

## Queensland Superkart Meeting Minutes

02-February-2016

1.0 Location: Edinburgh Castle Hotel

2.0 Meeting opened: 7:45 pm

3.0 Attendance and Apologies:

See Appendix:

4.0 Message from the President:

*To all members*

*It doesn't matter who you are, what your position is / was / or will be in the club.*

*Over the past members have had personal issues with each other at the track, in-front and behind the scenes which in the end has effected the club and its racing. It is not just recently but has been brewing for a few years. This has to stop and will not be taken lightly and more.*

*If you have personal issues with someone, you need to deal with that and not per sway others to your disliking of someone or start rumours. If you can't deal with your own personal issues, the club could look at hiring a councillor (at your expense) to help you.*

*If you have an issue with someone or something that directly effects the club / the racing or its members, (ie you believe someone is cheating, abusive) you are to advise a committee member only and the issue will be dealt with as a club, not as an individual and the right action will be put in place.*

*This is and always has been a great Fun/Family atmosphere club, we do not need the tension & bickering to break it apart. Common-sense should come first.*

*Thank You  
Jason Smith  
Queensland Superkart President*

## 5.0 Minutes of the previous were read by: Tim Weier

Motion By: Bernie Weier  
Seconded by: John Caruana  
Abstain: None  
Disprove: None

## 6.0 Business Arising From Minutes

- QSC Log Books and who needs to sign them, all agreed that the DSO should sign them
- How many events between target scrutiny events?  
Decision was once a year or 5 meetings whichever comes first similar to CAMS system.
- If Kart has up to date CAMS log book does it need to be target scrutineered?
- Send notice out to club members about log book.
- 2 event grace period before new members required to have QSC Log Book

### 5.1: Business from AGM

6 committee members were elected constitution mandates only 4 allowed, Doug Amiss and Richard Murtough offered to step down leaving 4 members Dan Lewis, Phil Silcock, Russell Jamieson and John Caruana.

## 7.0 Correspondence In:

- General Meeting in February Cancelled
- Phil handed over email correspondence in regards to the meeting cancellation
- CAMS information package for 2016 which includes race dates etc

## 8.0 Correspondence Out:

- None

## 9.0 Treasurers Report:

Read by: Jason Smith  
Balance as @ 29-Feb-16 - \$17,990.30  
Moved by: Phil Silcock  
Seconded by Bernie Weier  
Abstain: None  
Disprove: None

## 10. General Business

- New members to be approved:
  - Pam Silcock – Sandi Nolan – Gary Hamilton – Don Munro – John Thorogood

Motion by: Phil Silcock

Seconded by: Drene Jamieson

Abstain: None

Disprove: None

- Trophies:

Cost of trophies for every club round and top 3 in each class, trophies are getting expensive and do we want them for club meetings? Drene mentioned that it's good for the new guys to receive trophies to give them incentive and encouragement

Drene also suggested a perpetual style trophy that has room for multiple name plates, so that you added a name plate each time to get a result but only need the one trophy for the year.

Other suggestions included getting multiple quotes from different trophy places and comparing them. Sam also suggested getting a quote to source bulk trophies for the year out of China. Sam said he would look at that option

Getting a trophy sponsor onboard was also mentioned as an option, but most people believed that we would unlikely be able to secure a sponsor and that reducing the cost of trophies was a better alternative.

- Grid Girls

Grid Girls are only Sunday's at 2 day meetings, was suggested about whether we should look at what else we can do to promote the club. Idea's such as more banners, club shirts with sponsor logos on them.

- Promotional Events

Look at getting other car clubs onboard and advertise in the paper and well as QR media. Ray bought up social media as our best avenue we should be pursuing, was discussed that we could make a backing board from coreflute with sponsors logo's etc to promote interest and increase the professionalism. Professional image is also important to help increase interest and exposure for the club. Potentially have a range of club shirts handy for presentation if people don't have team shirts.

- Side Impact Protection

Steve Cloake has prepared a report based on the proposed amendment to the STR's in regards to side intrusion. Steve's Report and recommendations were read out by Tim. The report describes a T-Bone style incident and how the crash bar will absorb minimal energy below failing at the welds where the tubes insert into the chassis. The other observation is that the new design has the potential to create a 'ramp' lifting the kart up into the driver of the other kart. Steve's recommendation can be seen below.

*My thoughts on how to move forward with this proposal are as follows. In the first instance I would urge the club to clarify the intent of the proposed changes by addressing the question "What is the problem we are trying to solve?"*

- 1. If the rationale for the changes is driver safety, I suggest that there are better ways the cost of making these changes could be invested to improve side protection.*
- 2. If the rationale is alignment with the international rules, then I suggest that the changes apply only to new karts manufactured after a future date to be determined. The changes should not be retrospective to existing karts because the financial burden placed on owners to make the modifications does not represent good value for money.*
- 3. In this event, if the rules are amended, the wording should be changed to allow development of side-pods with varying shapes as discussed previously.*
- 4. The regulators also need to be made aware and consider the potential unintended consequence that the changes may introduce a new risk by providing a mechanism to lift the colliding kart into the upper body of driver in the kart absorbing the impact.*

Phil mentioned from discussions with members of the NSW club have discussed having a 'grandfather' clause and setting a date so that any new karts log booked will require side impact protection but older karts won't. Drene mentioned how CAMS might react to the 'grandfather' clause and that is something we would have to discuss with CAMS. Phil discussed that we need to make sure we tailor our rules to suit local conditions which include material availability and cost to manufacture.

Drene mentioned that it would be a major exercise to retrofit a lot of existing karts due to having to cut-off and re weld on lugs to accommodate the bigger tube specified in the proposed rules. Phil mentioned that he put a standard design through his business for quote to manufacture estimated \$1000 per kart to upgrade to the proposed side protection. This has the potential to drive away racers due to the hassle and cost required to upgrade for minimal improvement in impact protection.

Phil mentioned that the NSA have a teleconference coming up where this issue will be discussed. It was decided to wait and see what comments come out of that teleconference before voting on the issue.

- Driving Standards Observer (DSO) Position

We need a DSO for each and every round, someone who can go upstairs into the control tower with the Queensland Raceway officials and observe any incidents of bad driving and hand out any penalties required and talk to the drivers about any issues race control have.

Russel Jamieson has put his hand up for ding the first round in April.

Idea to encourage people to volunteer is to give them equal points to the winner of their respective class on the day so that they don't lose or gain anything in the championship chase. But you would only be allowed to do this once for the year and receive points. If you volunteer for a second time then no points will be allocated. Something to be voted on at the next club meeting.

- Scrutineering at Race meetings

Doing random checks at club meetings, on things such as engine capacity for the gearbox classes' weight for all classes. Rotax may require more specialised checking due to being a controlled class

The point was raised that do we need to go to this sort of detail for club racing? Particularly if there is no major discrepancy between competitors at the front. The conscious was that unless someone appears to have a significant advantage over the rest of the field then it probably isn't worth the time or effort required.

## 11.0 Meeting Closed

Meeting declared closed at 9:41 pm

## 12.0 Certified as true and correct:

Certified as correct.



Jason Smith  
President



Tim Weier  
Secretary

Date 05-March-2016

