CARRIED

President advised the meeting that we would stay as 1 group as we discussed the draft specifications for the QSCA Inc class cars, Super Street Sedans and Street Sedans.

The QSCA Inc has received letters from several clubs expressing their concern at the draft specification as forwarded to clubs and drivers. Letters were received from Cairns Stockcar Club, Gladstone, Gympie, Caboolture, East Coast Sunshine Coast.

A discussion was then opened regarding the draft specification – there were suggestions that the draft should be disregarded and a new specification book designed in loose leaf form – this should facilitate upgrades as changes were made.

The idea of having the draft available on disc or CD was discussed. After due consideration it was felt that we had many clubs who still did not have access to a computer or office bearers who were computer literate. Likewise a discussion on having the specification only available via the new QSCA Inc. website. Not all clubs have access to the internet.

Paul Gannon advised delegates that Neale Thompson had resigned as QSCA Inc Tech Rep and that the Committee of Management had appointed Bill Peall as acting QSCA Inc Tech Rep until the AGM in August.

Delegates were advised that the QSCA Inc. had a mailing list and as the updates are approved then each club and all scrutineers who had purchased the loose leaf binders of specifications received a copy by mail. Loose leaf binders cost \$20.00 for individuals to purchase.

#### MOTION 1

Moved Gympie

Seconded Sunshine Coast

The existing updated specification book to be used as a base model. Using the responses from clubs to update existing specification book.

CARRIED

At this point the constitution wording with regard to quorums was checked to ensure that we were working within the constitution. We had a quorum present so the meeting was able to proceed.

Before the technical meeting left to form their own meeting they were asked to specifically address the issue of street sedans, as per the meeting held of drivers in Maryborough at the end of January 2002. The technical committee were asked to look at the cost of racing a street sedan including the cost of tyres.

House Keeping: Di McKeiver advised where the amenities were located, where lunch would be served. The Rockhampton club has organized a barbeque lunch at a small cost to delegates. Paul thanked Di for her assistance to the QSCA Inc in organizing the conference venue and the lunch.

Presidents Report:

President Paul Gannon presented his presidents report to the meeting – as per attachment A.

Minutes of the previous meeting – August 2001

Moved Rockhampton

Seconded Bundaberg

That the minutes of the August meeting be accepted as circulated.

CARRIED

Jacko Award and the QSCA Inc Award – Criteria to be drawn up and forwarded to all clubs prior to nominations closing in June.

Division 11 Street Sedans – To be discussed in greater detail by the technical committee this weekend.

AGM – Townsville have advised that they no longer wish to be involved in the organization of the AGM in August – To be discussed later in this meeting.

Roof Numbers – The president reminded all club delegates that they should be making their drivers aware that all roof numbers need to be as per the specification book. When a roof number is outside the specifications and not easily read a driver is in danger of not being lap scored during the event.

The move to have the State Chief Steward and the State Technical Representatives on the Committee of Management Committee was working well.

Moved

East Coast

Seconded

Brisbane

That the minutes of the August meeting be accepted.

CARRIED

Technical Minutes – August 2001

Moved Maryborough

Seconded Sth Burnett

That the minutes of the August Technical meeting be accepted as circulated.

CARRIED

The president advised that these minutes would be discussed in the technical meeting and any questions could be asked when the Technical meeting rejoined this meeting.

Committee of Management Reports

Moved Caboolture

Seconded Sth Burnett

That the reports from the committee of management be accepted as circulated

CARRIED

Volunteers Award Criteria – Paul Gannon tabled a criteria for the volunteers award – this will be circulated to all clubs together with the Jacko Award, the QSCA Inc Drivers Award and Dedication Award criteria.

Engine Sealing – a letter to be written to the ASCF Inc expressing the concerns of Qld that engine sealing is not being applied correctly ie engines are often sealed without being measured, therefore engine sealing is being misused.

Moved Caboolture

Seconded Gladstone

That the reports from the Committee of Management be accepted.

CARRIED

Dave Stretton – Cairns Speedway Sedan Club arrived at the meeting.

Brisbane requested that the QSCA Inc find out who will qualify for the bonus money at the national title, as one of their club members was presently NSW 1 however that state title was being run before the close of nominations. – Would he still qualify for the bonus money.

***Answer: Since this meeting I have spoken to the National Secretary who advised that in order to qualify for the bonus money a driver must be the current state champion at the close of nominations. The driver in question was paid the bonus money to attend the previous years national title at Lismore. I have advised his club secretary accordingly.***

ASCF Inc Minutes –

Concern was expressed by some delegates that information verbally given to them was in contradiction to what was later to appear in minutes and tech talk.

Discussion was held on the use of 7” rims and tyre bag width

The president advised delegates that if they had drivers planning on attending the national modified production title then they need to be aware that all cars must be within the specification book.

It was resolved that at all drivers briefings that the information advising that motor racing was a dangerous sport should be read out –

‘ That even though all precautions have been taken with car specifications and racing rules and the enforcement of these specifications and racing rules; you could suffer an accident and become injured whilst racing.

You must be made aware of this situation and be informed of such or else we in charge and the establishment become liable for not carrying out our duty of care under workplace, health and safety act (Part 3 – S24 of the Workplace Health and Safety Act 1995)’

This attachment along with the recommendations of information to be covered in a drivers briefing will be forwarded to clubs.

Discussion held on what modifications are reasonable safe to allow – welding – cutting and shutting.

It was resolved that all modification must be within the specification book and done in a professional and safe manner.

It was further resolved that we must strive and work to maintain and enforce the specification book.

Moved Caboolture

Seconded Rockhampton

That the minutes of the ASCF meeting be accepted.

## Correspondence

The secretary read out the list of inward and outward correspondence.

Cairns asked that their letter be read.

Paul Gannon suggested that it be left until the ASCF Inc technical rep was available and that the letter be addressed then.

Moved Terese Lange State Secretary

Seconded Cairns

That the inward correspondence be received and the outward endorsed.

CARRIED

## General Business

A discussion was held on where the August conference should be held. East Coast made the suggestion that a levy be placed on all clubs in the southern zone to assist the clubs in the northern part of the state to attend a meeting in Brisbane.

After some discussion it was felt that East Coast would give some consideration as to how this proposal could best work and a levy applied, they would present ideas to the meeting on Sunday morning.

Cairns delegate advised that it was much more cost effective for him to travel to Brisbane then it was to travel to Rockhampton.

Graham Bing advised the meeting that he had spent some time talking to clubs in the northern part of the state and explaining how important it was for them to be represented at a meeting, he felt that at this point in time clubs from the north were not willing to help themselves and indicated that he would support a move to have the AGM transferred to Brisbane.

### MOTION 2

Moved East Coast

Seconded Caboolture

That the AGM to be held in August 2002 be moved from Townsville to Brisbane.

CARRIED

At this point in the meeting Paul Gannon expressed thanks on behalf of Tony & Nely Cornelissen at the numbers of phone calls and messages they had received after Rodney's accident at Kingaroy speedway. The calls of support were much appreciated.

Jim Cowley – Chairperson of the technical meeting presented an interim report to the council meeting

Jim explained to the council that the technical committee had done some work on tyre rulings for Street Sedans. They had come up with several recommendations. A suggestion was that the tyre ruling be used for a 12 month trial period.

### **Recommendation 1**

*Street Sedan tyres – That as of July 1 2002 for the 2002/2003 season a maximum Australian Recommended Retail Price (A.R.R.P.) be set at \$180.00. This price will be policed by the QSCA Inc technical person with prices as per price lists available on 1/07/02. A retreaded tyre must only be on a 'case' that meets the A.R.R.P. specification.*

CARRIED.

Controlling of costs – ECU's  
Suggestion that aftermarket ECU's be removed

### Recommendation 2

*Street Sedans – ECU's – That the use of aftermarket ECU's be disallowed as of 1 July 2002. The QSCA Technical person to have access to a standard unit to match the car brands being used and request any driver to replace the ECU for the night. The QSCA technical person or his nominated official has the right to have the computer checked at any time.*

CARRIED

Suspensions – Discussion held on the need to kerb costs yet keep the cars safe on the track

### Recommendation 3

*Street Sedans – Suspension – That all suspension components used must be OEM, no manufactured parts. Only front control arms can be modified at a maximum of 25 mm, plus or minus, to be measured, centre to centre of mounting bolts. Rear trailing arms can not be altered in length.*

After discussion this recommendation was sent back to the tech committee to discuss bushes and suspension componentry.

## General Business (con't)

Volunteer Award – A discussion was held on the volunteer award and how it should be awarded and decided upon, now that we had accepted a criteria. It was resolved that the Volunteer Award would be voted on by the council delegates as per the other awards we accept nominations for at present.

Errol Baldwin attended the meeting – giving an explanation and clarification of information given on his visit to Cairns.  
Errol stated that cars attending the National Title at Toowoomba would have to be in line with the present specification book including the tyres and rims.

He gave delegates a break down of the survey results as he had received a copy although the state had yet to receive a copy.  
After discussion it was decided to circulate to all clubs the results of the survey from Qld drivers.

Errol returned to the technical meeting.

Paul raised the matter of drivers and pit crews abusing officials.  
A discussion was then held on how best we can deal with people who continually react abusively.

It was resolved by all that we should not accept any abuse – there is a definite need to maintain a Code of Ethics.  
We need to encourage the use of a drivers rep or an infield official rather than accept drivers just coming directly to the tower angry and abusive.

Drivers must be told at briefing that this kind of behaviour will not be tolerated.

Clubs to be sent a copy of the drivers briefing recommendations. – Attachment C

Jim Cowley returned to the meeting to present more information and progress from the Technical meeting.

Reference to Recommendation 3 – now to have added –  
Recommendation 3

As above with following added.

*Aftermarket bushes are permitted.*

*Springs – May be upgraded and adjustable*

*Shock Absorbers – may be changed and upgraded, the type of mounting method on the end of the shock absorber must be able to mount in the original position, horizontally and vertically*

CARRIED

Recommendation 4

*Street Sedans – Suspension – That all suspension componentry to operate in the manner as specified by the manufacturer.*

CARRIED

Super Street Sedans

Items of concern were – Speed, safety, tyres, fuel tank protection and battery position

Recommendation 5

*Street and Super Street Sedans – Fuel Tank Protection – Fuel tank not to protrude under the boot floor and must be above subframe floor and have a protection bar made from roll cage size material. Fuel tank to be no closer than 150mm from the rear panel of the car. Protection bars to be mounted inside the boot area and provide a minimum 25mm clearance outside of tank. Protection bar to be braced with a minimum of 25mm OD but not to be braced off the rear bumper bar. To be mandatory as of 1 July 2002. This protection bar may be fitted immediately.*

CARRIED

It is recommendation that a meeting of all Super Street Sedan drivers be held in conjunction with the state title to be held at Marborough in April before any further specific changes are recommended.

Recommendation 6

*Street and Super Street Sedans – Fuel Tanks – Fuel tank can only be mounted between the rear chassis rails in the line of sight.*

CARRIED

MODIFIED PRODUCTION

A list of cars that appear to have work that needs to be carried out prior to the national title was listed. Letters to be sent to the following drivers.

M8 – S Thomsen  
B36- D Jacobi  
B45- N Lewis  
G7 – T Doyle  
B22- J Blackburn  
G29- G Raymont

More technical detail in technical minutes.

### Fitment of J-Bars

Letter from the ASCF Inc Technical director was read to the meeting regarding the fitment of J-Bars on Michael Halley's falcon. (At the time of the meeting the QSCA Inc office had not received a copy of this letter)

Per the specification book the fitment of J-Bars fits within the specification – No alteration required to Michael Halley's car.

Rub rails in modified production – Rubbing rails if used, must be mounted using a bar on the inside of the door panel which returns to the roll cage at each end.

### SUPER SEDANS

SB97 – Bernie Jack – super sedan

Windscreen mesh must extend fully from the bottom to the top of the windscreen area in front of the driver. Owner to ensure that his car meets the specification before racing next. Letter to be sent.

### MEASURING OF SUPER SEDANS

Rear chassis rails may be offset 75mm, measured from the outrigger.

ASCF definition of symmetrical is – mirror image

Cabin area – If door bars on the left hand side has flat bars and the door bars on the right hand side are bowed out the measurement at the waist will not be correct.

As at 1/07/02 cabin area to be 900x1400, cars registered in the 2001/2002 season are to be accepted as they are.

As at 1/07/02 engine offset is being reintroduced.

Nose cones are not to protrude outside the tyres  
Gympie club to address this with Dale Christensen

Tyres must only protrude 100mm past waist line of the car, (between the wheels)  
Sunshine Coast to address this issue with Geoff O'Keefe

Memo from ASCF Technical director

Waistline measurements to be no narrower than the manufacturer specifications and no wider than 1905mm. Measurements to have a plus/minus of 25mm tolerance.

Memo to be sent to all Super Sedan drivers as per memo from ASCF Technical.

As at 1/07/02 all super sedans will be required to have a fiberglass roof.

Data logging systems may be fitted to a super sedan but not have any part in the running of the engine under race conditions.

Letter to be sent to ASCF requesting clarification on if the chassis rail can be scalloped for fitment of suspension.

Letter to the ASCF requesting clarification as to whether the chassis rail can be laminated.

Lead weights in super sedan – scrutineers are to check that the lead weights are securely mounted.

#### NASCAR DOOR BARS (Super Sedans & Modified Production)

Centre door bar on right hand side may be straight but the end must return on to the chassis bar and be mounted by ‘stand offs’ from the roll cage legs.

#### FUELS

The use of AV-GAS and additives containing lead has been made illegal by Govt changes for non aircraft use.

The ASCF is applying for the use of BP100 etc for use on tracks approved by the ASCF.

#### Letters to Super Sedans

Letters re unsealed engines were reportedly not sent to drivers concerned.

Drivers claimed not to have received the letter.

President Paul Gannon and Secretary Terese Lange, advised that letters did go to the drivers concerned and they were aware that a particular driver had stated that he did not have such a letter. This driver has denied on several occasions receiving any letters from the QSCA Inc but always seems to be aware of the content of such letters.

#### MODIFIED PRODUCTIONS

Results of the Modified Production Survey

Early model engines in later model cars

EA engines in AU etc

7” rims

Disallowed the use of ELF and VP fuels

Pipe bumper bars to be mounted internally behind plastic bumper bars

25mm plus/minus tolerance in control arms accepted

Jim Cowley returned to the technical meeting.

Gladstone asked why can a street sedan be dual registered and become a competitor in the super street sedan title - advice given that so long as the car meets the specifications of the class it can be registered in that class and be eligible to compete in all race events for that class including titles.

Brisbane asked a question on the policing of super street sedans/modified productions that are dual registered as there are definite changes to rim and holley specifications for each class.

President advised that the actual policing was up to the race night scrutineers.

Discussion held on date and venue of the next meeting.  
East Coast will organize the Chermside Bowls Club  
Meeting date will be 3 & 4 August 2002

Meeting to resume at 8.30am Sunday morning.

### ***SUNDAY 24 FEBRUARY 2002***

President Paul Gannon called the meeting to order at 8.30am

#### Zone Titles

A discussion was introduced as to how we could revitalize the zone titles. Graham Bing Nth Zone representative talked of how zone titles seem to have lost their prestige and what we should be doing to try and make them an event worth being part of again.

Several delegates expressed the opinion that whilst zone titles in the past were prestigious events, these days there is a lot of blue ribbon and classic series events being run that many drivers do not see the prestige or value in zone titles any more.

Cairns advised that should they be successful in hosting the zone modified production title they planned to seek permission to incorporate it within their modified production series.

It was resolved that the QSCA Inc work with promoting clubs to try and organize zone titles to be held as part of series or blue ribbon event.  
If the series was over 5 nights for example then 1 of those nights racing could also carry the zone title trophy and prestige.

Tow money will be negotiated between competitor and the host club for zone titles.

The QSCA Inc will negotiate with the 2 Cairns clubs with regard to the 2 zone titles applied for.

## ZONES

A discussion was introduced that it may work better should the state operate on a 2 zone basis rather than 3 as is at present.

The suggestion being that Maryborough and Bundaberg become part of the Sth Zone and Gladstone, Rockhampton and Blackwater become part of the Nth Zone.

This would not see any changes as to how clubs operate now in fact it may well enhance it for them. It would be an overall cost saving fact for the QSCA Inc., we would not need to have an extra zone representative, zone steward or scrutineer.

Clubs in the Central Zone were asked to go away and report back to the QSCA Inc by 30 April.

“Do they wish to remain a separate zone and what are the advantages for them to remain so.”

Discussion held on a letter written to a national speedway media by the Northern Zone Steward. This letter was openly critical of the QSCA Inc. The Northern Zone Rep, Graham Bing reported that at no stage had the official in question indicated to him he intended to write or voice his concerns.

A letter to be written to the official concerned asking him to show cause why his registration as an official should not be revoked.

## TITLES.

The president explained that the committee of management had met and made the following recommendations.

Street Sedans – as there are only 3 tracks presently supporting and applying for this state title that - the state Title for Street Sedans be rotated between the 3 tracks, they being – Sth Burnett, Maryborough and Gympie. Should another track come online or start to regularly support street sedans then they should be considered for the rotation.

Street Sedans – Sth Burnett

Super Sedan- Gympie – with the date to be negotiated possibly November as per the request at a meeting of drivers.

Modified Production – Maryborough

Super Street Sedans – Cairns Stockcar Club

Zone titles

Modified Production – Cairns Sedan Car Club – negotiated as per earlier discussions

Super Street Sedans – Cairns Stockcar club – negotiated as per earlier discussions.

East Coast requested that the delegates consider a change of date for the AGM as the Chermside Bowls Club has a previous booking for the weekend 3 & 4 August.

On a show hands it was resolved that the meeting date be changed to 10 & 11 August 2002.

Delegates to advise by mid July the numbers attending the Saturday night dinner.

Finc Report

The treasurers Pam Franz presented her financial report.

The working account had a credit balance at the end of January of \$23,304.05

Pam explained that the prizemoney from the Street Sedan title had been paid into the account however the prizemoney cheques were not drawn until the 1<sup>st</sup> February.

The investment account V2 had a credit balance of \$17,769.07

There being no further questions Pam moved for the adoption of her report.

Moved Pam Franz

Seconded Brisbane

That the treasurer's report and financial report as presented be adopted.

CARRIED

The president Paul Gannon congratulated Pam on the presentation of her report.

Pam then gave a report on her findings and research on public liability insurance. Each delegate was given a booklet covering many helpful and useful pieces of information to clubs.

Delegates congratulated Pam on the work she had done in researching and compiling the report.

Bundaberg club circulated a petition requesting people to sign and return to them so as it can be presented to local politicians. The petition was in reference to the ever rising cost of public liability insurance.

The technical committee joined the meeting and Jim Cowley gave the balance of the technical report.

Window mesh on super sedans to be a Qld state ruling and a letter to be written to the ASCF for the national technical meeting agenda

Letter to be written to the ASCF re not using a technical secretary. It is felt tat the method presently being used does not give a true record of the meeting and the QSCA Inc believes there should be a full technical meeting with a secretary recording the minutes.

Recommendation 7

*That a letter be written to the ASCF requesting that the technical minutes be kept on the meeting rather than just a list of recommendations/clarifications.*

*Without minutes there is not a true record of what happens at the meeting for future reference and benefit of members.*

CARRIED

As Pam Franz was the technical secretary the technical committee requested that she write the technical letters from this meeting.  
President Paul Gannon had previously agreed to this.

Moved East Coast

Seconded Bundaberg

That the technical report as presented be received.

There being no further business the meeting closed at 11.40am with the president wishing all a safe journey home.