

## Minutes of the ASCF Speedway Sedans Australia Inc

### Board Meeting

**Arkaba Hotel, Fullarton, South Australia  
26<sup>th</sup> & 27<sup>th</sup> August 2006**

1. Meeting opened by CEO, Neil Sayer at 8.30 am.

**2. Introduction of Board Members**

NASR (SA) Inc	Moss Buchanan
NTSC Inc	Michele Harris
QSCA Inc	Paul Gannon
SSA of NSW Inc	John Gore
TSCF Inc	Guy Thompson
VSCF Inc	Rod Meakins
WASCF Inc	Kevin Theyer

**3. Introduction of other Attendees**

NASR(SA) Inc	Bill Miller
QSCA Inc	Terese Lange
VSCF Inc	Di Lauder
WASCF Inc	John Purser

**4. Apologies**

Alan Edwards, SSA of NSW Inc  
Jason Crowe, WASCF Inc

**Apologies to be accepted. Moved QSCA Inc seconded WASCF Inc.  
CARRIED**

**5. Presidents Opening Address - Neil Sayer**

It is with great pleasure that I table this report to this board meeting.

May I say from the onset how nothing has changed with the support from this board? If it wasn't for two to three members of this board we wouldn't be functioning. Following on from our last meeting where we supposedly identified the problems etc. nothing really has changed. Most of you walk out of this meeting fully intentional of doing the job but once you leave the meeting venue that is the end of it.

People, we are a professional national organisation and we should be running as a National united body but we are not. Maybe it's me and I'm the wrong person to make the board concept work and if it is then tell me and I will stop wasting yours and my time, but I can tell you it is hard doing it by oneself and a secretary.

I don't want to appear to be bagging the technical committee but the way we as a board currently manage the technical committee is all wrong and it is not working the way we intended. I would recommend that we re-look at the whole structure of the technical committee and the way technical committee operates.

On that note one thing I would change and that is the technical committee meet approximately a minimum of 6 weeks prior to the board meeting. This would do two things alleviate the sudden rush near the end of a board meeting to push things through and as we've just seen things getting pretty screwed up. It would also give the board members time to analyse the technical committee's recommendations and when the board meeting came around for the voting it would be a more informed vote and a clear cut yes or no. It also would assist in the divide that is currently going on

where a certain individual doesn't like the majority vote and goes around and act in a mischievous manner. People, this is not only making us look like dills but is very disruptive for all concerned.

Another point to back up my argument of something needs to change currently the technical committee has some 60 recommendations on their agenda, mostly for Modified Production, I then have to ask the question why are the specification manuals so far out of align that we need so many recommendations? From this it is quite obvious that the R & D committees aren't working or the management of the process has failed, one or the other.

As you know after the last board meeting our secretary suddenly resigned after the meeting and we had to find somebody to jump into the breach at a very short notice. Sharon Parkinson had her hand put up to help us out of our predicament. You will notice although she is learning Sharon has put together some excellent and professional systems to assist us moving forward. Evidence of this will be presented at this meeting.

At the same time this gave the organisation some time to review our position regarding where we stood within the sport. Being an integral part of NASR it was quite obvious to all that to be truly part of NASR we should locate our office within the NASR offices. This would give us cost saving synergies and long term will be very beneficial to both organisations. There is another high profile competitor body observing the integration with the view of doing the same.

**Finances** – as the revamped financial reporting criteria to be presented by Lynnette Brennan the administration manager from NASR you will notice the difference from the archaic way we used to present the report to a very detailed report. This will not only give us the capability of seeing the way we have been operating financially but can give us better projection of anticipated costs as we go forward.

**Stewards** – the stewards are meeting this week end to discuss the amalgamation of the new national racing rules which will bring the sport one step closer to a unified position. I have also asked Tony Parkinson to assist our steward's adviser by chairing the meeting.

**NASR** – Tim will be attending to present the update on NASR matters and where we are at with the Super Sedan Series for the upcoming season.

**Policy & Model Rules** – today we are here today, amongst other things to revamp our policy statement and possibly our model rules. Please if it needs streamlining lets do it, if it isn't broke lets leave it, if it makes us more user friendly let's do it. All I ask is that you think big picture and how you and your state, and or area of responsibility can make this organisation better...

Members of the board, lets put our team player hats on, lets us always think big picture, not always our own situation and let's move forward as the national sedan body we are meant to be. If we don't the other classes we are trying to invite to join us wont, they must have a need to want to join us. That is we must portray a united user friendly group who appear to be on top of their game.

We have the power, the means and the ability to do so, and it also needs from you the passion to achieve. If we don't have the desire and a clear commitment to do so then we are all wasting everyone's time, but if are you up to the task to make this organisation achieve its goals and objectives then lets go for it? .

## 6. Board Member Reports

### **NASR(SA) Inc – Moss Buchanan**

Since the last Board it has been the off season and not a lot happening but I have found that there seems to decisions being made at Board level and Technical by individuals. Re: The change of venue that was supposed to be at Glenelg. It seemed that not too many know about the decision to change back to the Arkaba and through some of the R & D's decisions seem to be made and answered replied by word of mouth rather than the replies should be always in letter form to the person concerned and state so the state knows what is being transpired. Also a cut off time is set and Board persons being notified that three or four may have returned their replies two to three days prior to the deadline with those that haven't yet replied who may be doing research or

investigation of the subject inferred in correspondence as being not responsive. I would therefore like to suggest that there be a time frame for all replies.

Although I realize that the change of office and personnel was a major effort over the past months affiliated clubs have not received any correspondence from A.S.C.F./ S.S.A. as it used to always happen.

S.A. has had State conferences for Stewards, Technical and Machine Examiners and clubs where each identity has gone through what was brought up and the outcome from the last conference. Not everybody agrees with all the changes but you are never going to please everybody. Not everybody is enthused with the proposed Junior Sedan concept.

So S.A. is working as it always has and there aren't too many problems with tracks, clubs and members that we cannot sort out. The State looks like having new drivers and cars in all sedan classes this coming season.

#### **NTSC Inc – Michele Harris FINANCE PORTFOLIO**

Since Lynette Brennan from the NASR office has taken over the day to day financial running of our accounts and also taking the time to present to us a user friendly budget that everyone can understand, it has made my role easier.

One problem that I have found is that States have a problem with being up to date with their accounts at this time of the year for the Board meetings. This is due to purchasing of stationary in readiness for the new racing season but not getting money in from the drivers as the season has not taken off. This puts a strain on most States. Some States are fortunate that they have some clubs competing in the off season to keep them going.

We need to decide at this Board meeting which way we plan to go with purchasing of transponders. As a lap scorer and also using transponders in competition I would recommend that we consider our options on this. National Titles are around the corner.

#### **NORTHERN TERRITORY**

Since the last Board meeting the Northern Territory started their new racing season. This has seen an increase in new junior competitors. Officials are still an issue in Darwin, but Tony Woolfe is working very hard on this. Peter Griffith last weekend conducted an overdue accreditation course in Darwin. The State Title for Street Stock and Junior Sedans are to be held in Alice Springs on the 11<sup>th</sup> November 2006.

The NTSCI is without a State Steward at this time but we are attempting to secure someone to fill the position until the AGM.

The use of the Technical Research and Development committees has seen more people involved in collecting information for their classes. This can only be a positive move for States. We see there is a problem with some States understanding the operation of these groups. The Board needs to set the R & D groups with a job description so that everybody is aware of their roles with these groups. I have put together an example of how the Northern Territory sees this should work. This is attached for your comments.

#### **QSCA Inc - Paul Gannon**

The past season has been a successful one, with an increase in competitor numbers in all three of the national divisions active within Queensland. The racing from all of these divisions has been first class, with promotions keen to have speedway sedan racing as a major section in their programming.

The increased numbers of competitors was well illustrated with 45 drivers nominating for the State Modified Production title run at Carina Speedway, Bundaberg. Unfortunately, the first attempt at the running of this title was washed out; but still 36 cars attended the re-scheduled meeting.

The Modified Production class continues to prosper in the State with the Modified Production series expanding this coming season with more rounds and more promotional money on board. The class is in high demand from promotions for appearances at tracks.

The Super Sedan division also continues to grow with their series also increasing in the number of events per round. The series will again feature a two-tier structure that allows more competitors the opportunity to succeed. The Super Sedan State title also attracted good car numbers even though it was held in the north of the state.

The Junior Sedan division continues its growth with many new cars under construction in readiness for the upcoming National title, which has caused more interest in the class than was imagined. The planning for this title is well in hand with everyone involved with it excited about producing a real showpiece for the sport.

Queensland Junior Sedans were more competitive this season in the State Junior Sedan title that attracted 4 interstate cars.

The QSCA has successfully negotiated bringing a number of "rebel outlaw" classes under its umbrella for the upcoming season. A large number of "outlaw" competitors have also constructed Nationally registered cars. This has been an enormous effort on the part of the State body, but a very large amount of work remains to be done to bring more of the "outlaw" divisions into the fold.

The Dwarf Cars Oz also compete under the QSCA Inc banner and were rewarded with their first sanctioned state title.

The training and accreditation programme is a continuing process that is an essential in the State's planning for the upcoming season.

**POSITIVES:**

- Continuing growth of numbers in all divisions.
- Continuing growth in interest in Junior Sedans perhaps caused by upcoming national title.
- Absorbing some "outlaw sedans" under the QSCA Inc umbrella.
- Strong club representation at state council meetings

**NEGATIVES:**

- Insurance hassles.
- Dwindling officials' numbers.
- A few track promotions going their own way with specifications and rules, especially in the north of the state.

**SSA of NSW Inc – John Gore**

Activity in NSW is presently static, with the ending of the 2005/2006 season passed. For the last season progress in NSW has been quite satisfactory, with around the usual 100 ASCF drivers continuing their registrations and licencing. Last season saw the retirement of a few drivers who have had an outstanding contribution to the sport of speedway racing. The bigger names of John Pyne, Luke Pyne, Ron Pyne and Dennis Sims have been recognizable with sedan racing for years. But not only have those drivers retired, drivers such as Barry Lea who has raced sedans for over 20 years has also left the ranks and retired.

On the Junior Sedan front, we have been active with Tony Parkinson at NASR Head Office to try to have the age of junior drivers in NSW on the same level as the rest of the States, ie 10 year old, at this stage there has been a submission to NSW Dept of Sport & Recreation & it is now up to them to progress.

There has been Officials' training seminars held at Gilgandra, Lismore and Goulburn & Sydney to this date, with several more programmed. NASR NSW is funding this program as we are having their officials attend also.

The present season should see a bigger profile of sedan events in NSW with the NSW Super Sedan Assoc still persevering with their push for a higher profile. Modified Production drivers in the Sydney area are now working with the club promotion at Nowra Speedway to stage the NSW title this season & a further series is planned.

The Annual General Meeting of SSANSW Inc has been held recently, with the returning of all Executive, Technical Officer and Chief Steward. The financial status is very satisfying, although we are not as financial as other States.

The State Titles for the coming season will be:

- Super Sedan at Gilgandra on the 20<sup>th</sup> January.
- Modified Production at Nowra on the 17<sup>th</sup> February
- Production Sedan at Leeton 21<sup>st</sup> April.

On the National scene we in NSW are more than concerned with the direction the Technical Committee is taking, ie, at the last conference of this Association the amount of Technical proposals put forward to the Board at the last minute of the conference, put a very high strain on the Board members. No time was virtually given for their consideration and items that were not of a 'Safety Item' in the terms of the Policy were given the green light when they should have been put on a wish list or the draft.

#### **TSCF Inc – Guy Thompson**

As a Board member I have been active in that I have attended a safety meeting in Adelaide; my report is on the agenda.

I have been on the committee that has reviewed the budget paper submitted at this meeting.

In Tasmania I was recently elected to the position of State president of Tasmania for the next two years and look forward to the challenges.

We had our AGM two weeks ago and at this meeting Harold Burgess was elected as our State Tech officer for the next three years. I feel I can work close with Harold and look forward to ensuring our cars comply fully with the Spec. Manuals.

It was pleasing to find that our car numbers had increased in the last year.

As the new season approaches dates have been set to run our State titles and major meetings around the State and we look forward to working with the Latrobe track and the new promotes at Carrick and Hobart

#### **VSCF Inc – Rod Meakins**

Victoria is moving along very well, with Lic/Reg starting to flow in.

All our State Titles have been allocated and we hope that the interstate competitors will support them.

The main problem we have in Victoria is the Junior and Modified Production drivers are concerned about the way the Technical matters are introduced, then altered or cancelled afterwards. I believe more thought and input should be sought from the drivers before introducing any spec changes.

As for my portfolio, Stewarding, I have had no contact or input to any changes that the Stewards may be discussing over the weekend.

#### **WASCF Inc – Kevin Theyer**

This past season has been one of the biggest for the WASCF in terms of membership and accomplishments. We have the largest membership of any State in Australia and the input by drivers and there associations have been very encouraging.

I feel that the next step for the WASCF is to become involved in some way to assist those divisions that have put the effort in to get there respective series or rounds up and running. Whether that assistance is by way of promotion, financial or help with the general running of these events hopefully it can only benefit the show for the clubs and help the divisions to grow there respective series.

It is also a good time with the Super Sedan series now going as far north as Broome and the attempt by the Carnarvon club to get a modified series going in the northern area to offer some assistance to them and the other series such as the production stampede out of Geraldton. Maybe a starting point could be a calendar on a poster with all the dates of the relative series on it. With the assistance of the associations this could be achieved.

All State and National titles held this year were a success and congratulations to all clubs, drivers and officials involved.

There are some tracks whose safety standards aren't up to the minimum requirement and these need to be addressed. While I don't feel that these are issues the WASCf has a great deal of control over, however I do feel that as a group that represents a large majority of drivers we need to lobby the speedway commission to make sure that track inspections are done to a standard that is acceptable.

It is also up to the individual tracks to lobby the commission for assistance to help improve safety at their venues. I am sure that with enough support from the clubs of WA the commission can be persuaded to lobby the government for the support.

As you would all be aware by now the National Super Sedan title has been awarded to the Kwinana Motorplex for next season. This is a fantastic opportunity for this state to show the rest of Australia how professional we have become. To be awarded this prestigious event has required an enormous amount of negotiation between all parties. May I say to bring all this to fruition it could not have been done without the total support of people such as Gavin Migro Tony Parkinson from NASR, the ASCF SSA CEO Neil Sayer, Des Alfirevich and members of the sedan car club I would like to also thank all the clubs for supporting the Super Sedans over the last three years to help to put this division back into the position it deserves.

On the national front the ASCF SSA board has given the WASCf the green light to construct a Junior car based on a chassis configuration. This will be sent to all States for input on the direction that the Junior division will possibly take. I consider this a large vote of confidence from the National body in the WASCf and what will ultimately shape the direction of Juniors for the next decade and beyond.

Along with Tony Parkinson from NASR I have been nominated to start the process of class rationalization in Australia. From the NASR licence applications received at the south Australian office there is approximately 109 difference classes of speedway cars in Australia. This will be a very delicate process and one that can not hope to succeed without the support of the NASR organization, the promoters and of course the competitors. We are very optimistic that we can achieve an outcome that will benefit sedan racing in Australia

I must also thank my executive for the assistance and leadership that has been shown by them during the course of the year. With any organization that has such a diverse role to play you have to have dedicated people to make it work correctly and I believe the clubs and drivers of WA have those people working for them.

I would like to offer a special thanks to Jason Crowe and Des Alfirevich for the tremendous effort they have once again put in this year. I would also like to thank our zone registrar for the job they have done to get our licence system back on track.

As you are all aware we revamped the Tech Committee last year and that is now starting to take shape and work in a manner that we hoped it could. The committee has appointed a Tech Secretary and that person is Peter Theyer. Peter will be able to get info to the tech and the drivers quickly and speed the process of communication.

We have this year formed a Stewards panel along similar lines to the Tech. Peter and his committee have had there first meeting and elected their Board. The Steward's Secretary is Christine Stapley who will communicate with licenced stewards to keep them informed of any new developments.

As a member of the ASCF Board I must express my disappointment at the position we find ourselves in at the present time. We are still not working as a Board or a team should and while we are comfortable to let the CEO make decisions we then want to criticize him for doing it without any input ourselves. The rumblings about going back to the old system smack of a group that doesn't like or want to share the workload. Where is this organization going to find someone prepared to do the work required on the pittance that we can afford to pay? I also hear the rumblings of NASR having too much say in our organization. We should all realize and be very clear on this, that we are an integral part of NASR and they in turn are part of us and they have an obligation like us to our drivers. It is time to stop proportioning blame and start to put in. If a Board member doesn't have the time to put into this organization then they should get out now and appoint someone from their State that can do the hard yards!

It is my belief that we have a major problem with the Tech Committee. They are not working as a group and or a team and most of them do not understand their function and role and how they are supposed to be working. While it would be easy to lay blame at the Tech Adviser's feet (where some of the reasons for these problems do lie) the Board must accept some of the blame and put the situation right. I believe that the Board member who oversees the Technical Committee as his Board member role has no idea what is going on in technical.

It is time for this board to start working together as a team, start sharing the load or we as a group are wasting our time. We are letting not only our drivers down and wasting there funds to come to a Conference and achieve very little and then go back to our States and do what we want and not what we agreed we would do at the Conference, we are also letting this organisation go backwards and eventually into oblivion.

Members of the Board I can't put it any clearer it is time to put up, put in and make this organisation work or hand it onto a group that can and will make it work.

**Board reports to be accepted. Moved TSCF Inc seconded SSA of NSW Inc. CARRIED**

**7. Acceptance of Minutes of the Previous ASCF/SSA Inc Board Meeting**

- Board meeting held 6th & 7th May 2006

**Minutes of previous meeting to be accepted. Moved WASCF Inc seconded VSCF Inc. CARRIED**

**8. Omission and Incorrect Entries to Minutes**

Nil.

**9. Business Arising From Previous Meeting Minutes**

Secretary requested an address to send correspondence to "the Grays" as per minutes from the May 2006 meeting. Guy Thompson to provide this.

Secretary also questioned the letter that was to be written and sent to Norm Fisher as per minutes from the May 2006 meeting. Secretary was advised to take no further action on this.

**Business arising to be accepted. Moved TSCF Inc seconded WASCF Inc. CARRIED**

**10. Inward Correspondence**

The Board approved discussion of Agenda item v. at this point.

**Secretary – ASCF**

After many weeks of research I'd like to present, for approval, a new way of handling the correspondence within the ASCF/SSA Inc office. Previously each and every item of correspondence that had come into the office was saved, filed on the hard drive, then copied to a CD and forwarded to the Board members, State Secretaries etc for their information.

I would like you to consider the following system. As each item of correspondence is received it is logged into an Excel Spreadsheet, numbered and then each action is recorded. Further to this I would scan the correspondence into a folder which would then be uploaded, via the NASR intranet on a weekly basis. This system would not only save hours and hours of work but also the cost involved in postage/packaging etc. Also to have the technology available to us and not take advantage of it seems a waste. The idea is that any information that I have on the computer could be uploaded through the Speedway Sedans website and all that is needed to access the information is a password and a minimum of training.

I have had a quote to have the program written which would enable this process to happen and the cost is approximately \$880.00 (8 hours work involved at a cost of \$110.00 per hour). This work could be undertaken and completed by mid September.

**QSCA Inc moved that this work be undertaken, seconded VSCF Inc.  
CARRIED**

**11. Business Arising from Inward Correspondence**

Neil Sayer has concerns about the NASR shares and how the balance of power would affect the ASCF/SSA Inc. Kevin Theyer asked for explanation regarding the balance of power and a full explanation was given by Neil.

Paul asked for worst case scenario and Neil explained that another shareholder could take full control. Kevin feels that now the ASCF/SSA Inc is financially viable we should look at buying more shares. Neil feels that we could buy another 6,000 shares (cost \$9,000). Neil put forward the idea that the States could buy shares. There was a discussion regarding dividends and what having the shares can do for the individual. Neil asks that we accept it in principle but not make a final decision until budget is presented by Lynette Brennan.

**Accept in principle, moved by QSCA Inc seconded by TSCF Inc.  
CARRIED**

Rod Meakins queried the account from Comwide. Bill Miller explained that Comwide are the company supplying the frequency for the One Way Communicators.

Rod Meakins queried an email from Queensland regarding a driver suspension. It was explained that there is no further action to be taken on this. NASR have been made aware of the situation and Terese has been notified.

Business arising from inward correspondence was accepted.

**Moved WASCF Inc seconded TSCF Inc.  
CARRIED**

**12. Outward Correspondence**

No action.

**Moved by WASCF Inc and seconded by TSCF Inc.  
CARRIED**

**13. Business Arising from Outward Correspondence**

Nil

**14. Financial Report**

Financial Report was presented by Lynette Brennan (Sunday 27<sup>th</sup> August 2006). Guy Thompson went through the budget at this point and directed relevant queries to Lynette. All queries were answered to the satisfaction of the Board. Lynette will fine tune the budget once revised figures are obtained from Guy Thompson. Lynette will research the option of changing to BankSA including fees and costs involved.



**15. Business Arising from Financial Report**

A discussion ensued regarding the purchase of transponders, as per **Agenda item g** which relates to a special offer from AMB Timing and Motion 8 was put forward.

**Motion 8 - *That we purchase AMB transponder equipment up to a value of \$66K.***

**Moved by NTSC Inc and seconded by TSCF Inc.  
CARRIED**

**16. Technical Overview from Workshop**

Guy Thompson has concerns in how the Technical meeting was conducted yesterday in regard to the tone and language used, this was supported by Kevin Theyer. Paul Gannon was surprised and concerned at the ease in which Errol accepted the Role Statement which was written and signed yesterday (25<sup>th</sup> August 2006). John Purser (WA) feels that having attended the meeting the situation, as it is now is unworkable. Neil Sayer feels that the person in the position of Technical Director needs to be able to lead a team. Kevin Theyer feels that the Board have done the correct thing by putting steps in place to make the situation workable.

**Motion 1 was drawn up during this discussion and is as follows;**

***That the National Technical Advisor be removed from his position effective immediately.***

QSCA Inc would like to find out what happened regarding the Technical meeting moving a motion of No Confidence.

Bill Miller questioned whether the action that was taken yesterday in writing a Role Statement for the position of Technical Advisor will alleviate the problem. Bill was worried whether the decision to remove the current Technical Advisor, heading into the season, will have repercussions for the drivers. Kevin Theyer feels that Errol won't be able to work within the confines of the Role Statement. Kevin went on to state that the ASCF/SSA Inc have a duty of care to the people that work with Errol and showed concerns in the way they are treated. Neil Sayer asked for permission to speak with the Technical Delegates without Errol present. Guy Thompson supports this.

Neil reports back to meeting regarding the Technical Advisor having spoken to the Delegates. The Technical delegates are happy with the support that they now feel they have from the Board. They feel intimidated and are uncertain about the reaction they will get but are prepared to work through it.

**Motion 1 was moved by VSCF Inc and seconded by WASCF Inc.  
CARRIED**

Motion has been moved unanimously. Errol Baldwin will be brought into the meeting.

Neil Sayer explained to Errol the problems that he feels the Technical Committee are having with their direction and the filtering through of information from the Board. Neil explained that a motion has been put forward and carried unanimously. The motion was then read out and accepted by Errol who then thanked the Board for the time he has had with the ASCF/SSA Inc and left the meeting.

**Technical Committee were then asked to join the Board Meeting.**

The Technical Delegates were then advised that a discussion had taken place about a replacement for the position of Technical Advisor and Mr Des Alfievich's name was put forward. Kevin Theyer spoke very highly of Des and would recommend him for the position and has complete faith in him. John Purser endorsed Kevin's comments and feels his knowledge and dedication would be greatly appreciated.

**Motion 15 - That Des Alfirevich be the Interim Technical Advisor for the remainder of the current term (2007).**

**Moved by VSCF Inc seconded WASCF Inc.**

**CARRIED**

**17. Policy Overview from Workshop**

VSCF Inc was happy with how the policy overview was conducted and this was endorsed by the Board.

**18. Standing Orders Overview from Workshop**

Changes were made to policy and this will be uploaded to the secure website Mid October.

**19. General Business**

- a. **The NASR Report was held over until Sunday morning and presented by Tim McAvaney, General Manager, NASR.**

**OVERVIEW OF PRESENTATION**

1. NASR Organisation
2. ASCF/SSA Administration Services
3. Public Liability Insurance
4. NASR National Safety Conference
5. NASR National Safety Program
6. 2006/07 NSSS
7. Promotional Initiatives
8. NASR Developments/Activities
9. Outstanding Issues from May Conference

**1. NASR ORGANISATION**

- Two new positions
  - Competition Manager – Paul Trengove
    - Risk management
    - Standard Operating Procedures
    - Competition management and development
    - State Office Liaison
  - Communication Manager – James Baker
    - Newsletter
    - Web site
    - Public Relations
    - Media Release
- ASCF/SSA Secretarial Services

**2. ASCF/SSA ADMINISTRATION SERVICES**

**2.1 Items Where Savings Achieved:**

• Photocopier (old photocopier sold to WASCF)	\$1,181.95
• Computer and Office Expenses	\$2,961.39
• Stationery/Office Supplies	\$619.53
• Telephone (excludes Phone Hook Ups)	\$1,815.84
• Internet	\$369.65
• Printing	\$2,781.00
• Certificates	\$218.18
<b>Total</b>	<b>\$9,947.54</b>
<b>NASR Annual Charge</b>	<b>\$5,200.00</b>
<b>Overall Saving</b>	<b><u>\$4,747.54</u></b>

## 2.2 Duties Integrated Into NASR Office

- Daily mail collection and posting (including correspondence inwards registration)
- Daily banking (as required)
- Fully serviced Office infrastructure available
- All incoming calls attended to
- IT assistance with computers
- Financial management
- Accounts payable/Accounts receivable
- Financial reports/reconciliations
- Preparation of Budget
- Preparation for audit

## 2.3 Improvements to Administrative Procedures

- Direct dial ASCF/SSA telephone number at NASR Office
- New email address through NASR server
- All ASCF/SSA data backed up daily
- Revised stationary order forms
- Redesigned invoice and receipt forms
- Revised chart of accounts
- Changed accounting system to MYOB (Premier Version 9)
- Licence database requirement available from Fox software
- ASCF/SSA State Excel reports imported into Fox software
- Reviewing management of correspondence

## 3. PUBLIC LIABILITY INSURANCE RENEWAL

- Successful Renewal (current policy expires 31 August)
  - Reduced premiums
  - Greatly improved payment terms
  - New premium allocation model
  - Rainout/cancellation policy
  - \$50 Million Indemnity Limit (05/06 - \$30 million)
  - \$10k excess (\$1,500 for tracks) (05/06 - \$50k excess)
- Already 4 new tracks confirmed with others expressing interest
  - Tamworth, Dubbo, Sapphire, Margaret River

Category	Category Definition	Permitted Classes	Restrictions
AAA	Open Event	*Sprintcars	*Nil
AA	Restricted Open Event	*Up to 12 Open Sprintcars *Up to 16 360/limited s'cars	*12 Open Sprintcars *16 360 Sprintcars
A	Club Restricted Event	*Up to 8 360 Sprintcars *Limited/320 Sprintcars	*No Open Sprints *Up to 8 360's
B	Sprintcar Demo	*Up to 6 Sprintcars *All other classes	*Up to 6 Sprints only
C	Club Event	*All classes except Sprintcars & Speedcars	*Sprintcars *Speedcars
OS	Open Sedan	*All Sedans, AMCA, Karts, Vintage, some open wheel	*Most Open Wheel Supers, LM, V8 Dirt
RS	Restricted Sedan	*Sedans *AMCA * Karts *Vintage	*All open Wheel Supers, LM, V8 Dirt

#### 4. NASR NATIONAL SAFETY CONFERENCE JUNE 06

- Highly successful initiative
- All major competitor groups attended (50 people)
- To become an annual conference
- Outcomes
  - Speedway Safety Advisory Committee
    - To advise NASR Board on safety issues
    - 9 person committee to be elected by NASR Board
    - Cross-section of expertise and stakeholders
  - Safety Apparel Standards – SFI & FIA min standards
  - Board of Inquiry – (accident investigation etc)
  - Minimum fire fighting standards for tracks/pits
  - Licencing – checking procedures

#### 5. NASR NATIONAL SAFETY PROGRAM

- Train the Trainer Program currently being drafted
  - To enable increased training frequency to reach more regions in each State more regularly
- 2006/2007 Safety Seminar Program
  - South Australia – Murray Bridge – Sept 24
  - Victoria – Fiskville CFA Facility - Oct 1
  - Tasmania – Latrobe – Dec 10
  - Western Australia – Kwinana – Feb 25
  - Queensland – Maryborough - tba
  - NSW & NT tba

#### 6. 2006/07 NATIONAL SUPER SEDAN SERIES

- Eight rounds
- |              |        |                |          |
|--------------|--------|----------------|----------|
| *Rockhampton | Dec 28 | *Mt Gambier    | March 3  |
| *BIS         | Dec 30 | *Mildura       | March 10 |
| *Toowoomba   | Dec 31 | *Murray Bridge | March 11 |
| *Avalon      | Jan 6  | *Presentation  | March 12 |
| *Moama       | Jan 13 |                |          |

- Two periods of racing to help decrease travel costs
- 24 drivers interested in contracts
- Tow Money increased from \$1000 to \$1500
- 18 – 20 driver contracts to be offered
- Increased prizemoney at tail end (\$200 to start)
- Big effort made to include WA – Already planning for 2007/08 to replace Aust Title event in WA.

#### Revenue

Sale to tracks (8 rds x \$14,000)	\$112,000	
Non-contracted nominations	\$3,100	
Contracted cars (18 cars budget)		\$9,000
NASR	\$5,000	
ASCF/SSA	\$5,000	
		Sponsorship including cash contingency tbc
	<b>TOTAL</b>	<b><u>\$134,100</u></b>

#### Expenses

Prize money	\$66,200
Tow money (18 cars)	\$27,000
Point fund money	\$28,700
Fuel & Accommodation	\$6,600
Airfares	\$4,300
Advertising/posters etc	\$2,000
Sundry (other) expenses	\$1,000
	<b>TOTAL</b>
	<b><u>\$135,800</u></b>

**Considerations yet to be budgeted**

- Additional sponsorship
- Contingency cash sponsors
- Transponder hire expense
- Presentation dinner revenue & expense
- Not all contracted drivers expected to complete series
- Prize money projections based upon full fields

**7. PROMOTIONAL INITIATIVES**

- NASR Promotional Budget maintained
- TV funding opportunities for Major Events
- Promotional activities
  - National Super Sedan Series
  - Australian Motor Sport Show Melbourne Feb 07

**8. NASR DEVELOPMENTS/ACTIVITIES**

- Speedway West
  - NASR (WA) and WASC now working together from same office
- NASR Queensland
  - Ken Small very active liaising with Tracks/Clubs including scheduled QSCA meeting
- Development of National Racing Rules
  - Working with National Competitor Bodies
- Speedway Strategic Plan Review Oct 22
- FIA Delegation of Authority
- Junior Age Submission to NSW Dept Sport & Rec

**9. OUTSTANDING ISSUES FROM MAY CONFERENCE**

- Clarify Issuing of Licences in Tasmania
  - Licences processed through 3 regional centres
- Investigate Tax Invoice Section of NASR Licence Application Form
  - Completed - Application Form is acceptable Tax Invoice
- Rationalisation of Classes
  - Tony P and Kevin Theyer reviewing feedback from States and working towards developing strategies to rationalise sedan classes
- National Safety Seminar
  - ASCF/SSA safety specifications included in Safety Conference program
- NASR Procedures When Advised of Fines & Suspensions
  - NASR to implement procedures to ensure any fines/suspensions are recorded on licence database and national competitor groups are advised
- NASR Silver Membership Card for NSSS Champion
  - Wayne Randall to receive NASR Silver Card
- Allocation of ASCF/SSA National Titles
  - NASR will ensure that track inspection information is available to assist with allocation of Titles
- Attend WASCFA AGM in July 06
  - Also visited NASR (WA), WASC, Department of Sport and Recreation, WA Insurance Commission

**b. TSCF have requested that Tasmania be placed on the rotation for the Junior Title.**

The rotation has been added in policy.

**Moved by QSCA Inc and seconded by WASCFA Inc.  
CARRIED**

**c. Organise Officials for Production Title 2007**

ASCF Representative	Rod Meakins
Title Coordinator	John Gore
Technical	Dave Helyar
Steward	Lindsay Swann

**Moved WASC Inc and seconded by TSCF Inc.  
CARRIED**

**d. Letter from Ian Calderwood Re: Production Sedans vs Street Stocks VS Modified**

Kevin Theyer requested permission to hand the letter on to appropriate people and feels we should encourage letters from drivers.

**Moved NASR(SA) and seconded by SSA of NSW Inc.  
CARRIED**

**e. Safety Report – Guy Thompson, TSCF Inc**

Congratulations to NASR for work they have done to put this meeting together. This has been one of the best things for speedway that I have been involved in for years.

**Major things to come from this conference**

It is my recommendation that we adopt the FIA & SFI standards. These standards will cover all the types of safety equipment that is acceptable to the ASCF/SSA Inc to be used by ASCF/SSA Inc drivers.

The reasons we should adopt these standard are;

1. They have qualified people in their field from all over the world on committees reviewing equipment on a constant basis. Hence on a regular basis these standards are upgraded.
2. People on these committees are generally qualified in their field and have long experiences in these fields.
3. By adopting these standards the ASCF/SSA Inc only have to policy the upkeep of the equipment and the fitment of the safety gear. We would no longer have to debate how old or what is suitable for our cars or drivers. It's a point to remember that to date we have no qualified people in this field in any of the positions of the ASCF/SSA Inc.
4. I believe the ASCF/SSA Inc will not be responsible legally it will be the standards committees of FIA or SFI.

**Cost to the driver**

It may affect some once we accepted these standards, but most leading drivers change this equipment on regular basis anyway. It is also my belief we have been behind in some areas in the past.

NASR has put together a Drug & Alcohol policy with the intent of random testing at select meetings to be done in all states.

I recommend we adopt this policy.

Supporting the recommendation for the following.

1. In most states it is my belief that it is covered under sections of workplace laws, that is we are required to have a policy and we should administer this policy.
2. This policy will only improve our professional approach to speedway.
3. I believe this is a larger problem than most would know about or to what extent it is in our sport.
4. It is better to instigate this now before we are found negligent in this area and it would be better before we have a major accident, both legally and insurance wise.

Cost would, at this stage, be nil to the driver.

### **David Higgins style safety course**

The ASCF/SSA Inc needs to encourage the States to adopt this course, and make them a yearly event.

We should build on them and it is my opinion that we should make this an induction type course that is compulsory for the driver and ASCF/SSA Inc officials/emergency crews to attend before we issued licences to them.

Reasons we should encourage this system

1. it is constantly said, "bring it up in drivers meetings prior to the race meeting" (I know what most drivers are interested in at this stage of the race meeting that is not all the type of issues) using a induction method of training there is a vast array of topics we could address in a more professional method and a more uniform manner.
  - a. Demonstrate and learn recovery methods at an accident (this would not just help emergency crews but inform drivers in the care taken of them and what is going to happen to them.
  - b. Learn about new equipment, the correct fitment of this equipment ie, HANS and new seats.
- c. Understand procedures in recovery ie, why we should not just roll the car back over.
2. The more training the less accidents by all parties.
3. More knowledge on new products and procedures may reduce cost and damages ie, reduces the need to cut up cars and equipment to recover drivers or cars. These are only some of the benefits of things that can be addressed at this type of induction.

From the general discussion it was agreed that we should, for insurance purposes, that a driver engaged in a major racing accident should be cleared by a doctor to continue racing. More so on a race night.

### **Procedures we need to adopt to cover ASCF/SSA Inc.**

As part of our title contracts we need to request a copy of the track emergency plan (in brief a map of track layout) detail required would be water points, fire extinguisher location, toilets, first aid points, emergency muster points and managers office; this type of information. This could then be sent to the drivers entered for the title.

The ASCF/SSA Inc needs to obtain a copy of Australian standard AS/NZ4360 2004 RISK MANAGEMENT.

We need to review the jobs the people we are sending to national titles are doing to insure we are not placing our people in danger. The above standard will assist with this evaluation.

It would be essential for all states to have copies of some forms that Tim McAvaney, NASR, has put together to cover the handling of accidents, stand of people needed in main jobs ie, fire officers. These sheets may assist in getting the best person for the job and assist in getting an even standard across the country.

It was agreed that a committee of three or four be formed by NASR to oversee safety in speedway and they have called for interested parties to send their resume to NASR as soon as possible.

I hope the above recommendations are accepted as the ASCF/SSA Inc needs to continue to move forward and this is a good step forward.

I would like to thank the Board for sending me to this as it was a great experience. If any Board member has questions please do not hesitate to contact me.

**Motion 2 *That we adopt the SFI and FIA Standards***

**Moved by TSCF Inc seconded by VSCF Inc.**

**CARRIED**

**Motion 3 *That a “phase-in” period of 12 months be adopted for motion No 2 regarding the adoption of SFI and FIA Standards.***

**Moved by VSCF Inc seconded TSCF Inc.**

**CARRIED**

**Motion 4 *That the NASR Drug and Alcohol Policy be accepted effective immediately***

**Moved by VSCF Inc seconded by TSCF Inc**

**CARRIED**

Guy requested that when sending the Track Questionnaire a form is drawn up requesting information on the Safety procedures which are in place at a particular track.

**Moved WASCF Inc seconded NASR (SA).**

**CARRIED**

**f. Preparation of changes to Specification Manuals**

SSA of NSW Inc

SSA of NSW Inc put forward Motion 5 as follows.

**Motion 5 *That when Specification Manuals and Race Rule books are being compiled that we change the current system and use a ‘master sheet’ style. This would prevent emailing 75 odd pages which takes too much time. To just email the relevant sheets would be easier.***

**Moved SSA of NSW Inc seconded TSCF Inc.**

**CARRIED**

**g. Special Offer from AMB Timing**

Via Neil Sayer

Covered in section 15 with successful motion.

**h. Coil Over Recommendations**

To be discussed and finalised at this meeting – referred from Teleconference which was held on 6<sup>th</sup> July 2006.

The issue regarding coil overs has been finalized with **Motions 16 & 17** discussed fully in Section 19 w.

**i. Title Jackets**

VSCF Inc

Guy Thompson advised committee that he did not choose the colour scheme of white and blue but was going by what had been used previously. Di Lauder presented an alternative style of jacket from Heads Caps. Guy stated that he had spoken to drivers and they were going to have their jackets mounted and as such the style that Di had put forward wasn't suitable.

**Motion 6 - *That the proposal from Heads Caps for Title jacket be accepted as presented. The colour to be a more practical/wearable colour.***

**Moved by VSCF Inc, lapsed for want of a seconder.**

**LOST**



Qld feels that this has been discussed and the task was given to Guy Thompson. Guy asked for clarification regarding the colour. The colours of the ASCF/SSA Inc are green & gold and these are to be the colours used.

**Motion 7 - *That the Title jackets to be in the Association colours of Green and Gold.***

**Moved by VSCF Inc seconded by TSCF Inc.  
CARRIED**

**j. Managing Driver Suspensions**  
SSA of NSW Inc

NASR have put procedures in place to handle driver suspensions, these are noted and placed on the license database.

**k. Oval Express Advertising**  
Via Neil Sayer (Phil Jordison)

The ASCF/SSA Inc was granted 43 pages of coverage in Oval Express in 8 issues. These figures were provided by Bill Miller. The Board felt that this was a good result and after having the budget presented the following motion was put forward.

**Motion 10 - *That the ASCF/SSA Inc continue with its advertising campaign with Oval Track Magazine.***

**Moved WASCf Inc and seconded by QSCA Inc.  
CARRIED**

**l. Registered Chassis Builders**  
Via Kevin Theyer (information originally requested by TSCF Inc)  
QSCA Inc

Registered Chassis Builders will no longer be endorsed by the ASCF/SSA Inc and this has already been removed from the current Super Sedan Manual.

**Moved WASCf Inc seconded TSCF Inc.  
CARRIED**

**m. Junior Specification Manual – wording on page 5**  
**Recommendation 1.**  
VSCF Inc  
**The driver must have an ASCF/SSA Inc/NASR licence.**  
**Draft to be altered to reflect the above.**

**n. Clarification of Crash & Bash Class**  
VSCF Inc

Tim McAvaney responded to this as follows;

This is an example of one of the many classes that govern themselves and as long as they meet the minimum requirement for standards NASR recognise the division. Historically Speedway is full of such anomalies and we work the best we can to improve the standards over time.

**o. Clarification of age in relation to Juniors**  
QSCA Inc

QSCA Inc were directed to policy where this issue is covered.

**p. Nominating Officials for Titles**

QSCA Inc

QSCA Inc's concerns regarding the nominating of officials for titles, having officials from the State that is hosting the title where possible to save money, have been noted– no further action is to be taken.

**q. Allocation of Titles to venues with adequate accommodation**

QSCA Inc

Terese Lange explained, competitors were concerned about the lack of accommodation for the upcoming Modified Production Title in Hamilton. Di Lauder said that she had received a list of accommodation from the Hamilton track. Drivers will be directed to Di Lauder.

**r. Super Sedan Specification Manual**

QSCA Inc

Super Sedan Specification Manual has been printed and 100 copies are available at this meeting for collection.

**s. Scrutineer/Machinery Examiner for the NSSS**

Paul Broughton

Correspondence received from Paul Broughton offering his services for the position of Scrutineer/Machinery Examiner for the forthcoming NSSS. This was approved and Phil Richardson is to be the Steward for this series.

**Moved NASR(SA) Inc seconded WASCF Inc.  
CARRIED**

**t. 2006 Annual Statement**

Department of Justice

**To be completed and returned with a copy of the AGM minutes and financial statement attached. Fee to be paid at this time.**

**u. ASCF/SSA Inc Visa Card**

Sharon Parkinson, ASCF/SSA Inc Secretary

Secretary drew Board's attention to the requirements for a Credit Card.

**Motion 11 - *The ASCF/SSA Inc set up a credit card facility.*  
Moved by NTSC Inc and seconded by VSCF Inc.  
CARRIED**

**v. Logging and forwarding Correspondence**

Sharon Parkinson, ASCF/SSA Inc Secretary

This was covered in Section 10.

**w. Technical Report**

**No official report presented. Discussion as follows ensued when Technical Committee were asked into the Board Meeting.**

Des Alfievich presented options for the forming of a new R&D committee. Asked the Board for permission to put this committee together. Board members expressed some concern over some members and problems that had allegedly arisen. Kevin Theyer believes that there is a wealth of knowledge to be tapped into and should be utilised at all times.

Des Alfievich's name was put forward for the position of Technical Advisor (Interim).

Neil Sayer informed those present that both the R&D Group and the position of Technical Advisor will be discussed and appointed by the Board, as per policy.

There was a discussion regarding Bubble Testing, for Engine Capacity. QSCA Inc have the equipment necessary to do this testing. WASCF Inc advised they will be bubble testing at the Super Sedan National Title.

The following motions were put to the Board.

**Motion 12 - Modified Production Division - EFI throttle bodies may be changed from fly by wire to be able to use a throttle cable.**

**Moved by WASCF Inc, seconded by VSCF Inc.**

**CARRIED**

**Motion 13 - Junior Sedan Division - Scattershield to be 150mm wide min mounted to bell housing or firewall in engine bay or firewall in cabin area to cover 180 deg of these areas steel 3mm alloy 5mm.**

**Moved by TSCF Inc, seconded by VSCF Inc**

**CARRIED**

**Motion 14 - Street Stock & Junior Sedan Division - Street Stock and Junior cars where the "A" Pillar on the roll cage doesn't follow the original "A" Pillar on the body. A minimum 25x3mm CHS or RHS be added to the rollcage foot protector bar. Braces to the roll cage or barwork.**

**Moved TSCF Inc, seconded by VSCF Inc**

**CARRIED**

**Motion 16 - Modified Production Division - Front Mounting: Cars fitted with McPherson/Chapman Strut suspension or OEM Coil/Shock Absorber combination (where shock absorber fits through center of coil spring) the following procedure will apply;**

1. A weight jacking system may be fitted (as per book).
2. The strut tube or shock absorber tube may be threaded or have a threaded sleeve fitted over the outside of strut tube or shock absorber (already allowed in book).
3. A cap to centralize coil spring may be fitted to strut/shock absorber shaft (clarified last conference)
4. Must be mounted in original position (as per book).

**Moved by VSCF Inc and seconded by NASR(SA)**

**CARRIED**

**Motion 17 - Modified Production Division - Rear Coil over Fitment;**

1. Coil over unit may be used as an option and be mounted in original shock absorber position.
2. Top and bottom mounting may be moved a maximum 25mm in any direction (as per book).

**Moved NASR(SA) seconded by WASCF Inc. TSCF Inc & QSCA Inc against.**

**CARRIED**

This Technical Report is to be accepted.

**Moved WASCF Inc and seconded by NASR(SA) Inc.**

**CARRIED**

**x. Steward Report - Peter Griffiths**

Training courses - I am pleased to report that these are going well. The reports back from all the courses being held around the country have been very positive. Tasmania is now the only State that hasn't an accredited trainer, this is due to the cost etc.

Northern Territory held their first training course in Darwin on the 22nd & 23rd April. I was lucky enough to present the course for Alice Springs on 15th & 16th April in which 19 people attended. This has to rate a special mention as the club are holding the next Street Stock National Title and wanted to have all of their Officials accredited before the big event. I was Chief Steward for the National Production Title held at Attwell Park and it made a huge difference that all the officials used for the title had become accredited and we were all singing out of the same hymn book so to speak. I have completed 6 training courses in WA during the last 12 months and I am happy to say we now have over 100 accredited officials who can help out at a Title.

The ASCF/SSA Inc must stick to their guns and only use accredited officials.

It has been reported that at all of our National Titles this year the Stewarding was of a high standard and I have only received a few phone calls with complaints. These were mainly from the Super Sedan Division and I am of the opinion that this is an occurrence that happens after every title. The main concern has been the amber light rule and this will be agended for the next Stewards Conference.

On closing I would like to say that I have enjoyed holding this position for the past 2 years and look forward to the remainder of my term.

**20. Any Other Business**

- a. Presentation by Qld of Junior Sedan Title to be held Dec 06.  
Terese Lange

**Maryborough City Council**  
**Australian ASCF Junior Title Format**

**Thursday**

9am – 4pm – Scrutineering

5pm – 7pm – Practice

7pm – 9pm – Welcoming Dinner (trackside), Guest speakers, presentation of gifts to drivers

**Friday**

10am – 12pm – Official Opening Function

Open to public

Brolga Theatre (All to be present and on display)

BBQ lunch and cold drinks to be sold (Maryborough Speedway to provide)

Judging of best presented junior car (prize to be confirmed, possibly a car Stereo)

2pm - Everyone out of the pits

4pm - Drivers Briefing

5pm - Drivers intro – one at a time onto track and lined up down the back straight

5:25pm - National Anthem – Aussie 1 with flag

5:30pm - Racing

**Saturday**

2pm - Everyone out of the pits

4pm - Drivers briefing

5pm - Grand Parade (all cars circulating), pull top 10 for interview

5:25pm - National Anthem – Aussie 1 with flag

5:30pm - Racing

### **A Main / Fireworks**

Before the A Main a 15minute fireworks extravaganza from Skyward Entertainment will dazzle the crowd. As the lights are coming up, 'pump-up' music will be playing in the background with announce doing a driver introduction of each driver starting the A Main (similar to that of an intro at an American Basketball/Baseball game). The driver and crew will push car onto track into starting formation, in front of control tower, as his name is called. After all drivers are introduced, they will then be presented with the medallions and a cap courtesy of Aerial Vision. Crews are to assist strap drivers into car for the commencement of the A Main. Under yellows, a few parade laps (4 wide saluting the crowd).

### **Armbands**

All Junior Drivers will receive a plastic armband that they are required for the entire weekend. This armband covers entry into the speedway complex including pits for the duration of the 3 day event. The armband will also entitle them to a free dinner on the Thursday night and a free 'sausage sizzle' and one can of soft drink at the Friday Best Presented Welcoming Party to be held at Brolga Theatre. If for some reason their armband breaks, a replacement will only be issued if they return the broken armband.

### **Sample Bags**

Each junior driver will receive a complimentary gift bag at the Opening Presentation BBQ on Thursday night. At this stage the bag contains:

Pair of sunglasses from Aerial Vision  
Mars Bars  
Key rings etc from Repco  
Car wash sponge from Repco  
Pens, Pencils etc from Channel 7  
Bottles of Water from Wide Bay Water  
McDonald's Maryborough Vouchers  
(More to come)

Mars will also supply a boy and girl T shirt that will be given away at the Opening Presentation BBQ

### **Official Opening Function**

On Friday 29<sup>th</sup> December, the official Opening Function will be held at Maryborough's Brolga Theatre. This will be publicized as an opportunity for Maryborough to see the drivers and cars up close. A selected judging panel of the Mayor, Sponsors and a special guest will judge each car and award Best Presented Car. The prize is yet to be confirmed but will be something like a car stereo and speakers or something similar.

At 11am, the Town Crier and Mary Heritage will officially opening the Maryborough City Council Australian ASCF Junior Title and fire the town cannon on the grounds of the Brolga theatre. This will be some short speeches from an ASCF representative and QSCA representative. After these speeches will announce the Best Presented Car.

After a few photos (Carrell's Photography) and media responsibilities (Fraser Coast Chronicle and Channel 7) we will then enjoy a BBQ Lunch which will be available for all race goers. Lunch will be free for all junior Drivers on showing their armband.

To be finished at 12pm.

- b. The subject of One Way Communicators was discussed at length with Bill Miller offering to source the communicators. The price that was put forward was \$155 inc GST with a 7-14 day delivery period.

**Motion 18 - *That it is mandatory that all drivers entering a National Title will be required to have and or purchase a one way communicator. There will be a 12 month Phase in period.***

**Moved VSCF Inc and seconded by TSCF Inc.  
CARRIED**

- c. Concerns were voiced about cars competing in National Titles and whether they had been cleared in their own State.

**Motion 19 - *That all cars that compete in National Titles must be cleared by their State Technical Office before the nomination is accepted.***

**Moved WASCF Inc and seconded by QSCA Inc.  
CARRIED**

- d. The issue of purchasing shares was accepted in principle and once the budget was presented the following motion was put forward.

**Motion 9 - *That the ASCF/SSA Inc buy 6,000 NASR shares when they become available.***

**Moved TSCF Inc and seconded by VSCF Inc.  
CARRIED**

- f. VSCF Inc has concerns about the size of the trophies and feels that Australian title holders should receive larger more impressive trophies. Guy Thompson is going to look into it as the Board member in charge of Titles.

**Moved by VSCF Inc and seconded by TSCF Inc.  
CARRIED**

- g. Michele Harris asked that the NTSCI be removed from the rotation for Supers.

**Moved NTSCI and seconded by WASCF Inc.  
CARRIED**

- h. Bill Miller advised the Board that BP Highway One (Ceduna) have offered 4c per litre off the price of petrol to those competitors driving to Western Australia to race. They are also offering a 10% discount off the cost of accommodation. The idea is to show your NASR licence as proof of ID. A letter of thanks is to be sent and also advertised on the website.

- i. Bill Miller requested a photo of Ron (WA) winner of the Modified Production Title. Kevin Theyer will provide this.

- j. **R&D Committee for 2006/2007 Titles**

Super Sedans	Chair - Bill Peal, Assistant - Harold Burgess
Modified Production	Chair - Norm Fisher, Assistant - Tony O'Neill
Production	Chair - Dave Helyar, Assistant - Peter Harris
Street Stocks	Chair - Peter Harris, Assistant - Dave Helyar
Junior Sedans	Chair - Harold Burgess, Assistant - Peter Theyer

- k. VSCF Inc asked if the ASCF/SSA Inc accept the sub regs. Rod Meakins has concerns about the tyre requirement for the NSSS. Tim McAvaney (NASR) explained the rules in regard to the tyres to be used in the NSSS. A minimum compound for the two brands of tyres will be specified

**Moved QSCA Inc seconded SSA of NSW Inc.  
CARRIED**

- l. The Board expressed interest in having a presence at the Motor Show to be held in Melbourne during February. Any further information received will be circulated.
- m. Tim McAvaney (NASR) if it is a conscious decision to use ASCF instead of Speedway Sedans as the name of the association. Neil Sayer feels that this will phase in gradually and stated we will make an effort to use Speedway Sedans more.
- n. **National Race Rules Presentation**  
Tony Parkinson, Projects Manager, NASR

**1. OVERVIEW**

**Rename Rules AUSTRALIAN SPEEDWAY RACE RULES**

- Good support from Stewards Group
- Strong support for National rules
- Objective to largely retain existing rules
- Provide tool to assist Stewards
- Start of consultative process with all National Competitor groups

**2. PROPOSAL FOR NATIONAL RACING RULES ADVISORY COMMITTEE**

- Representatives from national Competitor groups
- ASCF/SSA Steward group will still meet and forward recommendations
- Advisory Committee to review recommendations
- NASR Board to approve recommendations

**3. DISCUSSION ON RULES**

**New Drivers**

- Implement pre Licence testing
- On line examination

**On-way communications**

- Included

**Flags**

- Delete Fire Flag - Red and White Spot
- Use RED FLAG
- Delete Slippery Surface Flag -Yellow with Red vertical stripes
- No flag required – Steward to use discretion

**Push Starts**

- Push start after accident allowed for innocent party
- Only permit push start for one lap

**Race Starts**

- No passing pace car - \$50 fine (New rule)
- T line introduced (New rule)
- Lead cars must not cross T line

**Starting Option**

- Highest point scorer has option of position 1 or 2

**Complete Restarts**

- If stoppage occurs before the last running car has completed one full lap a complete restart will be ordered

**Single File Restarts**

- Single file restart when one full lap completed
- Retain ASCF/SSA interpretation
- Use part laps for restart positions
- Other cars brought forward to same lap
- Issue of advertised race distance when race brought back to last completed lap
- Cone position specified
- Flat tyre - if either outside tyre flat, car to be black flagged

**Warning Flag**

- First offence - get a warning
- Second offence - out of race

**Dropping of Debris**

- Retain intent of ASCF/SSA rules

**Completion of Race**

- Driver not required to complete half of race to get points
- Still need to drive across finish line after race

**Working on Cars**

- May have 2 minutes at restarts
- Did not agree on wheel change at first lap stoppages

**National and State Titles**

- Driver must have completed at least once in season or last twelve months
- Dispensation available for drivers from affiliated classes
- Need to agree on one set of point scores

**Indemnification for Scrutineers**

- Safety check does not guarantee race car is without fault
- Safety check does not impose any level of liability
- Consider similar rule for Officials

**Accreditation of Officials**

- Roll out to other competitor groups
- Need to include comment on Police clearance when officiating Juniors

**Drug and Alcohol Policy**

- NASR policy included in rule book
- Issue of who pays for random tests

**Judicial Procedures**

- Only driver to driver protests allowed
- No appeals against Steward decision unless Infringement Notice issued
- Infringement Notices referred to State Race Control Tribunal
- Fines, suspensions, and misconduct
- Appeal to National Speedway Appeals Tribunal (NASR)
- State Secretaries to provide opportunity for paperwork to be corrected instead of dismissing appeal
- Tribunals have option to vary any penalties
- Need to include list of offences and penalties in book
- Increase ASCF/SSA penalties

**4. WAY AHEAD**

- Revise documentation to include ASCF/SSA Inc Stewards comments
- Commence liaison with other groups
- Process could take 6 months
- Aim to print rule book in Feb/March 2007
- Roll out accreditation training program
- Continue to work with ASCF/SSA

**Recommendation that the ASCF/SSA Inc adopt the Australian Speedway Racing Rule as soon as practical.**

**Moved TSCF Inc seconded VSCF Inc**

**CARRIED**

- o. Di Lauder questioned the position of Secretary, ASCF/SSA Inc and asked what the intentions were in relation to this position. Sharon Parkinson confirmed that she was appointed to the position to move the office from WA to SA, set it up and streamline processes. The expertise and facilities at the NASR office are to be utilised where possible and as such a weekly fee is to be paid to NASR on top of the fee paid to Sharon. This has been shown in the budget. Kevin Theyer, Michele Harris and Tony Parkinson have been asked to work on this and come up with a process for integrating the office that is suitable to all parties.



**21. Date and Venue of Next Meeting**

Technical Meeting to be held 27<sup>th</sup> & 28<sup>th</sup> April 07 at the NASR Office, Magill.

Board Meeting to be held 26<sup>th</sup> & 27<sup>th</sup> May 07 at the Arkaba Hotel, Fullarton.

**22. Close of Meeting**

2.05pm 27th August, 2006