

**Minutes of the May 2006 BOARD MEETING held at the Arkabar Hotel, Fullerton, SA
on 5th, 6th & 7th May, 2006**

NASR (SA) Inc.	Moss Buchanan	Bill Miller	Dave Helyar
TSCF Inc.	Guy Thompson	Bev Thompson	Harold Burgess
WASCF Inc.	Kevin Theyer	Jason Crowe	Des Alfievich
SSA of NSW	Alan Edwards	John Gore	Tony O'Neill
VSCF Inc.	Rod Meakins	Di Lauder	Norm Fisher
NTSC Inc.	Michele Harris		Peter Harris
QSCA Inc.	Paul Gannon	Terese Lange	Bill Peall

FRIDAY 6TH MAY 2006 – BOARD WORKSHOP

Meeting opened at 8.30 a.m. and Chief Executive Officer Neil Sayer welcomed Board Members.

Neil read his Report as he felt that it was relevant to several areas to be discussed today. Among the points raised were – possibility of becoming a competitor based body, more use of available technology, scrutineering consistency, R & D groups, age of Officials, commitment to NASR, transponders, Super Sedan Series, promotion.

States responded to the Report including QSCA regarding licensing and WASCF re competitor based Association and rationalization of classes.

NEW BOARD STRUCTURE:

Inward 445 from Latrobe, pertaining to direction of Board was discussed. TSCF requested that all Inward Correspondence to be numbered. Headings in the correspondence lists to be more descriptive of the contents of the letter. Should be the responsibility of the State Secretaries as to what correspondence is circulated to their Clubs.

Discussion on voting by Members of the Board. Each Board Member should make an individual decision on each matter raised, after consultation and research.

CEO then went around the Board Members to ascertain what they saw as problems with the current Board structure

Morning Tea 10.30 a.m.

<u>BOARD</u>	<u>TECHNICAL</u>	<u>STEWARDING</u>
Communication	Reactive	NASR
Differences	Individual Ego's	National Rule Book
Research (facts)	Nightmare	Education/Training
Forward Planning	No Forward Planning	
Reactive, Not Proactive	Research	
Regular Phone Hook-up's	Out of Touch	
Working on the Business,	Training/Education	
Not in the Business	R & D Job Description	
Appoint Managers		
Policy/Model Rules Outdated		
Competitor wants to deal direct		
Reporting – Board Members		

Communication - Look at having a phone hook-up every six to eight weeks. Hook-ups held through the computer are less expensive. Secretary to investigate and report back within six weeks.

Managers – Report to the Board. Look at having a Board Member in charge of each Class.

Policy & Model Rules – Long discussion on the possibility of changing to a competitor based organization. WASCF looking in that direction but finding it difficult with current ASCF/SSA Inc. Model Rules and Policy. Discussion on what direction to take. WASCF holding a workshop at their AGM and will report back to ASCF/SSA Inc following this Meeting.

Resolved: That a meeting be held in early September, over two days, Saturday and Sunday and to be attended by Board Members to review Model Rules and Policy.

Discuss financing for this meeting later. States to provide groundwork.

Two monthly reports to be done by the ASCF/SSA Secretary.

R & D Groups - States must be represented by interested persons from that class and not the State Technical Advisor. If that State does not have that division in their State, nominate a representative from a class with similar specifications.

WASCF believe that Policy must be changed so that cars attending National Titles must have a State Clearance prior to going to a National Title, and therefore the onus is on the State Technical Director to make sure all cars comply. Suggested that if cars present at a National Title with faults, that are not performance enhancing, then their log book is endorsed and State Technical Advisor is disciplined/educated at the next National Technical Meeting.

Nightmare – Some believed that the Technical Advisors were to pedantic over some issues – e.g. coil over shocks. Information not being passed on to the competitor. Specification manuals should not be able to be interpreted. Changes should not be made for changes sake.

Empower R & D groups to do more research on specifications prior to the Specification Manual being set. Target specific problems coming out of the Titles, do research and find answers to those problems. No guidelines set for the R & D groups. Ask the Technical Advisor for guidelines when giving Technical Report.

Flow Chart for to encompass the R & D Groups.

Lunch 1.00 p.m.

CEO then ran through the items listed on the Board.

- Factual and more research.
- Forward planning – September Meeting
- More proactive
- Managers of R & D Groups
- Policy and Model Rule Updates.
- Reporting on positions
- Board to direct Technical Committee and that direction to be adhered to.
- Stewards to be integrated into NASR

Open Discussion On Junior Sedans: By Kevin Theyer

Kevin Theyer advised that this discussion should be in two parts, “Where We’ve Been” and “Future Direction”.

Where We’ve Been: Discussion held on Victorian Junior Title and ramifications from this event. No Appeal has been received from Jason Gantz. Officials must be more accountable to this Body for their actions in regard to scrutineering and engine sealing. Need to issue a statement in regard to engine sealing.

Moss Buchanan left Meeting to contact Mr. Gantz regarding a letter asking for a reduction in his suspension. Reported back that Mr. Gantz had advised that he would like to consult with one other person before responding to the ASCF/SSA Inc. request.

Mr. Gannon did not go ahead with a inquiry into this matter, which he previously agreed to undertake, as he was concerned that he was stepping on other States toes and for legal reasons.

Future Direction: WASCF held a workshop in their State with all other Section and the result was that all Sections felt that the Juniors were a class for understanding Speedway. Workshop concluded that the competitive nature that cars run under is important. Must be affordable and must be adjustable and repairable.

Future Specifications: Current cars now too fast for bodies. Look at a set plan. Donor car – build a frame, ASCF/SSA supply some components. Technical Committee look at engine capacity. WA to build a pilot car. Shell, not including motor, with a mono front clip, body, suspension and steering, roll cage, beam axle on two coil overs.

Resolved: That Kevin Theyer present his plan for a pilot car to the Technical Committee tomorrow.

Look at shared cost for building a pilot car. This car to be transported to all States.

Norm Fisher, Chief Scrutineer for Victorian Junior Title entered the room and CEO asked Norm for his version of what happened at the Junior Title and the process that was followed on the night.

Further discussion was held on a step by step procedure for race night scrutineering. Technical Committee are bound to follow any direction from the Board regarding scrutineering procedure. Letter to Victoria concerning Norm Fishers conduct and advising that a blank log book was not acceptable at a race meeting. If a car is found at start of race meeting to have 'no visible faults found' then this is to be written in the log book.

Moss Buchanan received a phone call from Mr. Gantz advising that he will be forwarding a letter tomorrow, via Mr. Bill Miller.

Back to future direction. Kevin Theyer advised that major problem with heads, diffs and gearboxes for Juniors and Street Stocks is with regard to imported Japanese parts.

Resolved: That Kevin Theyer present a case to the National Technical Committee for alternate Junior diffs, heads and gearboxes.

Board Members Duties: by Neil Sayer

Each Board Member gave an outline of their roles and duties they had undertaken.

- VSCF had talked to NASR and National Chief Steward.
- QSCA in contact with all States regarding Technical
- NTSCI has only just taken over the Financial portfolio.
- TSCF asked that he receive more information on Titles. Jackets are being prepared.
- WASCF had completed Training assignment.
- SSA of NSW had mainly worked within his State regarding amalgamation of classes. WASCF also working on this task. WASCF and SSA of NSW to continue working, in conjunction with NASR.
- NASRSA advised that State Delegate, Bill Miller had been mainly responsible for organizing promotion.

National Appeals: By Paul Gannon

Look at a system where penalties and appeals are not be dealt with on race night, because of time constraints on both promotion and Officials. Current appeals system is archaic. Should be a tribunal system for officials as well as competitors. Modern technology should be used to assist the officials by way of video replay, transponders and one way communicators.

VSCF to look into ways of grading officials including competitor surveys at race tracks. VSCF to draft up this form. These surveys (CSI meaning Competitor Survey Index), from State and National Titles to be sent direct to the Board Member in charge of Titles, collated, and from there, back to the States with their Officials grading.

Bottcher Nose Cone: By Neil Sayer

Believed that the process followed by the Technical Committee was flawed. Technical Committee needs outside help with regard to these bodies. How the aluminium panels are mounted is the major problem. Ask constructors to put guidelines together. Competitors use aluminium panels because they are easier to repair. Address further with Technical Committee.

Meeting closed 5.45p.m. as the Hotel needed to set up the room for a function. Mr. Gore to continue to address the meeting tomorrow morning.

SATURDAY MORNING 6th May, 2006

CEO welcomed all Delegates and Observers

Read letter from Jason Gantz that arrived this morning regarding a reduction in his suspension. Motion foreshadowed from VSCF Inc.

PRESIDENTS OPENING ADDRESS

CEO's Report to the Board

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

May I say from the onset how disappointed I am with the support from this board? Certain board members were given tasks to achieve by a certain time and upto the writing of this report nothing has really been achieved. To those few board members who do their role to the best of their ability I applaud you and hopefully we will rectify and or identify what seems to be the problem at this meeting so that this organisation can move forward. From competitor comments they can see what is trying to be achieved but are very disgruntled and disillusioned with the attitude of some state senior officials who they believe is out of step with the sport.

People we are a professional national organisation who is attempting to achieve best industry practice and not an organisation which is out of touch with the rest of the sporting bodies. Competitors and officials look up to this board for guidance. We need to portray big picture thinking and we must set the ground rules for the individual states to comply with those policies. At the moment I would have to say there are not many states who can say they are truly attempting to be a state office of the ASCF/SSA and adhering to the ideals of the organisation.. As an example we have a state promoting an alternative licence and insurance. This is done under the guise of the cost of a licence etc being too dear. I think this is a wrong attitude and we should really be working towards identifying the real problem and maybe it is cost containment with the state self imposed fees being too dear. We should be working towards a national one price fee all over Australia and class amalgamation no matter where it leads us.

People we are rapidly moving towards just being a competitor based organisation, with NASR being recognised as not only being the peak body for speedway in Australia but is setting the standards for tracks, a national racing rule book in the offering and a national safety committee which will have its first meeting in June and Errol and one other ASCF/SSA member will be attending. Our current roles being all things to all people will be superfluous and will become an inconvenience to the sport as we move forward. As this organisation dovetails itself more into NASR we really need to consider our position within the sport and how we best serve our competitors long term and that is we need to become more of a competitor based body. We need to be growing our competitor base and the only way we can do that is if we are all on the same page of the book. Currently it would seem we are working on different pages..

Finances – as the financial report will furnish the finances of the organisation is strong and we are trading very well even after spending \$23,150.00 on one way communicators. To which we have recouped most of this expense. This was a big hit amongst those competitors who purchased them and now I believe we should start introducing them to the other classes. The next big investment and or outlay to be undertaken are to raise approximately \$50,000.00 to purchase 100 transponders. This will really take the pressure of lap scorers and at the end of the day it will assist in saving money on legal fees, which it has done already..

Technical – this is an area of our organisation that needs urgent attention. I am not totally referring to the specifications but the way we go about our specifications.

The fuel example is for one, we suspended a driver with an illegal fuel but our case doesn't stand up because we haven't completed / thought through the process well enough.

Our credibility is gone out the window because we didn't do the specification correctly. I trust the new specification wording that is being presented at this meeting will clarify this particular issue for the future. Another example is junior cylinder heads, we allow two junior persons to compete in a state title, knowing that the cylinder heads were illegal only to suspend one of them, after winning the event, for having an illegal cylinder head. After all the controversy the previous year with cylinder heads on juniors this should never have happened.

We were told that the bulletin regarding cylinder heads was on the website but it wasn't until this instance came along. People we are not very professional to say the least and perception wise this doesn't sit well with anybody. Particularly because it is a junior!

We have technical people claiming they don't believe in a certain specification so they turn a blind eye, this can not and will not continue. I believe we have dropped the ball on creating consistency amongst our scrutineers and the only and one way we are to obtain consistency is relaying the message back to your scrutineers and above all have training seminars. Communication is the key word here.

The R & D nominated person for each class committee, the technical committee is trying to foster will wane because the states aren't putting forward a nomination, other than the state technical director. If the states can't nominate a person for each class I have instructed Errol to nominate persons he would see do the best for the class.

If the items mentioned can't happen then maybe we need to rethink the strategy on how we handle all aspects of technical matters...

Errol will be discussing this very issue at his part of the meeting..

Stewards – Stewarding is a concern to all facets of speedway and the standard of stewarding is slipping. Some stewards, as is the case with certain technical persons, if they don't believe in a rule they don't administer the rule as it is intended.

Whether you believe in a rule or not there is a forum to discuss and change if necessary. For consistency sake we can not keep working like this.

We need to develop programs to encourage more stewards to become part of the sport and give them the opportunities to be part of a major event, such as a state title etc. in other words when you look at our current officials list age is becoming apparent and that is old age...nothing wrong with old age I might add but if we don't encourage younger folk to participate, pretty soon we won't have any officials at all.

I have asked our national steward to have a review on the junior racing rules and in his view is there anything that can be done in the way of penalties for juniors.

Peter Griffith will bring us up to date if it can and or can not be done, in his address to the board.

On another issue we need to consider setting up a tribunal of rightful decision which involves the actions of our officials. Currently it is pretty much a one way street and that is from official to competitor but what if the scenario is an ASCF/SSA official makes an incorrect decision and brings the sport into disrepute and or damages its credibility. Think about it people I am sure we need to consider this issue on a very serious consideration...

NASR – Our commitment to NASR is still yet to be fully recognised by some states. Whether some of you like to admit to it or not we are now a vital part of NASR and with our position on the NASR board indicates the ASCF/SSA commitment to its ideals and the future of speedway in general and to the amalgamation of the sport to create one identity. We have been part of NASR long enough now to recognise this fact and all states should now be thinking NASR and not other alternatives as some are. If we are not thinking on these lines and promoting NASR then maybe some of you are working against what is required and maybe the board will need to come up with an action plan to correct this strategy. We are all here for the best of the sport not the best of a few individuals no matter how tough it may seem.

Our partnership with NASR is in a very healthy situation and Tony in his segment will bring us up to date on the latest developments within NASR.

Titles – This years titles was well represented with entrants up on the previous year and the level of competition was a spectacle to behold.

This season we introduced the new format which was, I believe, greatly accepted by all. The only hitches it seemed were the new points program which has worked reasonably well. For next season we need to have the operators of this program to either have more training or we modify the program to make it more idiot proof.

Transponders were used on the final of the Super Sedan Title and this was a godsend in which we had an instance where 1st and 2nd had an incident of both declaring they were in first place. The readout from the transponder clearly indicated who was in first place at the time of the stoppage. Mind you it was only by a miniscule of a second, which the naked eye a lap scorer and or judge would not have been able to decipher.

Classes – Super Sedans

Super Sedan Series – the series went through what I would class as a coming of age project. The success and the learning from all parties can only enhance the class. The success it created and the innovations and concepts undertaken were short of breath taking. We had the knockers, mainly from a northern team owner, but the praises and the indication of new competitors and tracks who want to come on board for next year lends it self to a great success. The introduction of the one way communicators and transponders shows we have lifted the bar to a very high level. The series looks very positive for next year.

Modified Production – This class is going from strength to strength as was shown in the quality and number of entrants in this year's national title. From all reports the racing was a spectacle to behold. The specifications are coming up for review and in my view the specifications should be left alone....

Production Sedans – I don't know what we can do to make this class strength in its own right. Currently we are still trying to gain interest for a track to run this title for next year.

We may need to look at divulging this class into something else. With the exception of WA where the Productions are reasonably strong we need to look seriously at the future of this class as it is pretty well in limbo land at the moment.

Street Stocks – this class is having resurgence after waning for a while but competitors can now see the direction the technical committee took was the correct course of action.

Junior Sedans – this class is the breeding and development ground for our future speedway competitors. We need to build on and develop a true junior program. We need to be going out to the schools etc. and telling the potential champions of tomorrow why speedway is for them.

This statement may sound like an ever occurring theme from me but we seriously must empower the technical committee to research an alternative to the specification we have today. Whether it be a different body style, engine capacity, chassis car frame etc. we as a board need to be properly informed and give leadership to both the junior fraternity and our technical colleagues.

Promotion – As you would appreciate we introduced a promotion program this year which went reasonably well, publication wise.

To gauge the true effect of our efforts can only be seen as we progress and that is through the competitor influx to the ASCF/SSA.

There is a perception out there amongst competitors re the posters which we did for each competitor was not totally distributed by the states to each of their members. This information has been supplied by visiting competitors to your state. The visiting competitors had the posters with them were shocked to find the local competitors weren't given the opportunity to see them for themselves and or judge the posters for themselves. If this scenario is true I find this truly deplorable and is another instance of state committees making judgement calls on behalf of the competitor, and being out of touch what is going on at grassroots level.

Can I conclude by saying whatever the outcome of this meeting is, we are all here for the betterment and to increase the professional level of the sport and not just our individual egos...remember always play the game and not the person..

Business arising from Presidents Report:

- NASR National Safety Committee Meeting. VSCF asked if States could send their own representative. Tony Parkinson advised that they could.
- TSCF advised that the Points System seemed to be working well. Report from Lori Price from Modified Title was read. QSCA advised if a sheet was unprotected when working on that sheet, it must be protected again before moving to another sheet. Damon Kingshott will be sending a CD to all States once the problems have been worked out.
- Letter from VSCF read regarding the new Title format. VSCF advised that they do not like only having four heats. Peter Griffiths said that there was a problem with cars circulating to get points because they had done less than half race distance.
- NASRSA advised that pictures of Junior Cylinder Heads on the Internet was still not right. To be addressed when the Technical Committee attends the Meeting.

Moved TSCF

That the Presidents Report be Accepted.

Seconded

NASRSA

Carried.

ACCEPTANCE OF MINUTES OF THE PREVIOUS ASCF/SSA INC. BOARD MEETING

- Board Meeting 10th & 11th September, 2005
- Special General Board Meeting 17th October, 2005

Moved WASCF Seconded QSCA.
That the Minutes of the previous Meetings be accepted Carried.

CORRECTIONS TO MINUTES: Nil.

BUSINESS ARISING FROM PREVIOUS MEETING MINUTES:

- a. Common Registration Fee, Page 11 Michele Harris advised that she had not proceeded any further with this. K. Theyer advised that the delay was caused by QSCA putting up their fees. Everyone to come back after morning tea with a proposed fee.
- b. Criteria for Tender for Web Site Administrator. Page 11
In212:MY06 from Damon Kingshott. Some States advised that they cannot get onto the website using tools provided by Damon. QSCA contact Damon using his mobile number.

Resolved: that Damon Kingshott remains our Web Site Administrator

- c. National Appeals – Page 6 & 11 Terese Lange advised that although she had done some work towards updating the Appeals, she questioned what was happening regarding a common NASR Rule Book for all Classes. NASR advised that they had contacted other Associations, but had very little response, but were still going ahead. Terese asked for a face to face Meeting of the Appeals Committee as she felt that more could be achieved.

INWARD CORRESPONDENCE AND ACCEPTANCE: See circulated Inward Correspondence Master Sheet.

Moved TSCF Seconded WASCF
That the Inward Correspondence be received. Carried.

BUSINESS ARISING FROM INWARD CORRESPONDENCE: Nil

OUTWARD CORRESPONDENCE AND ENDORSEMENT: See circulated Outward Correspondence Master Sheet.

Moved NTSCI Seconded SSA of NSW
That the Outward Correspondence be endorsed. Carried.

BUSINESS ARISING FROM OUTWARD CORRESPONDENCE: Nil

INTERIM FINANCIAL REPORT: 1ST July 2005 to 3rd May, 2006.

Treasurer presented the Financial Statement for the period up to 3rd May 2006 and advised a credit balance of \$74,824.07.

BUSINESS ARISING FROM INTERIM FINANCIAL REPORT:

- Discussion on large outstanding account from NASR. Was for promotion and advertising agreed to several conferences ago.
- Qld Drivers accounts were for one-way communicators.
- NASR to look at a common agreement with all other divisions in regard to any suspension or fine, being honoured by those divisions. Tony Parkinson asked that States advise NASR immediately any fine has been paid.
- Question from TSCF re Grenville Anderson expenses. QSCA asked that a better image of the ASCF/SSA Inc. Logo be provided to the printer for the Trophies.
- Secretary to draft up a Register of Officials Jackets.

Moved TSCF Seconded SSA of NSW
That the Interim Financial Report be accepted. Carried.

NOTICES OF MOTION:

Notice of Motion 1 - Policy, National Conferences

That all States will advise the names of their Board, Technical and Stewards Delegates and Observers to the National Office at least 14 days prior to that meeting.

Reason – To assist with compiling the agenda and conference seating and meals.

Notice of Motion referred to the two day Policy meeting to be held in September.

Letter from Jason Gantz re Suspension: CEO explained to Delegates the reason for the letter and the decision that the Board had arrived at.

MOTION 1

Moved

VSCF

Seconded

TSCF

That the ASCF/SSA Inc. accept the proposal put forward by Jason Gants/Shane Best re Jason Gantz Suspension. Letter Inward O42:AGM06. Carried.

Letter to Victoria advising of the above decision and asking them to inform Jason Gantz of the ASCF/SSA Inc.'s decision.

BOARD MEMBER REPORTS:

a)

WRITTEN STATE REPORTS:

NTSCI State Report: The first six months since taking over the position as Board Member has seen me make some changes within the State to accompany this. I feel that I am still feeling my way with this position and in the future hope to have more input. Car Numbers and drivers seem to be improving for the new season which is positive step for the Northern Territory. Volunteers are still a major problem, having to import officials for major meetings. The official's accreditation is still a problem in the north of the Territory. An officials accreditation course was conducted by Peter Griffiths over the Easter weekend in Alice Springs to which I thank Peter for taking the time. All that attended found it to be beneficial. Licensing is still a problem within the Northern Territory with NASR issuing NASR/ASCF licences direct to Clubs and drivers. Drivers are then not worrying about getting an infringement card. This makes it hard as we also have compulsory drivers exam that is not being completed.

Alice Springs hosted another successful Australian Title being the Junior Sedan Title in January. It appears to me that every State has their own rulings and interpretations when it comes to specifications manuals for this class. The Junior drivers conducted themselves very professionally, but the parents seem to be the problem. I know that this is the problem with most sports, but I think that we really need to made our officials jobs as easy as possible.

With the south of the Territory just finishing off another season and the north attempting to commence, (if the rain and cyclones would stay away) all are still very busy. Michele Harris.

TSCF Inc. State Report: Guy Thompson read a verbal report.

VSCF Inc State Report: This season has been fairly successful as my first year as President of the VSCF Inc.

The National Street Stock Title held in Mildura in January was a great event with 67 cars contesting the event. Even though the weather was in the high 30's the racing was of excellent standard considering the number of cars. The support that was received by the Mildura Club was also of a high standard.

All Victorian State Titles have been run with the overall podium placings including several interstate competitors. Taking into account all our Titles, in total 6 States were represented within these titles. This is pleasing to see that other States are supporting all Titles. I know that many of our Drivers have travelled interstate to support other events. The only Title that had any hiccups was the Junior Title and this is currently being sorted out.

We are looking forward to having the National Modified Production Title being held in Hamilton in April 2007. This should be an exciting event to attend.

Our membership this season has improved slightly from previous years and we hope it will continue to improve as years roll by. This season we have 300 plus Lic and Rego combinations.

We have made a small profit, which we will be purchasing equipment for the drivers.

I look forward to another successful year in the forthcoming season.

It is possible that I am also at fault for not contacting Peter, but at the last conference I advised Peter of my position on the Board and we agreed that we would contact each other if the need arose. Rod Meakins.

QSCA State Report: QSCA read a verbal report. Copy of report to be forwarded to State Office.

WASCF Inc State Report: Western Australia has grown from 500 to 650 competitors, has held five very Successful Titles, and one National Title, all of which were well attended by competitors and public.

After having a disastrous registration period in 2004/2005 the WASCF recognised the error of its way's in appointing the individual we did, moving to three registrars in 2005/2006 – North, Central and South, with a turn around of 14 days maximum on all licenses.

Three seasons ago the association was \$9000 in debt, but now is very healthy with \$27000 in its accounts. This is after purchasing a state of the art Sonic tester, a set of Scales for the weighing of vehicles, a fully funded trip to the North of the State for a training course, purchase of new uniforms for all officials, purchase of a new computer system and digital camera for promotional use.

WA currently has 26 club operated speedways affiliated with the WASCF, and is working closely with the Motorplex with the upcoming 2006/2007 Super Sedan Title.

All tracks, and officials have attended training courses, with the level of professionalism, reaching new standards.

State Titles are now on a rotation system from this season to allow tracks in the North of the State to become more involved.

Promotion reached new heights in 2005/2006 season with all drivers and tracks receiving posters both from the ASCF/SSA, WASCF, JSRA and the Modified Production Sedan Association. These were distributed to all drivers, apart from those in Broome and Port Hedland. Surplus posters were given to thousand of spectators around Western Australia.

Finally all of our titles were first class, with four of the titles resulting in victories of one car length or less. Congratulations to Ron Belfield on winning an extraordinary Production Sedan National Title, Richard Nelson the State Production Title, Jeff Genev the Street Stock Title, David Ellement the Modified Production Sedan Title, Frank Does on winning the Super Sedan Title, and most recently Stephen Conte on a very successful title at the Morawa Speedway in the Central West of Western Australia. All titles ran without major hitches and were of a very professional nature, with all race meetings commencing on time and all finished by 10.30pm apart from the Super Sedan Title, 11.00pm.

The new season ahead is looking very promising with the likelihood of reaching 700 sedan competitors in WA. Kevin Theyer.

b) WRITTEN BOARD MEMBERS REPORTS:

VSCF Inc. Board Members Report: This report is very short as in the past eight months since being appointed to this position, I as did my predecessor, Dianne Lauder, have had absolutely no contact on any stewarding or Rules & Regulations matters. One could only assume that there is not much to report. Although in correspondence I notice there are some yellow light issues, of which I have no knowledge.

QSCA Inc. Board Members Report: Verbal Report given. Super Sedan Book completed. Modified Production Manual in progress. R & D system needs time to work. Still a 'them and us' mentality with the Technical Committee.

- c) Rationalisation of Classes: Discussed yesterday. Each State to work individually and report to Tony Parkinson. Tony and Kevin to put a plan together and bring back after lunch.
- d) Report on Junior Inquiry by Paul Gannon. As explained yesterday, not proceeded with.
- e) TSCF/Latrobe re Board Structure: Covered yesterday. Matter of education between State and Clubs.
- f) Training Manual for Officials and Clubs – Kevin Theyer. Kevin outlined his work done on this Training Manual. To be put into a loose leaf file and distributed.

Morning Tea.

NASR REPORT from Tony Parkinson

- a) Changes to NASR Board – new Directors are Todd Wanless (Qld) & Rod Slater (WA)

- b) NASR 2006 Review
 - c. Operations Manager is leaving
 - d. Internal review of operations
 - e. Two new positions identified as
 - i) Competition Manager with duties covering Risk management, Standard Operating Procedures, Competition management and development & State Office Liaison and
 - ii) Communication Manager (part time) with duties covering Newsletter, Web site and Public Relations
- c) Public Liability Insurance: Market tested broking services in Mar 06 and Marsh selected for next three years. Service Level Agreement implemented with Marsh for Public liability insurance, Personal Accident, Claims management, Risk management, Marketing and accountability through annual review. Tim currently in London with MARSH Australia Senior Executive, meeting with Underwriters on a trip funded by Marsh. Will be meeting with Australian insurers in June 06 on return. Market continues to "soften" and confident that premiums will be further reduced. Seeking to greatly improved payment terms and have greater flexibility to add new tracks
- d) Market tested personal accident insurance and conducted tender process. Approached eight insurers in PA market and Concord retained business as clearly best price. Provided all benefits requested by NASR. Increased Benefits for 2006/07. Increase Capital Benefits from \$60,000 to \$75,000, increase Weekly Income benefit from \$500.00 per week to \$600.00 per week, increase Lifestyle Modification Expenses from \$10,000 to \$15,000, increase Funeral Benefit from \$5,000 to \$7,500 and Unemployed benefit \$100 to \$200 per week
- e) Licenses: Revised Licence Application Form, increase in driver only licence of \$10, Application form provides tax invoice, have a National Medical Officer, new Guidance for Medical Examinations. For Drivers only - Health Statement requirement, revised Medical Examination Form, medical every 2 years if under 40 years old. One day Licences available for extraneous events, one off race meetings and Overseas drivers. This was a Competitor body decision
- f) Claims Management - Improving claims record, only small number of claims outstanding, proactive claims management, incident reporting very important but weakness. NASR must maintain strong risk management focus with continuing audits and track inspections very important. Additional tracks will help further reduce premiums, Darwin, Alice Springs, Moranbah, etc. Benefits of NASR Scheme include NASR Insurance rated and regulated, all participants covered, back up service – manual, claims, industry advocacy, SOP's.
- g) Safety: NASR National Safety Officer - David Higgins – NSW Paramedic. National Safety Conference in June 06 with focus on safety equipment, consistency in standards, accident information, accident investigation and claims management. 2006/2007 Safety Seminar Program held in Victoria – Fiskville - CFA Facility and Western Australia – Kwinana with participants receiving Certificate and Patch. Need to visit States at least every two years and implementing train-the-trainer scheme
- h) Track Operators Manual publisher in Oct 2004, positive feedback from tracks and a very useful tool when dealing with Governments. Updates published in Feb 2006 and the Manual now includes a Drug and Alcohol Policy. Manual only provided to tracks using NASR Public Liability insurance, Extracts including safety specifications to be published on NASR web site. Copies of Manual provided to State Government Departments. NASR has identified need for Club Manual on Administration procedures.
- i) Promotion: NASR Promotional Budget maintained. TV opportunities for Major Events such as National Super Sedan Series, Australian Super Sedan Title and Australian Sprintcar Title and NASR still open to approaches. Promotional activities include NASR Stand at Speedway Expo in Sydney Oct 05, National Super Sedan Series and Australian Motor Sport Show Melbourne Feb 07
- j) States: Speedway West in WA, negotiations between NASR (WA) and WASC ongoing, two groups now working together. NASR Queensland - Northern area now represented on NASR State Board, Ken Small very active liaising with Tracks and Clubs and NASR making good progress. Wingless Sprintcars in Queensland are a Non sanctioned division, NASR Licence not valid, however justification sought by ACCC
- k) Entertainment Book available to NASR members at discounted price. Choice Motels - Corporate rate available for NASR members or alternatively can become a member of Choice Motels.
- l) Supported introduction of Junior Quarter Midgets and negotiated for NSW Government approval
- m) NASR worked with Standards Australia and other motor sport bodies to developed "Risk Management in Motor Sport Guideline"

- n) Review of NASR Strategic Plan in Sept 2006, and involve all major speedway stakeholders.
- o) Track Visits in all States, ongoing Risk Management audits and inspections. Face to face contact regarding local issues.
- p) Communication with NASR members and Speedway industry through NASR Newsletters, Oval Express Peak Points, Media Releases
- q) Development of Junior Participation Programs with liaison with Government Departments, Occupational Health and Safety and Sport and Recreation
- r) Seeking membership with the SFI Foundation who develops safety specifications for motor sport. NASR to become member sanctioning body
- s) Development of National Racing Rules by working with National Competitor Bodies
- t) Training, Education and Accreditation of Officials
- u) NASR to further develop relationship with competitor groups by attending National Titles, attending Annual General Meetings
- v) Working relationship with CAMS, ANDRA and MA as share many common issues and work towards creating a national motor sport entity

Business arising from NASR Report:

- States have been advised by Accountants, that Tax Invoice on the NASR Licence Form is not valid. Needs box for ticking if competitor/official requires a receipt.
- Track Inspections. NASR try to inspect all Tracks that carry their insurance. If cannot get there, ask for photos of the Track. States can contact NASR to report unsafe Tracks. Upward variance in premiums for Tracks that do not rate well under the Risk Management process.
- NASR to become a member of SFI, for consistency of safety gear.
- Guy Thompson drafting a pre-vocational driving program for Government Department.
- States believe that Officials should include their qualifications on the application form. Tony Parkinson to look into.

REPORT ON NATIONAL SUPER SEDAN SERIES:

- 2006 Series Schedule included Drivers Meeting 6 Jan, Avalon 7 Jan, Moama 14 Jan, Rockhampton 18 Feb, Toowoomba 24 Feb, Brisbane 25 Feb, Speedway City 8 Apr.
- Track Promotion Fee - \$12,500, Prizemoney each Round - \$7,500, Tow Money - \$1,000 per car for series, Series Prize money - \$19,000, Sponsorship and Contingency awards - Total over \$9000.
- Series Sponsorship - Performance Wholesale - \$300 vouchers (11 Drivers completed all rounds), Sport Engines – Hard Charger \$100 (Each round), PLIWS Super Rollers – (Product at each round), Speedway Sedan Digest - \$100 pole position (Each round), AFCO Shock Doctor – lucky 7th Shock repair (Each round), Aussie Trackwear – Officials shirts, Art by Mickey – Posters and Logo design, ASCF/SSA and NASR
- Race Meetings - Meetings run in a timely manner, Consistent schedule for all Rounds, In pits by 4.30 pm, Drivers meeting at 5.15 pm, On track for track packing and hot laps, Feature Race, Driver introductions, Racing completed by 10.30pm (except Moama), Interaction with fans very important - Drivers available after racing, Strong reaction from fans, Posters available
- Format - Drivers Briefing at 5.15pm, Drivers Seeded prior to meeting, Draw for First Round of Heats, Inversion plus cross overs for Second Round of Heats, Marble Draw (for any Ties in Heat points), Lose Bonus Points if late for meeting, Heat race points, B Dash (for cars 5 to 10 in points), A Dash (cars 1 to 4 in points plus first two from B Dash, B Main (cars 15 and lower in points; first 4 to A Main), A Main (30 Laps)

FINANCIAL

Track Promotion Fee	\$68,181.84
Driver Nominations	\$10,681.50
Sponsorship	\$1,090.90
ASCF Funding	\$4,545.45
NASR Funding	\$4,545.45
Transponders Hire	\$ 654.48
Presentation Dinner	\$5,963.64
Miscellaneous Income	\$1,351.60
TOTAL INCOME	\$97,014.86

Round Prize Money	\$42,508.19
Tow Money	\$11,690.91
Point Fund	\$17,327.29
Promotional Material	\$1,890.00
Airfares	\$4,199.48
Accommodation	\$1,086.00
Meals	\$302.05
Miscellaneous	\$2,294.08
Trophies	\$2,810.90
Presentation Dinner	\$7,141.82
Transponders	\$2,484.37
TOTAL EXPENSES	\$93,735.09
Net Profit /(Loss)	\$3279.77

OVERVIEW OF SERIES

- Car count slightly disappointing, 24 cars in Adelaide largest field, But quality more important than quantity,
- Technology - Introduced one-way communication, Use of Transponders
- Racing exceptional
- Presentation of cars very good
- Contracted drivers commitment excellent, Supported promotional activities, Visited to Brisbane Hospital
- Television coverage for last three rounds, ASCF sponsorship, NASR largely sponsored first two shows, David Tapp arranged for sponsorship of last round

MEETING WITH SERIES DRIVERS

- Very happy with meeting format, Should second heat be only reverse draw, not swap rows?
- Concern on travel costs, particularly into Queensland
- Travel to each State for two rounds next year, Eight rounds was seen as good next step, Tasmania already has established races, why change, Concern on travel and accommodation cost with travel to WA
- Introduction of TV replay system to support Officials
- Car Presentation - Introduce Driver and Car identification on cars, Specify location for sponsor decals, Do we need roof numbers?
- Strong support for technology - One-way communications great innovation, Look at buying transponders, Insurance scheme for loss or damage of transponders
- Very strong commitment to next years series

PRESENTATION NIGHT

- Formal Evening at Adelaide Entertainment Centre
- Series Winners – 1st Wayne Randall, 2nd Jamie McHugh, 3rd John Leslight
- Series Awards - Drivers driver - Wayne Randall, Best and Fairest – Wayne Randall, Hard Charger – Brad Smith, Crew Chief of Year – Simon Balzer (Jamie McHugh), Best Presented Car and Crew – Michael Gee, Most Heat Wins – Michael Gee, NASR Chairman's trophy – Bill Miller
- Officials Recognised - Chris Metcalf – Great contribution, Phil Richardson and Tony O'Neill

SUMMARY

- Strong indications from Tracks for next year series - Current tracks committed
- Interest from eight additional tracks.
- Strong support from Drivers - Expressions of interest from non-contracted drivers, Some drivers were sitting and watching first year
- Good support from speedway media
- Have now established National Series branding
- Further develop TV coverage
- Need to pursue corporate support

Lunch.

NATIONAL STEWARDS ADVISORS REPORT:

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 is holding the next Street Stock National Title and wanted to have all 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 very title. The main concern has been the amber light rule and this will be agended for the next Stewards Conference.

Some of the recommendations that have come forward from the National Titles are as follows –

- 1) Junior driver's to have completed at least 10 race meetings in the previous 12 months before being allowed to compete in a Junior Title.
- 2) A minimum of 3 Stewards are required for a National Title. The ASCF/SSA Inc. supply the Chief steward and the host club/State to supply the two assistant Stewards. (This is a way to introduce newly accredited Stewards to a National Title.
- 3) Rule 11.26 needs to be reviewed as cars circulating at the top of the track to gain their half race points has caused problems at a few meetings.
- 4) In the new format there is no mention of reserve cars. Rule 11.34 will need to be reviewed in light of this change of format. (At the National Production Title the 5th and 6th cars from the B Main became the 2 reserve cars.)
- 5) The Stewards Log Books, a change of name to Speedway Officials Log Book at the next reprint. This would then include Lap Scorer, Pit Marshall, Flag Person etc.
- 6) Rule 12.16, 'Unless directed by an official' needs review as some Stewards are black flagging Drivers who raise their visor under an amber/red light or after the race has finished.

Finally I would like to recommend that the Chief Stewards for the next National Titles be –

Super Sedans	Assistant Steward	Christine Stapely.
Modified Production	Chief Steward	Kelvin Gray
Production Sedans	Chief Steward	Phil Richardson
Street Stock	Chief Steward	Leeann Wilson
Junior Sedan	Chief Steward	Peter Griffiths.

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

BUSINESS ARISING FROM NATIONAL STEWARDS ADVISORS REPORT:

- a) Discussion on Recommendation 4 from National Stewards Advisors Report -

MOTION 3	<u>Moved</u>	<u>QSCA</u>	<u>Seconded</u>	<u>WASCF</u>
	That Rule 11.34 & 11.35 of the ASCF/SSA Inc. Racing Rules and Regulations be withdrawn from all Finals.			
				Carried

- b) Recommendations 1, 2, 3, & 5 from National Stewards Advisors Report to be referred to the next National Stewards Meeting.
- c) Recommendation 6 – National Technical Advisor to draft a memo to go out to all Stewards.
- d) Inward 405 from NASRSA – Recommendations 1 & 2 on Re-starting Races to be referred to next National Stewards Meeting.
- e) Inward 407 Stewards Advisor & 425 Alan Jennings re Amber Light Rule. Long discussion on this rule as it pertains to transponders. To be raised again in General Business.
- f) Junior Racing Rule Penalties. Discussion on whether Juniors should have lighter penalties. To be left as is.
- g) Inward 351 from NASRSA re passengers. As passengers are optional, and the points are issued to a driver, then it should not affect a drivers points as to whether a passenger is in the car or not.

BUDGET:

Discussion on Budget. Purchase of Transponders was an expensive item. Quote from AMB Pty Ltd. States questioned whether an alternative could be, that transponders are hired for a cost of approximately \$9,000 per season. Would not be necessary to have insurance against damage and loss.

Cost of hire could be included in the Nomination Fee. Treasurer advised that raising the Nomination Fee was the only price rise envisaged with this budget. Currently 1190 Licensed Drivers in the Association. Budget to be represented at the AGM with the figures for the purchase of transponders removed.

MOTION 2 Moved VSCF Seconded WASCF
That we the ASCF/SSA support financially the National Super Sedan Series
for an amount up to \$10,000 for Season 2006/2007. Carried.

Afternoon Tea.

TECHNICAL COMMITTEE REPORT: by Errol Baldwin
Super Sedan Manual

National Technical Advisor ran through the Printers draft of the Super Sedan Specification Manual.

Page 19 – Section re Moratorium to be removed and sent to Policy.

Page 22 – Item 2 which reads Turret/Roof to be approved, page number to be added.

Page 23 – add “The blade must be the profile of the original v8 Super Car Wing”

Page 24 – c) (ii) add to bottom of paragraph “And not to extend beyond the original bumper line.”

Page 31 – change drawing to 70°.

Page 40 – another head plate drawing to be added.

Page 54 – add to Tyres “Tyres may protrude maximum 100mm outside of body waist line. This measurement does not include the rub rails. Tyres must be in good condition.

Page 57 – Delete short track body drawing and measurements.

National Technical Advisor stated that only three generic nose cones will be allowed on short Track Bodies. Recommendation to follow.

Page 70 – referred back to the Technical Committee for further work.

NASR(SA) asked about the Junior Cylinder Head drawings on the Web Site which were incorrectly labelled. Discussion has already been held on this matter by the Technical Committee and a recommendation is forthcoming which should remedy this problem.

Technical Committee then left the Meeting.

NATIONAL TITLES REPORTS

- a. Street Stock Title by Guy Thompson. Report read by Guy Thompson. John Gore has drafted up an attendance sheet.
- b. Junior Title by Neil Sayer and Tony Parkinson. Problem with lap scoring. Look into the eligibility of drivers, initial problem with the points program. Thanked Arunga Park for hospitality. Thanked Tony Parkinson for standing in when bushfires in Victoria required the CEO to leave.
- c. Super Sedan Title by Neil Sayer. Report read by Neil Sayer.
- d. Production Title by Kevin Theyer. Track needs better lighting, Stewarding excellent.
- e. Modified Production Title by Paul Gannon. Scrutineering, every Falcon had the wrong suspension. More than enough Scrutineers, drivers briefing handled well, Heats – 12 lap record lowered twice. Justin Drew was the standout competitor for the entire weekend.

BUSINESS ARISING FROM NATIONAL TITLE REPORTS

- Discussion on the appearance of some cars
- Cars in accident should have a mandatory inspection. Rules 12.18 and 12.19 agended for next Stewards Meeting.
- Title Policy needs to be upgraded. To be reviewed in September.

2007 NATIONAL TITLES ALLOCATION:

- a. In228:MY06 - Super Sedan Title in Feb, 2007 at Kwinana Motorplex, W.A. Long discussion on who will be in control of this event. ASCF/SSA Inc. will have an

Assistant Steward. Kwinana will supply the Chief Steward. \$135.00 fee by the Promotion will include a program, transponder, discounted entry for family members, and 12 passes over three nights. Total cost of Nomination - \$235.00. Promotion will required grid draw four weeks prior to event being run. Safety to Government Standards. Possible date February 21st to 23rd, 2007. Promotion to provide information regarding availability of accommodation and the admission fee to the complex.

MOTION 4 Moved TSCF Seconded VSCF
That we accept the Submission from Kwinana Motorplex for the National Super Sedan Title. Carried.

- b. In315A:MY06 - Modified Production Title, Western S/way, Hamilton, Vic on 7th & 8th April, 2007. TSCF raised concerns regarding some aspects of the Track. VSCF advised that lighting is being upgraded. Tony Parkinson to look for the survey done by NASR and report tomorrow. Hold over until tomorrow morning.
- c. Production Title - No Submission received but letter from Wangaratta was read. Not sufficient information and States were instructed to continue looking for a Track to hold this event.
- d. In262:MY06 Street Stock Title on 26th & 27th January 2007 at Arunga Park Speedway, N.T. Discussion on change of date and Public Liability for this event.

MOTION 5 Moved VSCF Seconded TSCF
That we accept the submission from Arunga Park for the National Street Stock Title to be held in March 2007, provided NASR Public Liability Insurance is in place. Carried.

- e. In342:MY06 Junior Title 26th & 27th January 2007 at Maryborough Speedway, Qld. Date Change – 28th, 29th & 30th December, 2006, to better accommodate school holidays. VSCF thought it was too close to Christmas. WASCF advised that their drivers were OK with this date.

MOTION 5A Moved WASCF Seconded QSCA
That we accept the 2007 Junior Title submission from Maryborough Speedway, Qld, to be run on the 28th, 29th and 30th December, 2007. Carried.

NATIONAL TITLE OFFICIALS:

- a. **Super Sedan Title**
 ASCF/SSA Representative Neil Sayer
 Title Co-ordinator Jason Crowe
 Assistant Steward Christine Stapely
 Machine Examiner Des Alfirevich
- b. **Modified Production Title**
 ASCF/SSA Representative Neil Sayer
 Title Co-ordinator Dianne Lauder
 Steward Kelvin Gray
 Machine Examiner Errol Baldwin
- c. **Production Title** – No suitable submission.
- e. **Street Stock Title**
 ASCF/SSA Representative Kevin Theyer
 Title Co-ordinator Michele Harris
 Steward Leeann Wilson
 Machine Examiner Peter Harris
- f. **Junior Title**
 ASCF/SSA Representative Neil Sayer
 Title Co-ordinator Terese Lange
 Steward Peter Griffiths
 Machine Examiner Des Alfirevich

Moved TSCF Seconded NTSCI
That these Officials be accepted Carried.

Media Person –

Long discussion was held in regard to the lack of publicity for most Titles. Still no write-up for the Street Stock and Modified Titles.

MOTION 6 Moved WASCF Seconded QSCA
That the ASCF/SSA Inc. appoint a Media Person to attend all National Titles.
Carried. SSA of NSW against.

Meeting Closed 5.45 p.m.

SUNDAY MORNING 7th May, 2006

Modified Production Title.

- Tony Parkinson advised that the last survey done at Hamilton Speedway had issues with the Pit Gate, which had since been resolved, and no other concerns raised. VSCF advised that gate entry for the Pits will be \$30 for each night. VSCF Inc. asked that it be noted that they negotiated on behalf of Hamilton Speedway for only the driver to be admitted free.

Resolved: That we accept the Hamilton Submission as submitted with one driver and two pit crew being admitted for free. Carried.

Discussion on acceptance of submissions from States as submitted. VSCF advised that Hamilton felt that if they put in a submission asking for a reduced number of fee passes, the submission would not have been accepted.

Letter from Hamilton Shire Council, giving support for the 2007 National Modified Production Title, was read.

VSCF asked that the Policy regarding a driver and two crew getting in for free at National Titles be reviewed at September Meeting.

QSCA advised that officials at the Junior Title in Maryborough must have a Queensland Clearance (Blue Card) to be able to work with children. QSCA will provide the website address where the forms can be obtained. A clearance also to be obtained for Errol Baldwin.

MOTION 7 Moved WASCF Seconded VSCF
That Jason Crowe be used as the Media Person for all National Titles for Season 2006 – 2007. A job description should be attached to this Motion. LOST

Each State with a National Title to provide the name, address, email address and contact number of their Media Person to the National Office.

MOTION 8 Moved VSCF Seconded TSCF
That we appoint Jason Crowe as the Media Co-ordinator for National Titles Season 06/07.
Carried.
Jason to provide a job description.

RACE MEETING PROMOTIONS

Letter from Mike Cowan from Head's Caps Pty Ltd regarding Merchandising was read and discussed. ASCF/SSA has not approached any Companies re Merchandising. At present Head's Caps Pty Ltd was the only merchandising company who had approached us. States felt that Clubs have own fund raising efforts when a National Title is run at their track. Some would not allow ASCF/SSA to sell merchandise, as they rely on sales of their own merchandise to cover costs of the event. Discussion held on how merchandising at National Titles could be achieved. TSCF believed that it was a good way to pick up passive income.

GENERAL BUSINESS:

A) TRADEMARKS:

Inward 025:AGM06 from Kelly & Co re Pro-forma Licence Agreement. Agreement tabled. Discussion on whether logo covered by trademark. Letter to Kelly & Co asking the question, and if it is not, ask for it to be trade marked.

Resolved: That a Sub-Committee with Bill Miller, Guy Thompson and Kevin Theyer be set up to investigate merchandising and marketing.

Inward 025:AGM06 to be referred to the above sub-committee. Guy Thompson to respond by Friday.

AA. USE OF EMAILS;

Inward 001 from VSCF

1. The use of email for ASCF/SSA correspondence to affiliated Clubs.
 - i) Covered in Policy 1.14 so not discussed.

B. ASPA VENUES FOR NATIONAL TITLES: Inward 001 from VSCF re Preference given to ASPA venues for hosting ASCF/SSA Inc. National Titles. Not discussed.

C. STATE FUNDING: RE-ASSESSMENT OF LICENCE, REGISTRATION REVENUE. Inward 001 from VSCF. Discussion on common fee for a Infringement Card, Log Book and Decal. Each State gave a costing for Registrations. WASCF just raised fees last year and could not justify another rise. Suggested fee \$325.00. VSCF asked about Junior Fees.

MOTION 9 Moved **WASCF** Seconded **QSCA**
That an annual review be done on Licence/Insurance fees for drivers in all States. (States to supply at Board Meetings) Carried.

D. STATE BOARD MEMBERS COST TO ATTEND NATIONAL CONFERENCE.

Inward 001 from VSCF

Recommendation that the ASCF/SSA Inc. cover the financial cost for the Board Member from each State to attend the National Conference. Not discussed as States rejected this idea when Board was formed.

E. RE-STRUCTURE OF THE ASCF/SSA AND THE POSTION OF BOARD MEMBER:

Inward 001 from VSCF

Recommendation: That state bodies receive all board member phone hook-up minutes and details of all other ASCF/SSA Inc. business dealt with via email etc. Not discussed as this is already done monthly. Distribution of ASCF/SSA. emails received by State Board Member, matter for State Policy.

F. LEGAL FEES:

Inward 116 from Guy Thompson.

Guy Thompson expressed concern regarding the cost to this Association regarding legal fees. Felt that competitors should go through a process before going to a lawyer and should be penalised if they go to a lawyer prematurely. Meeting felt that the only way this could happen is that we contract all drivers. Question was asked if the licence a contract. WASCF felt that we were not strong enough with the Rule Book. QSCA felt that we must be careful who we put on Disputes Committee's. Tribunal should be State appointed and they are the persons who are used at National Titles. Make sure that a Driver will incur our costs if they loose a legal action. Tribunal should not be made up of Stewards. VSCF suggested that we ask our lawyers to re-write Rule 1.3. States should have on the bottom of their licence forms "I will abide by the ASCF/SSA Inc. Rules and Regulations" and have it signed and witnessed. The right Drivers Representative is important at Titles. CEO suggested that there was a need to change the Stewards Handbook.

G. BASIC TOOLS: Inward 241 from QSCA.

MOTION 10 Moved QSCA Seconded WASCF
That Definitions Page 69 Heading - Basic Tools be altered to read
“Basic Tools – Hammers, chisels, hacksaw, crowbars, tin snips and bolt
cutters for removal, race tape and cable ties for repairs.
Rule 12.21 add word “tin snips”. Carried.

MOTION 11 Moved VSCF Seconded TSCF
That Basic Tools to be supplied by host Club at all Race Meetings. Carried.

Morning Tea.

H. PRODUCTION CLASS:
Discussion on viability of holding the Title at Wangaratta and also whether the Class
should continue.

I. GRAY FAMILY RE NAMING OF GAVEL: Inward 243 from TSCF. Outward 286
Board to consider another way to honour Dave Wilson.

MOTION 12 Moved SSA of NSW Seconded VSCF
That the Motion 32, passed at Sept05 Board Meeting be rescinded. Carried.

J. RATIONALIZATION OF CLASSES:
Directive back to State Bodies
▪ Firstly to identify all Sedan Classes in their State.
▪ Work out where they fit into the ASCF/SSA Inc. Structure.
Have a more detailed discussion at next Board Meeting. Talk to Tracks and get
them on board with Rationalization.
Kevin Theyer and NASR to give guidance with what is achievable. Directive to
State Bodies to be back to the ASCF/SSA Inc. Office with the above dot point
information within 14 days.

K. TITLE JACKETS: Inward 235, 245, 436, 437, 447. Outward 218, 234, 259, 377,
467, 468, 497.
Guy Thompson advised that he had received the Jacket sizes for all previous Title
winners and the jackets are in the process of being made. When completed Title
Jackets are to be sent to their respective State Bodies.
Discussion on why there were no Title Jackets for Junior Sedans. Following Motion
was tabled.

MOTION 13 Moved NTSCI Seconded TSCF
That Australian Junior Title holders to receive a Title Jacket. Carried.
WASCF to supply the Jacket sizes of Junior National Title Holders to Guy
Thompson.

L. NATIONAL SECRETARY POSITION ANNUAL REVIEW: Inward 382 from TSCF
Including Duties and who responsible to, Pay and Contract, Hours worked, Need
for a monthly report.
Secretary asked to leave the room while her position was discussed. No minutes
were kept for this part of the meeting.
Position was reviewed and Secretary called back into the Meeting. CEO adjourned
the Meeting for Lunch and asked the Secretary, Guy Thompson and Michele Harris
to stay behind. CEO advised Secretary that a discussion had been held and
problems confronted. Believed that her performance not as should be. Will assess
performance with a review at the Annual General Meeting. Board looking into
outsourcing the Secretaries position.

Secretary asked what were the expectations of her performance and advised that she had never been given an outline of what were her duties. CEO, Guy Thompson and Michele Harris would draw up a list of what should be improved. Secretary to do same. Secretary suggested that she should undertake further training but could not see the point if position did not precede past the AGM.

Lunch.

M. TITLE LATE NOMINATIONS:

Inward 444 from QSCA Inc.

That nominations for all State and National Titles be open up to and including the close of scrutineering. A late nomination fee to be paid once the official close of nominations, however all drivers to be eligible to be included in the draw and be eligible for tow money.

MOTION 14 Moved QSCA Seconded WASCF

That nominations be accepted up to and including the close of scrutineering at National Titles. Lost.

N. POLICY – TRACK INSURANCE REQUIREMENTS FOR NATIONAL TITLES:

Chief Executive Officer Inward 102, 225. Outward 067A, 101, 105, 190, 229, 229A. Discussion on Public Liability Insurance for National Titles. As per Policy.

M. PURCHASE OF TRANSPONDERS: Inward 106, 306, 307, 308, 309.

Covered in previous discussion.

N. MEDIA PERSON:

Role Statement as presented by Jason Crowe was presented.

MOTION 15 Moved TSCF Seconded VSCF

Role Statement – ASCF/SSA Media Liaison

1. Report on all Australian Titles
 - 1.1 Have comprehensive preview of the event on the website the week leading up to the event
 - 1.2 Have comprehensive review of the event on the website no more than two days after the event
 - 1.3 Have complete race results placed on the website no more than two days after the event
 - 1.4 Send comprehensive report of all National Titles to the National Magazines, SRN, Oval Express, Auto Action etc
 - 1.5 Have photos of the event accompany the articles, including photos of the final four place getters in a single photo and individual photos of the top four drivers.
2. All information for the Title prior to the running of the event, including a copy of entry form and driver profiles to be provided to the Media Liaison officer to assist with the promotion of the event, by ASCF/SSA Secretary or any other person/persons appointed to deal with Title
3. All State Bodies of the ASCF/SSA to appoint a Media person to cover the Australian Title being held. This person is to provide the Media Liaison officer with the information as stated in point 1.0.
4. To report on National Conferences – highlighting main points of interest
5. To be the spokesperson for all ASCF/SSA Media Conferences. CARRIED.

O. POLICY – 21 DAYS TO PAY TITLE PRIZE MONEY

Fuel Sample testing is causing a delay in paying out Prize Money. Need to discuss how to streamline the process. To be looked at when reviewing Policy in September..

ANY OTHER GENERAL BUSINESS:

1. Rule 12.7 Change to read

MOTION 16 Moved **QSCA** Seconded **NASRSA**
"When a race is put under caution, the race will be slowed by the yellow light or flag. The positions for the restart will be as determined by the transponders or the lap score sheets or as directed by the Chief Steward."
Carried.

Rule to be sent to the Stewards Committee Meeting in September.

MOTION 17 Moved **VSCF** Seconded **QSCA**
Rule 11.28 Change to read
"That authorised electronic equipment can be used between officials and driver only. No other electronic equipment can be used to communicate to the car or driver."
Carried.

2. National Champion starting from rear. 21 cars in Final. Affects payout of Prize Money in that another payment has to be made but not covered in Prize Money from Promoter. CEO advised that the percentage should be changed to include the 21st car.

Afternoon Tea

NATIONAL TECHNICAL COMMITTEE REPORT.....Continued from Saturday.

National Technical Advisor, Errol Baldwin continued with his Technical Report, adjourned from Saturday

MOTION 18 Recommendation 10 becomes
Moved **TSCF** Seconded **WASCF**
That Generic Nose Cone Panels be permitted. Carried. VSCF Against.
Immediate Implementation To be included in Tek Torque.

Technical Advisor to provide the correct wording from the Manufacturer for the Printers Draft.

Page 70 of Draft – Approved Bodies. Long discussion on wording. Technical Committee advised that replacement individual body parts will be sold for each body. Aluminium Bodies can also be approved. Add the word "metal", to read "fibreglass/metal" bodies.

Add "Danny Smith" to Rocket Race cars.

Page 17 – word "fibreglass" reinstated to all Specification Manuals.

Page 18 – word 'must' replaced with "may". Discussion on Race Seat thickness.

Technical Advisor to take to NASR Safety Committee Meeting. Recommendations TSCF 4, TSCF 5 and Tech Advisor 4 are to be sent to the NASR Safety Committee Meeting. Printing of Super Sedan Book to be held over until after the NASR Safety Committee Meeting.

MOTION 18A Moved **VSCF** Seconded **TSCF**
That the Super Sedan Book be accepted. Carried.

Meeting agreed that only Recommendations that were passed by the National Technical Committee would be presented at the Meeting.

- Recommendation TSCF 6 becomes
MOTION 19 Moved TSCF Seconded VSCF
All Classes - Section 13, Drivers Restraint System, wording – “The required minimum 50mm from the top of the drivers helmet to the Rollcage roof/hoop bar.” Where refers to roll cage roof/hoop bar on pages 13 & 16.10 ADD “roll cage roof & head plate/hoop bar. Carried.
 Immediate Implementation. Circulated in Tek Torque
- Recommendation Tech Advisor 1 re Authority to Exclude becomes
MOTION 20 which lapsed for want of a Secunder.
- Recommendation NSW 1 re engine seals becomes
MOTION 21 and lapsed for want of a Secunder.
- SSA of NSW was advised that the coloured seals were for engine class recognition and metal or lead seals can be used to seal a motor.
- Recommendation 2 becomes
MOTION 22 Moved TSCF Seconded VSCF
Class – Super Sedan, Section Head Plate. New design to be added to Manual. Carried.
 Implementation Immediate. Circulated in Tek Torque.
- Recommendation NT1 becomes
MOTION 23 Moved VSCF Seconded WASCF
Junior Sedans – Scattershield – change to read – “A scatter shield must also be fitted: minimum 3mm steel or 5mm alloy. It must cover the upper 180 degree of the bell housing and be securely attached to protect the drivers feet and legs from a clutch explosion. Front wheel driver cars must cover 180 degrees to the rear side of the bell housing.” Carried.
 Implementation Immediate. Circulated in Tek Torque.
- Recommendation NT2 becomes
MOTION 24 Moved NTSCI Seconded QSCA
Junior Sedans – Change Section 26a to read – “Gearbox and diff housing to remain standard for make and model. i.e. Corolla must use Corolla diff housing. Ratios are free as long as it fits in correct housing. Carried.
 Implementation Immediate. Circulated in Tek Torque.
- Recommendation NT3 becomes
MOTION 25 Moved NTSCI Seconded WASCF
Junior Sedans – Page 30, Section: Fuel Tank, Rule 21h which reads “Tank vent to be fitted with an anti-spill device” add “and must go through the floor of the boot”. Carried. VSCF Against.
 Implementation Immediate. Circulated in Tek Torque.
- Recommendation NT4 becomes
MOTION 26 Moved NTSCI Seconded WASCF
Junior Sedans – Page 36, Section: Wheels, Rule 33c – Change to read “Rim diameter to be max. 13”. Max rim width 155mm (6”). Custom made wheels not permitted.
 Implementation Immediate. Circulated in Tek Torque.
- Recommendation NT5 becomes
MOTION 27 Moved NTSCI Seconded VSCF
Junior Sedans – Page 29, Section: Engine, Rule 19I to be added – “No double valve springs.” Carried.
 Implementation Immediate. Circulated in Tek Torque.

Recommendation NT6 becomes
MOTION 28 Moved **NTSCI** Seconded **VSCF**
Junior Sedans – Page 29, Section: Engine, Rule 19m to be added – “No cabin mounted engine breathers.” **Carried.**
Implementation Immediate. Circulated in Tek Torque.

Recommendation 3 becomes
MOTION 29 Moved **WASCF** Seconded **TSCF**
That extra pages to be added into the Log Books to enable a Statutory Declaration on Engine Specs, and the Driver to complete. **Carried.**
Implementation Immediate. Circulated in Tek Torque.

Stamp to be made up to stamp the back of existing log books. Design adapted from existing Street Stock and Junior Sealing Form.

Recommendation SA16 becomes
MOTION 30 Moved **WASCF** Seconded **TSCF**
Junior Sedans: Page 25, Section 18, after wording “OEM type steel bumper bars not permitted” add words “must be replaced with” followed by “maximum 38mm O.D. x 3.0 mm Wt CHS.” **Carried.**
Implementation Immediate. Circulated in Tek Torque.

Recommendation SA17 becomes
MOTION 31 Moved **NASRSA** Seconded **WASCF**
Junior Sedans: Section: Fuel, Rule 32 “OEM electric fuel pumps, only non performance enhancing electric fuel pumps.” **Carried.**
Implementation Immediate. Circulated in Tek Torque.

Clarification NT1 becomes
MOTION 32 Moved **NTSCI** Seconded **VSCF**
Junior Sedans – Page 34, Section: Cooling System, Rule 27. Radiator water spray systems are not allowed. **Carried.**
Implementation Immediate. Circulated in Tek Torque.

CLARIFICATION NT2 Junior Sedans re spring spacers.
Yes, the ASCF/SSA Inc. allows spring spacers above the coil springs.

Recommendation 9 becomes
MOTION 33 Moved **WASCF** Seconded **TSCF**
Junior Sedans, Page 28, Section 19, Rule 19a.
If a standard unmodified cylinder head fits the engine block without modification it can be used.
Inlet manifold and exhaust manifold must bolt on without any modification to either head or manifold. **Carried** **VSCF Against.**
Implementation Immediate. Circulated in Tek Torque.

Recommendation Qld1 becomes
MOTION 34 Moved **QSCA** Seconded **WASCF**
Modified Production, Page 14, Section 11 Body, Rule 11(i)
Due to the large build of one of our drivers, we are submitting this application requesting permission to modify the B-Pillar of one of our cars. This modification will require the pillar to be moved to the rear, a maximum of 100mm.
This will permit the driver safer entry and exit from the TF Cortina he is now racing.
Our concern is if there is a fire and he is required to exit the car quickly this will be very difficult without the modifications, there is then the possibility of further injury. **Carried.** Implementation Immediate. Circulated in Tek Torque.

Recommendation Qld2 becomes
MOTION 35 Moved **QSCA** Seconded **WASCF**
Modified Production, Page 24, Section: Suspension, Rule No 16c.
That TE-TF Cortina be permitted to replace the standard stub axle spindle with that of an XF Falcon stub axle spindle to prevent the regular occurrence of either the smaller bearings failing or just breaking the small stub axle that is standard on Cortina's, which then places the public at risk of injury when these wheels dislodge from cars during a race.
This is to be done by machining the original stub axle spindle from the original position and then press fit the XF Falcon spindle into place before being welded by a certified engineer.
The XF spindle is to fit in the same position as the original was removed from.
Carried. VSCF Against. Implementation Immediate. Circulated in Tek Torque.

Recommendation11 becomes
MOTION 36 Moved **VSCF** Seconded **WASCF**
Modified Production Sedans: Section: Wheels.
That 6.5" rims be allowed. Carried.
Implementation date 1/7/06. Circulated in Tek Torque and on the Web Site.

Recommendation 12 becomes
MOTION 37 Moved **VSCF** Seconded **WASCF**
Modified Production, Section: Suspension.
That Coil Over Units be allowed as an option, and be mounted in original shock absorber position. Carried TSCF Against
Implementation date 1/7/06. Circulated in Tek Torque.

Recommendation 14 becomes
MOTION 38 Moved **WASCF** Seconded **QSCA**
Modified Production
That a quick change differential be allowed. Carried. TSCF Against.
Implementation date Next Draft Circulated in Tek Torque.
To be referred back to drivers for further discussion.

CLARIFICATION NSW12, Modified Production, Page 41, Section: Fuel, Rule 25. Fuel Pump only is allowed in old engines in new car bodies.

Recommendation NSW12 becomes
MOTION 39 Moved **WASCF** Seconded **TSCF**
Modified Production.
Scatter Shields were once required but were phased out with changes in technology and cars were fitted with competition type clutch assemblies which are not run by all Modified Production competitors.
The scatter shield is no longer required. This should be removed from the revised Specifications. Carried.
Implementation date Next Draft Circulated in Tek Torque and on the Web Site.
To be referred back to drivers for further discussion.

Recommendation 4 becomes
MOTION 40 Moved **WASCF** Seconded **QSCA**
Modified Production, Page 31, Section: Fuel Tank, Rule 26F
All fuel tanks including plastic fuel cells with fittings out of bottom of tank. Carried. NSW Against. Implementation date Next Draft, Circulated in Tek Torque.
To be referred back to drivers for further discussion.

- Recommendation 6 becomes
- MOTION 41** Moved **WASCF** Seconded **QSCA**
Modified Production, Page 14, Section: Body, Rule 11(i)(h)(g)
Remove rear quarter panels and all inner panels in boot area. Quarter panels to be cut off at rear window base line. Rear O.E.M. silhouette to be maintained with plastic O.E.M. bumper over top of pipe bumper bar work. Carried.
 Implementation date Next Draft Circulated in Tek Torque.
 To be referred back to drivers for further discussion.
- Recommendation NASRSA 5 becomes
- MOTION 42** Moved **WASCF** Seconded **VSCF**
Production Sedans, Section: Wheels.
Safety inner air tube be allowed Carried.
 Implementation Immediate. Circulated in Tek Torque.
- Recommendation D Helyar 1 becomes
- MOTION 43** Moved **VSCF** Seconded **NTSCI**
Junior and Street Stock Class, Division: Fuel.
Fuel cells can be used maximum capacity 25 litres. Carried.
 Implementation Immediate. Circulated in Tek Torque.
- Recommendation 1 becomes
- MOTION 44** Moved **TSCF** Seconded **SSA of NSW**
All Classes Except Super Sedan
That we accept Deakin Universities Fuel Rule with unleaded ULP added.
This allows the ASCF/SSA Inc. to have control over fuel composition. Some imported fuels may contain large amounts of oxygenates that fail Digatron tests but are on genuine sale to the public.
Also this will allow the ASCF/SSA Inc. to stop the use of racing fuel that has been formulated by a Motorsports team from being marketed falsely as a genuine PULP petrol, when it is in fact a specially blended fuel.
1. The Digatron DT15 or DT47 series fuel testing kit will be the official preliminary fuel testing method to be used by the ASCF/SSA Inc.
 2. The ASCF/SSA Inc. retains the right to use any other fuel testing at its own discretion.
 3. In the event of an Appeal against the above Fuel Testing procedure, fuel samples may be tested by an independent laboratory, with the total cost to the Appellant.
 4. Permitted Fuels:
 - a) The only petrol/fuels permitted are:
 - i. Premium Unleaded Petrol (PULP) and Unleaded (ULP), having properties and characteristics as required by Federal and/or State regulations for PULP/ULP and recognised by the ASCF/SSA Inc. as being on general and genuine sale to the public in Australia
 - ii. Fuel that has been approved by the ASCF/SSA Inc.
 - b) An approved fuel (a(ii) above) must comply with the specifications set out in Table 1. Before the ASCF/SSA Inc. will approve a fuel, a sample shall be submitted for analysis for compliance with ASCF/SSA Inc. requirements and Federal/State Regulations. Approval will not be granted if the fuel does not comply with Federal/State Regulations unless a valid exemption certificate is supplied.
 - c) Any petrol that appears to have been formulated in order to subvert the purpose of this regulation, will be deemed to be outside it.

- d) The ASCF/SSA Inc. reserves the right to charge all costs associated with the approval procedure to the applicant.
- e) The decision of the ASCF/SSA Inc. on whether a fuel meets ASCF/SSA Inc. approval is final, and no appeal may be entered.

TABLE 1 Fuel Specifications			
The only fuel permitted is petrol having the following characteristics:			
PROPERTY	UNITS	MIN	MAX
RON		92.0	102
MON		85.0	
Oxygen (fuels containing Ethanol)	%mol/mol		3.5
Oxygen (fuels not containing Ethanol)	%mol/mol		2.7
Ethanol	%v/v		10
Nitrogen	%mol/mol		0.2
Benzene	%v/v		1.0
Aromatics	%v/v		42
Olefins	%v/v		18
Di-olefins	%v/v		1
RVP	hPa	350	720
Lead	g/S		0.005
Density at 15°C	g/ml	0.725	0.780
Test methods for the above will be as recommended to the ASCF/SSA Inc. from time to time by the National Fuel Coordinator.			

In addition, the fuel must contain no substance which is capable of exothermic reaction in the absence of external oxygen.

Only ambient air may be mixed with the fuel as an oxidant.

Implementation Immediate.

Circulated in Tek Torque.

Recommendation D Helyar 2 becomes

MOTION 45 Moved **WASCF** Seconded **NTSCI**

Ride Heights to be removed.

Carried.

Implementation Immediate.

Circulated in Tek Torque.

CLARIFICATION NT4 Street Stock Manual, Page 33, Section:

Suspension/Steering, Rule 24 a & B

Rear Suspension mounting points on AU Falcon.

On the AU Falcon there are two original mounting points for the rear control arms onto the diff. The Specification book states the following –

“A Street Stock race car must use the complete metal body with suspension mounting points in the original position and being used. Suspension mounting points are defined as mounting points of suspension arm either end, shock absorber either end, strut either end and spring either end.”

This has come as a result of scrutineering at the Australian Title where a Northern Territory competitor was made to mount this in the front hole only. The AU has two original mounting holes, therefore under the current specification either should be able to be used.

Circulated in Tek Torque and on the Web Site.

Recommendation 2 becomes

MOTION 45 Moved **WASCF** Seconded **TSCF**

Street Stock Class:

O.E.M. type steel Bumper Bars permitted but may be replaced with max 38 x 3mm CHS.

Use wording from Production Book Section a, b, & c. Delete word optional from 2nd line. Page 26.

Include d & e.

Plastic Bumper to be retained and may be attached using a maximum 40 x 3mm flat aluminium and cup head bolts.

Diagrams from Production book to be used. Carried.

Implementation date 1/7/06. Circulated in Tek Torque and on the Web Site.

Recommendation Tech Advisor 5 becomes

MOTION 46 Moved VSCF Seconded NTSCI

All Classes: Section 1 Interpretation – To be added to all Specification

Manuals after second paragraph -

“AMENDMENTS to this Manual may be made during the life of this Manual for the reasons as set down in ASCF/SSA Inc. Policy governing such amendments. The amendments will be approved by the ASCF/SSA Inc. Board and circularized to all Clubs and competitors by way of a Media Release and/or in Tek Torque. A stick-in advising this amendment will be provided in the front of all Manuals purchased after the amendment becomes law. Amendments circularized in such manner, shall be deemed to be as valid as the contents of this manual and must be adhered to by all Competitors and Scrutineers.” Carried.

Implementation Immediate.

Recommendation 3 becomes

MOTION 47 Moved VSCF Seconded SSA of NSW

Super Sedan.

Interior sheeting in cabin area. Holes behind drivers seat must be filled in with min 1.00mm metal. Carried.

Implementation Immediate. Circulated in Tek Torque.

Recommendation 4 becomes

MOTION 48 Moved WASCF Seconded VSCF

Junior Sedans

Daihatsu Charade must have catalytic converter as part of manifold, visually standard and the exhaust flange is below the catalytic converter, with outlet size original. Carried.

Implementation Immediate. Circulated in Tek Torque and on the web site.

Recommendation 5 becomes

MOTION 49 Moved QSCA Seconded WASCF

All Classes.

Use of ICE cooling systems for fuel is not allowed. Carried. VSCF Against.

Implementation Immediate. Circulated in Tek Torque and on the web site.

Recommendation 6 becomes

MOTION 50 Moved TSCF Seconded NTSCI

Junior Sedans, Page 28, Section 19, Rule 19h

Removed last sentence. (Pistons must not protrude above deck height of block). Flat top pistons allowed. Carried.

Implementation Immediate. Circulated in Tek Torque

Recommendation 8 becomes

MOTION 51 Moved VSCF Seconded SSA of NSW

Super Sedan Class:

Car Identification to Public – e.g. Falcon to have “Falcon” model name on vehicle or e.g. Pontiac on Pontiac.

Tail light and head light decals to be on cars for better presentation of cars to promoters and public.

Vehicle Manufacture’s logo’s on cars, e.g. Chev, Ford, Holden. Carried.

TSCF & NASRSA Against. Implementation Immediate. Circulated in Tek Torque

MOTION 52 **Recommendation 7 becomes**
Moved **QSCA** **Seconded** **TSCF**
That the ASCF/SSA charge Race Suit Manufacturers a fee, either a one-off fee or a fee per suit, with a rebate back to the ASCF/SSA, and if a one-off fee, it be charged yearly to get ASCF/SSA Inc. approval. Carried.
Implementation Immediate. Circulated in Tek Torque

- Web Site: Technical Director to access the web site through Jason Crowe.
- Technical Secretary to received a copy of all correspondence sent to and from the Technical Committee.

TECHNICAL DIRECTORS REPORT:

This racing season has been without doubt very trying with cars being found outside of specifications both at State and National level. This appears to be caused in the main by lack of communication to the competitor by state officials. This is a major problem that must be addressed quickly. I receive phone calls from drivers in most states from all divisions on this and they are not happy with the current position at all.

This season has also seen the introduction of R&D groups to review each of the specification manuals While we still have some way to go with this process I believe that with the competitors assistance we will be able to review and address the needs of each section more professionally and in a timely manner.

This season has seen the introduction of Fuel Injection into Street Stock Sedans and it appears that Drivers are quite happy with it. Peter Harris the chairman of the Street Stock R&D group has done a great job working with the drivers by introducing spec / information update sheets that cover any problems and gives the driver answers to questions. These info sheets will be used now by all R&D section's Chairman to keep drivers informed of any updates and / or problem solving.

Tony O'Neill has been working with his R&D group to review the Super Sedan Specification Manual and the Printers Draft will be presented for Board approval at this meeting.

We will also be presenting to the board for approval the First draft of the Modified Production Manual Review along with Production Sedan Manual.

We seem to have some problem with States nominating people from each section for the R&D groups. **This person is not to be the State Technical Director** and if states can't put some names forward then I will be selecting the group members as this is an important issue that must be completed this weekend.

This season we encountered a problem with our fuel testing procedure and will be presenting a new procedure for approval. This procedure has been prepared by Deakin Uni after consultation and reviewing what we needed for our sections.

We also have other issues from State and National Titles but these will be covered by Recommendations and Clarifications in the Technical Meeting for board approval later in this meeting.

The Number of sections that we currently run must be reduced and I believe that we should be looking at the following two proposals

1. Combining Street Stocks and Production Sedans
2. Combining Production Sedans and Modified Productions

We must also look at our Duty of Care in relation to Street Stock Sedans as being the only section that does not have bar work – Will this give us problems?

I feel that the preferred option would be to combine Street Stocks with Productions and keep Modified as the Major Mono Section. This would be a simple process to achieve providing that we give the competitor some lead time say two Seasons?

Juniors are another section that needs addressing and the Technical Committee will be looking for some direction from the Board this meeting so that we can review the Specification Manual. Points that need to be covered are:-

- Chassis cars??
- Bigger Engines (1500cc)
- Fuel Injection
- One Make
- Open Diff Ratio's

These points will need a lot of though before any decisions can be put forward to the R & D Group.
Errol Baldwin, ASCF / SSA Technical Advisor

- Technical Committee asked that as in the case of Norm Fisher on Friday, that if a State Technical Advisor is called before the Board in future, that the National Technical Advisor is present. Norm Fisher thanked the National Technical Committee for their support.
- Deedees Race Suit Manufacturers be given an approval number. Copies of the SFI tests have been provided.

MOTION 53 Moved NASRSA Seconded NTSCI
That a Perpetual Trophy be put in place at National Modified Production
Championship for the best turned out car, voted on by the Machine
Examination Team, to be known as the Dave Wilson Memorial Trophy.
Carried.

Letter to Leeann Wilson advising of this decision.

Letter to Gray Family advising that their fathers name will be the only name on the gavel.

NASRSA will organize the Perpetual Trophy and replica's and the ASCF/SSA Inc. to incur cost. To be ready by next Board Meeting.

Next Meeting

SSA of NSW asked if the two meetings - Policy Meeting and the AGM could be combined into one meeting. Less expense and only one equalization. Board Members to advise National Office with the dates for the August/September Board Meeting to review Policy, and also the possible date for the AGM.

NASR Safety Conference – ASCF/SSA Inc. Delegates will be Errol Baldwin and Guy Thompson.

Bill Miller to look for alternate Conference Venue in Adelaide for next Meeting.

Equalization – because of confusion regarding whether ASCF/SSA Inc. was included in the Conference Room equalization, to be done after meeting.

Meeting closed 3.30 p.m. and CEO thanked everyone for their attendance.