

# **ASCF Speedway Sedans Australia Inc**

## **Board Meeting**

**Arkaba Hotel, Fullarton, South Australia  
26<sup>th</sup> and 27<sup>th</sup> May 2007**

### **Agenda**

**1. *Open Meeting – 8.30am***

Meeting opened by CEO, Neil Sayer at 8.36am

**2. *Introduction of Board Members***

Michele Harris NTSC Inc  
Rod Meakins VSCF Inc  
Moss Buchanan NASR SA Inc  
Alan Edwards SSA of NSW Inc  
Kevin Theyer WASCf Inc  
Paul Gannon QSCA Inc  
Guy Thompson TSCF Inc

**3. *Introduction of other Attendees***

Di Lauder VSCF Inc (Observer)  
John Gore SSA of NSW Inc (Observer)  
Jason Crowe WASCf Inc (Observer)  
Terese Lange QSCA Inc (Observer)  
Beckie Jones National Secretary  
Sharon Parkinson (Minute Secretary)  
Tony Parkinson (NASR Observer)  
Grant Bird (Vic Observer)  
Bill Miller (SA Observer)

**4. *Apologies***

Nil

**5. *Presidents Opening Address***

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

Firstly I would like to welcome our new national secretary Rebecca Jones to the meeting and wish her all the success in this demanding role. We are not a bad bunch once you get to know us.

I would also like to thank our outgoing Secretary Sharon Parkinson for all her assistance and for jumping into the breach at such short notice to

fulfil this role when the previous secretary suddenly resigned. I think I can speak for all of us and wish her well in her new business venture and a big thanks from all of us for a job well done.

**Finances** – Our new auditor Trevor Hirth from HLB Mann Judd has now completed the annual audit of our books. This has taken some time due to obtaining the relevant information from WA and our old system. Consumer Affairs are well aware of our situation and as such we will not be fined for the delay of the annual return. A detailed copy of the report has been presented to you in your welcome packs.

From the previous financial report I have sent to you it can be noted that the new accounting layout has made our finances much more transparent. Currently our finances are in a healthy position but there is always room for improvement. At this meeting we need to review our fee structure for the ensuing season.

**Stewards** – the new national racing rules are nearly completed and I have asked Tony Parkinson to bring us up to speed in the NASR report of where we are at with this project. One thing we need to do is reaffirm our representative/s to this committee.

**NASR** – Both Tim McAvaney and Tony Parkinson will both be attending the meeting today to present to you with an update on NASR matters. Subjects to be covered are the New Safety Standards (Technical are presenting recommendations on this subject), the NSSS Super Sedan Series for the upcoming season, the Speedway Hall of Fame, and an update on the office etc.

**Titles** – After a few minor learning hiccups from the NASR office this year's titles went off without much angst and probably our most successful to date. Having said that I think it is time to review the process on the way we appoint tracks to hold our titles. I have had the promoter tracks complaining that we exclude them from the appointing process, I have had competitors both in writing and verbal complain about our process and making appointments to tracks that don't suit their class etc. I have seen instances where states write to tracks to say that they have been given a National Title with no board approval. How can this be??? This seems to me is a system out of control and in need of an overhaul. To say this is the way we have always done it and this is the way policy says we should be doing it could mean that is now out of step with the sport and its thinking. We are not here to promote the promoter tracks but we should be trying to get the best for our competitors both in exposure and track facilities. The pecking order of the classes could determine the rating of the track and of course the public exposure.

On another issue connected to titles I stopped the payment of cash out at the titles. I believe we have a duty of care to our officials and that is take away the risk of being robbed or injured. In today's society who

knows what will happen. All monies owed to the competitor will now be paid within the prescribed time after the title.

**Transponders** – this year was the first year we have used transponders and to a large degree they worked perfectly. Exception to this is when the transponder isn't mounted as laid down by the technical committee. Once the transponder is mounted as per the technical specification they work fine.

Once Beckie has her feet under the table properly AMB is planning to hold training sessions on the software. These training sessions hopefully depending on numbers will be presented in most states of Australia. A small fee may apply to cover costs. We will keep you posted on this as it happens.

As an aside comment to assist in the initial cost recovery we are developing a revenue stream, when not in use, by hiring out the transponders to other sections / classes.

**Technical** – the technical committee have held their first meeting away from the main board meeting and from all accounts it went smoothly. From the internal minutes taken by the meeting and from all reports it would seem they achieved a fair amount of work. The Technical Advisor will be here tomorrow to present this report.

**Class Rationalisation** – This is an ongoing situation to which Kevin Theyer is working hard at and may I say without much support from his fellow board members. If we are ever going to unite the sport we are the ones that need to show those outside our ranks on why they need to join or portray ourselves as the organisation to be part of.

**Promotion** – I heard the comment from one board member that we as an organisation is losing our identity. My response to that is this “ What are you doing to promote this organisation, what are you doing to make people want to be part of this organisation”

The board via its CEO can only do so much promotion although a lot is done during the season. That is placing ads in the speedway media, doing interviews promoting our organisation, NSSS DVD promotion, etc etc.

**Michael Gee Appeal Recommendations** – this appeal has some severe ramifications to the way we currently operate and as such the appeal tribunal have put together some recommendations to which you all have been made aware of.

The recommendations will be discussed later in the agenda.

**Secure Internet Site** – the initiative we took to place all our correspondence on the internet in a secure site has taken this organisation to another level. The only problem we did encounter and in

some instances still may be occurring is that the relevant information is not being communicated to the competitors and the clubs. This needs addressing urgently.

**Class Registration** – I am pleased to announce earlier in the year we finalised with corporate affairs the registration of all our classes and some name variants. This is important milestone in the protection of our intellectual property.

Members of the board, I know I have said this before but let's put our team player hats on, lets us always think big picture, not always focus on our own situation and / agenda 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 are 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 are you up to the task to make this organisation achieve its goals and objectives then lets go for it? .

***Moved QSCF Inc seconded VSCF Inc. CARRIED***

Comments from Neil's report

Rod – feels that we, the ASCF, are losing our identity to NASR by outsourcing and using the NASR network. Tony asked how this can be – Rod says it's a perception from the competitors and members.

Paul Gannon – NASR in Qld actively campaign against QSCA and the ASCF.

Neil said this will be addressed in the NASR report.

Rod - class rationalisation – feels there are far too many classes. Neil explained how the system works at the moment and the process involved. Tony explained there are 2 parts – how do you deal with 110 classes at present and applications for new classes. Once again explained the process and the rationalisation for taking on new classes.

Paul Gannon – tracks in Qld that will make the competitors cover their ASCF decal.

## **6. Board Member Reports**

### **TSCF Inc**

This last six months in speedway in Tas has been a challenge to me in many ways.

This has been our first season running full fields of juniors, we have run their title and I am very happy with their growth with the division having good support from all three tracks. We have varied areas that Tas. and the ASCF-SSA could improve upon.

One that comes up first is we should put together information packs for new competitors covering all areas. As I find, we that have been in the sport for some time take most procedures for granted.

Where to find info or direction and the correct procedures.

We need to be more professional as these drivers are our future.

Tas have had appeals that have found many short falls in our rules and regulations.

Our other national classes have been strong all year and have had all titles run and won without too many problems with the exception for street stocks having two rain outs before being finalized.

Our state classes have been weak because the state body spilt them back to their two defined classes as in the past they had been allowed to run together it now appears they will become one. ("This is something that many have tried before".)

There have been comments, from one club on the correspondence from the ASCF/SSA or the lack of. It appears we in Tas. have failed to deliver the message to the clubs on how this is to work but have addressed this at a recent state meeting.

It is notable with Sharon in the office the reduction of repeated and unnecessary info being sent out. "Hence the comments on the correspondence."

## **Board position national titles**

I find that my board position which should entail a lot at times has little work directed to me

Titles are receiving a lot of comments at this time of the year and are important to some.

At this time I feel need to make comment on my board position.

If we are not going to be called on for info as a board member how the bloody hell are we to spread the load or deal with it on a more professional manner. We were appointed to do jobs, my job being titles. To date I find out after a direction or decision has been made and I ask as the board member in charge of this, should I not be making these decisions or giving directions as the first port of call.

**IS THIS NOT THIS THE DIRECTION OF BOARD**

Because some or most will not or cannot do their job we are making one do all.

Because CEO is doing all, there is strong criticism that he has received generally.

This is because proper direction has not been given by the board so he is doing his best.

I might add he has failed to direct the work to the proper channels because it has been easier and quicker for him to deal with it on a day to day basis.

I feel we have let our selves down in this area hence opening us up to more negative comments than positive ones. This board can operate correctly if the members make it work but to date this not the case.

We tend to dwell on matters such as the comments on the last board phone hook .

The change to move our administration to the NASR office was a major one and as we have found in the past with different secretaries we have all had some sort of issues that have not been correct and needed direction.

I believe the move to this office was correct for us and we generally have had simple problems to deal with. I expect this was Sharon's efforts and her professional knowledge of office needs that has helped this go as well as it has. For this I thank Sharon for the time and effort.

Perhaps some board members should not be on this board if they are not going to apply themselves to the jobs given. Any board is only as good as the work that is done by all not by a small minority.

## To move forward

It is my opinion that the following need to be adopted for us to move forward.

The board needs to define what day to day issues the CEO deals with.

Each board portfolio requires definition of what decision or direction that board member should be involved in before he or she needs to involve the whole board.

The board needs to have phone hook up meetings of the board at perhaps every two months to ratify decision i.e. payments and calls made like the title issues. We would need some sort of agenda sent out prior to these phone hook ups

The board has a need to have detailed what each person in the ASCF-SSA and NASR office is doing and who they answer to, so we at least can understand the flow.

On a monthly basis the board needs to have a report from our CEO on the events of the month detailing the events and the directions he has given. This should assist the board on the constant work load.

Comments – Terese suggested Information Packs be given out at State level. Guy feels if it comes from the National Office it would be more uniform.

Kevin – WASCF offered assistance in preparing packs and are happy to send a member to Tasmania to get this organised.

John – feels that all Title Coordinators should do a report and this should be circulated to Board. Guy feels that a flow chart should be organised so that information can be shared.

Rod asked that the ASCF adopt the WASCF's information pack. Neil feels that a welcome pack should be organised, adopted and circulated to new drivers.

Tony feels that the Junior class should be seen as a development class and the focus should be moved from the winning side. Tony has information and will circulate it to the Board/State Secretaries.

Kevin – Media Release – will expand on this in his report. – Inaugural Junior Development Forum.

Guy – concerned that issues, which he touched on in his Report and that were brought up during the last phone hook up haven't really been addressed. Re: the issue of Neil making decisions without Board consultation. Guy feels that he is more often than not happy with these outcomes but feels there should be more consultation and meetings need to be held more regularly; use phone hook ups if necessary. Paul supports Guy with the issue of meetings.

Sharon reminded Board members that Policy states that they are to provide a report to the office on a monthly basis. If Conference Calls are to become an option then a protocol needs to be adopted for conducting these meetings.

Guy asked if his recommendations are going to be accepted.

Kevin suggested finishing the Board reports and then put forward recommendations at the conclusion.

## **QSCF Inc**

I would firstly like to say that the Technical Committee seems to be operating in a much more harmonious manner than in the past.

I have been given the privilege of being involved in the technical correspondence and the resulting decisions since the last National Board Meeting. Although I did not take any active role in any voting situation, it was pleasing to be involved in the discussions.

It was also pleasing to see that the inward correspondence was generally dealt with smoothly and quickly with all Technical Committee members being given the opportunity to contribute to the final decision. The only negative that I have witnessed here is that sometimes those decisions are not distributed to all stake holders which does lead to confusion on the inspection pad at some race tracks.

I sat in on the recently conducted National Technical Committee meeting and was quite impressed with the conduct of the meeting and the amount of work that was covered in the two days. I was also made to feel quite welcome at the meeting and did not, at any time, feel like an intruder.

Des chaired the meeting allowing everyone to have input into discussions and the final results. Most areas of discussion seemed to have been well researched by those present who had material support for their point of view. Unfortunately, on the odd occasion, this material support was not evident and it would be my belief that this situation only leads to claims of biasness. Des was able to work through all of this, however, and needs to be congratulated on the manner in which he conducted the meeting.

Kayeleen also needs to be congratulated for her efforts in keeping track of the proceedings as at times that becomes more than a little bit difficult. All Committee members spoke openly on all subjects raised and conducted themselves well within acceptable meeting guidelines.

I would hope that the full report from that meeting will make evident the amount of effort put in by all at that meeting.

I will leave my final judgement on the decision to hold the National Technical Committee meeting at an alternative time to the National Board meeting until the Technical Report is delivered.

The only negative that I have witnessed since the last Board meeting is the perennial "us" and "them" syndrome. I would think that we all need to realise that we are all here with a common goal- "The fostering and promotion of speedway sedan racing within Australia", and we need to accept that others may be trying to achieve that goal through a different route than the one that we personally have chosen.

I would like to conclude this report by thanking the Technical Committee for allowing my involvement and thanking all Technical Committee members for their efforts on behalf of their drivers and look forward to working more closely with them in the future.

## **Comments**

Bill Miller – feels that 3 books during the one meeting (Technical) is far too much.



## **WASCF Inc**

Kevin preempted his report stating that he has written it under guidelines issued from the CEO. Kevin also advised that the last paragraph may be perceived as inflammatory but it needs to be discussed.

As the board member for the ASCF ASSA representing WA, it is with great pleasure that I present this report.

Since my last report to this board I have instigated along with my state executive many changes that parallel the new board structure of the ASCF SSA. The first change that took place in WA was to give all out competitor groups ie: Super Sedans, Modifieds, etc the go ahead to form their own promotional associations. Once this was done they then were offered 2 seats on the state executive. This change has made it easier to make qualified decisions about events or specifications that affect them. Changes were also concluded with out Technical Committee which is structured along similar lines as of the original ASCF SSA model. To further enhance our communication level we have introduced a Stewards Board to further compliment on how officials represent themselves and their positions.

Perhaps the greatest step forward of all was to be able to bring the governments recognized Speedway Commission and NASR together to act pretty much as a single entity. This has had a major influence on speedway In general within our state. In August as a group which included ASCF SSA, Speedway Commission and NASR we will be conducting our fifth forum conference in the south of WA. These forums allow us to expound the message in regards to all the different aspects of our sport and in particular to the clubs in WA.

As the person given the rather large task of class rationalisation for sedans in Australia, it is with some amazement that I find that a lot of the problems facing us is this, and in very basic form the problem is the ASCF state branches. Now that it is becoming known out there that we are genuinely attempting to rationalize classes, I am being approached by major promoters and high profile competitors wanting to offer assistance in this quest. Some of the stories being relayed about promoting class fragmentation instead of class unity and other issues purely astound me. A meeting is being planned to discuss class rationalisation and the first of these meetings will be held in QLD within the next 2 months. Participants from the sedan fraternity have offered to assist and it will include promoters, competitors and any other interested party willing to bring the classes closer together. To answer the question as to what I have done personally to enhance and promote our relationship with NASR, the answer is that I am a founding and current member of the WA Speedway Commission. I was instrumental in the effort to combine the commission and NASR WA as is some of my executive. It must be said that the majority of my executive

spend almost every weekend driving around the state of WA promoting speedway or attending a meeting or forum involving speedway.

In closing, I would like to make a personal observation about this organization. It is my belief that we need to be more focused on becoming a driver's organization. We need to focus more on our drivers needs and not on what are sometimes personal issues and or agendas. We have amongst us state branches that are actively promoting state classes and are not trying to bring them into our organization. We have a state branch selling a different licence other than our own NASR licence to their state classes, and are doing nothing to promote the ASCF SSA / NASR.

It is all very well to just sit there and say we should go back to how it was or let's get rid of the CEO. That unfortunately does not help the problem and would not help our drivers or the people that are putting in trying to make this organization go forward. It may help those that do not want to do anything to promote or advance the ASCF to stand down for a short period of time and have a look at what the sport is really about. Unless we are prepared to achieve our goals and that is to become a competitor based organization and become united in this cause the organization will fade into oblivion or it will be taken over by people that are prepares to put in and work to make the ASCF SSA a worthy leader in the sedan movement.

#### Comments

Rod asked how the Clubs received the driver's rep model. Jason advised it is working fine and going from strength to strength. Kevin stated that there are always some issues but information is available to put out any fires. Paul asked if Qld is one of the States Kevin refers to – Kevin advised yes, one of the states. Paul justifies Qld's reasons and process in handling these situations. Neil asked if NDRA is still being offered – Paul advised that QSCA don't offer it. Kevin stated that the report is not a finger pointing exercise - it is becoming apparent that competitors are happy with the way it is evolving but frustrated that the class rationalisation process is taking too long but he is doing everything he can to move this forward. Tony said that "goals" need to be identified. WA Insurance scheme are withdrawing their insurance for the tracks – this will provide an opportunity for NASR to step in.

Kevin wants Jason's position as "promotional person" to be discussed when we are discussion remuneration.

Paul wants to get something organized with WASCF re: class rationalisation.

**SSA of NSW Inc**

It's been another very busy season and the NSW Executive wish to thank all officials, Clubs, and Competitors for their support. Our State titles were well supported in all divisions and in particular our Modified Production Title which we took to Nowra on the south coast for their very first opportunity to run a title for our association. It was a great success for all concerned and the reports back from the competitors were very complementary. With our Super Sedans at Gilgandra, and our Production Sedans at Leeton all venues were very happy with their individual outcomes.

The NSW NASR Junior Sedan Title was held at the Gunnedah Speedway. Although it took a second attempt because of a wash out it was considered by all to be a great success. I would like to thank the Gunnedah Club in conjunction with the NSW NASR board for their efforts in running this event.

Our State Association's involvement in the Junior Training Program has grown over the last couple of seasons. There has been good progress in the working relationship with the other two governing bodies within NSW. This has been made possible through the process of running the Juniors from all three associations, together on race nights. We have also benefited from the practice of officials from other associations assisting each other at race meetings. An example of this was the appointment of one of our Club Chief Stewards being employed to Steward the State Titles for the NSW & ACT Board Association. We still have a long way to go, in particular amalgamation of specifications are still difficult, but is progressing at some venues, however we will persist.

We were pleased to receive an invitation from NSW NASR, to participate in the re-print of the Junior Specification Book. All the clubs from all associations in NSW have had the opportunity to submit changes to the new book for consideration. Our only disappointment is that we have consistently over the last 5 years, been refused the opportunity to have a sedan representative on the NASR State Board.

The results of our submission to the NSW Dept of Sport and Recreation via NASR NSW, to lower the age of our Juniors was disappointing. Approval has been given to Juniors aged 12 years to 14 years to compete in "Pre-Meeting" events provided they clear the pit area prior to the commencement of any Race Meeting. Their race cars must not exceed 1200 cc. This decision does not help in our efforts to attempt to fall in line with other States in this Association.

As you may be aware the state of NSW for many years has not run a Street Stock class. Recently we were approached jointly by two of our clubs with a proposal to register and run this National Class at their track on a permanent basis. These cars are not currently registered with our association and have agreed to make the small adjustments necessary to comply with the specifications. This is a small step towards amalgamation and we are pleased to support these clubs in an attempt to build this division.

Officials Training has continued in our state with a committed effort from John Gore. He has travelled extensively to make sure as many officials as possible are brought up to date. This has also included a number of officials from other associations, eg NASR NSW, RSA & NSW&ACT Board.

Preparations are now underway for a committed effort for yet another year. The next meeting of our State Association will be held on the 30<sup>th</sup> of June.

#### Comments

Tony questioned Alan on his statement that NASR have refused them being on the Board. Tony advised that it is a democratic process. Alan took this on Board. Neil has invited/encouraged all to attend the Hall of Fame and the NASR meeting.

Jason asked Alan for clarification on engine size for the Juniors (12-14 yr) – 1200 CC maximum has been approved. Alan confirmed this.

Paul Gannon wanted to congratulate NSW on accepting cars and getting them under the jurisdiction of SSA of NSW Inc

**Motion 1 – That the State Bodies of the ASCF/SSA Inc that have no representation on their respective NASR State bodies be invited to attend the up and coming NASR Council Meeting where the issue can be discussed.**

**Moved by WASC F Inc seconded by QSCA Inc. CARRIED**

#### **NASR(SA) Inc**

SA is unique in that there are only five racing divisions within the sedans so we don't have to rationalize classes. Production cars are low in numbers which is run by one of our Border clubs which is fostered by interstate tracks in their vicinity. We don't wish to eliminate any classes but if the need arose to rationalize any class we should be encouraging those few competitors with productions to upgrade to Modified Productions or down grade to the Street Stock division. Tracks within the state promote the class of car that is most readily available within the track geographical area or maybe import for a one of special of other divisions that are not regular local classes. Junior sedans have had an explosive growth over the past two race seasons mainly within the CBD. And that they are programmed to race on a regular basis around the state tracks which has also helped their growth and the SDA is vigorously encouraging kids to become Junior drivers because that is where the future competitors will come from.

There has been a suggestion put forward by one of our clubs to look at ute racing but with the NASR formula of trying to rationalize we don't really need another class just because somebody wants to do it. They need to find their niche within what already exists.

NASR-SA has what I would term a good working relationship with NASR Inc and the girls in the office working for the ASCF/SSA as Lorrie (State Secretary) if she or a club/ track has a problem to sort out she can be in regular communication with the crew at NASR Inc. Officials although volunteers, but very much appreciated, in Stewards and Machine Examiners seem not to be reading out of the same hymn book to be consistent in their decisions across the state. More work needs to be done in this area to improve communication skills and work/ sport relationships. As in the past we have pre-and post season conferences to discuss and sort differences.

The second year of running the NSSS seemed to be a lot more in front of the public with a lot of driver interest as shown by the number of contracted drivers that did most of the rounds of the series. It can only enhance the prospects of gaining more drivers into the top sedan section as could be seen by the higher competitor numbers running in the local series competition held at Adelaide last season. There was a series for Street Stocks run around some of the country venues which has seemed to enhance and make the racing cleaner within the class as they're racing together quite often. But a down turn in Modified sedans numbers could have been attributed to the lack of a state series which was run in conjunction with Victoria's series the season before last. But having said that there was excellent nominations and terrific competitiveness when the modified state championship was run near the end of the season three weeks after the Australian championship at Avalon. Junior Sedans again have run a series around the state tracks which has been good for them. Having nominations out to the competitors early and running the State Junior title over two nights at Easter encouraged a high number of competitors (48 in total) to travel for this event, entries being from WA, Victoria and Qld with the first four place getters being from out of state

Through the continued efforts of Bill Miller for the Publicity Port Folio for having placed eight full page adverts in Oval Express, received 40 pages of direct pictorial and editorial publicity out there in the public arena to enhance all sedans within Australia which is excellent value for ASCF/SSA.

### **VSCF Inc**

Board Member report for Rod Meakins member responsible for rule book & stewards.

It has been a disappointing time since out last meeting I have been led to believe that we are to introduce a new rule book at this meeting.

But having spoken to most state stewards and steward chair, Peter Griffiths and Terese Lang no one including myself have had any **input** since our last meeting I know that Tony Parkinson has done a lot of work on this but the stewards have not seen any draft.

I am also led to believe that NSW and WA Sprint cars and Speed cars don't want to use this book, I have to ask why they have seen it and we haven't.

Again lack of communication I have taken time to speak to most of state stewards and they are disappointed that their input is not required for a book that is for national use.

As for Victoria itself VSCF, we don't like the direction the ASCF seems to be heading with, what seems that our work is being done by a lot of other people that we (ASCF board) did not appoint ie: Titles/Financials decisions are made and we are told that is the way it is. Also going against policy without consultation with Board we are afraid we will lose our identity.

Comments

Racing Rules will be discussed during the NASR report.

### **NTSCI Inc**

Since attempting to give up my job as state secretary I have at least lessened the work load I have had more time to spend on my board duties. I have turned the corner from sitting on the outside and just being, to attempting to get involved in my position on the board. I now look forward to achieving the little milestones along the way especially when they benefit the competitors and officials. It is at times difficult for me as the Northern Territory only has Street Stocks and Junior Sedans at present but I have realized that I needed to have more input regardless. I now pick up the phone and find out what is going on and I have my say on most aspects. I can see that I still need to give more and work more as a team member but I think that I have made a start in the right direction.

I was given the task of setting up an asset register; this has been long over due. Attempting to track down some of our assets has not been an easy one. I would like to present this later in the meeting if possible.

With my increased involvement to the board I have seen the enormous amount that Neil gives to our association, this is done without hesitation and at times sacrificing other commitments to make sure that the wheels keep turning. I know that Neil sees this as part of his criteria as the CEO but I think that we need to spend some time to see if we as a board can ease the work load. No one should be expected to undertake the workload that the job brings without some assistance. This needs to be addressed at this meeting as we need to put something in place to prevent losing a valuable player in our sport.

There has been a lot of confusion as to venues for National Titles; we seem to have three states with three different issues in regard to venues. My suggestion to this is that we need to look after the main players. The

competitor must come first in this. Without the support of the drivers there will be no point in holding National Titles. We need to be looking at the big picture, suitable venues to host these events, looking after the tracks that regularly support and promote our classes. We have turned the corner with being involved in another successful super sedan series this year we don't need to sell ourselves short with our National Titles. We also need to be aware of the cost of our national titles; we need to be more accountable for our costs. I hope to visit that in finances. Let's start being more in control of our national titles and leave the states to host their state titles. This would also take the pressure from the states, which I have been involved in as state secretary, I am not a stranger to the "I didn't get a fair go" scenario it is always easy to have a bitch to someone else after the fact.

Let's not sit around spending time on why this venue was not suitable and why we gave it to them. Let's put our energy into getting the selection process right and give the competitor the best we can give. If this can be achieved then all the rest will fall into place. Let's attempt to take our National Titles to the next level.

In my opinion we also need to put someone in charge of title administration; this I envisage would involve all the administration for all titles. This persons job would not be difficult but it would mean that all aspects of title coordination is done the same way for each title and therefore displaying a more professional image of presentation for everyone from the competitor to the hosts and also to the officials. This would also cut some of the associated costs as some things would only have to be done once and in bulk.

The Northern Territory Speedway Council is still struggling to find a replacement for the secretary. Our AGM is to be held on the 25<sup>th</sup> August 2007 and the position will be required to be filled. We will also be running the Northern Territory Street Stock and Junior Sedan titles on that weekend in Darwin. The season has just begun in the North with some new drivers coming into the ranks. We have noticed an increase in the Junior Sedan numbers in Darwin and we can contribute this to Tony Woolfe's effort in promoting and supporting the ASCF classes. Last November we acquired a new State Steward and Jack Timm since taking on this position has shown to be an asset to the N.T.S.C.I. and has the respect of all the competitors and officials around the Territory.

**All reports Moved by TSCF Inc seconded WASCf Inc. CARRIED**

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

Board Meeting 26<sup>th</sup> & 27<sup>th</sup> August 2006

**Minutes of previous meeting to be accepted.**

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

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

Nil

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

- a. Motion 3 That a phase in period of 12 months be adopted for Motion 2 regarding the adoption of SFI and FIA Standards. Has been terminated.
- b. Guy method of communication needs to be more often than at moment. Paul suggested once a month reports to be sent to Beckie by 28<sup>th</sup> of month and a phone hook up every 2<sup>nd</sup> month. Beckie to send out a reminder for reports 1 week prior.

**10. Inward Correspondence**

Nil

**11. Business Arising from Inward Correspondence**

Nil

**12. Outward Correspondence**

Nil

**13. Business Arising from Outward Correspondence**

Nil

**Business Arising to be confirmed.**

**Moved WASCf Inc seconded 2<sup>nd</sup> TSCF Inc. CARRIED**

**14. Financial Report**

- a. Financial Statement Year End 30/6/06
- b. Audit Engagement  
**Motion Moved TSCF Inc seconded NTSCI Inc. CARRIED**
- c. Profit & Loss Statement July 06-May07

**15. Business Arising from Financial Report**

NIL

**16. Technical Overview**

**17. Policy Overview from Workshop**

Paul Gannon & Terese Volunteered to do policy

**18. Standing Orders Overview from Workshop**



## **19. General Business**

### **1. Murray Bridge Street Stock Title Submission**

Terese asked what is the ASPA & Title Allocation

Kevin said there is a motion that says we will take there advice on Super Sedan Titles but we still reserve the right.

Kevin agrees with what Michele said in her report, we owe it to the drivers to have the best possible venue. Neil agreed. Most states say that they do not hear anything from their state bodies.

Guy stated that we need to take control of our titles, send out submissions and if they respond we will evaluate. We need to change criteria. Terese states we need to keep our credibility. Kevin replied we need to restore credibility and start right now. Paul thinks we are no longer following policy. Guy asked where do we stand with tracks that are not acceptable. Kevin thinks we need to be able to have the best venue and support available.

Paul - there was no Junior title track to start with and with a lot of talk & work they had a huge success.

Michelle states that we have a problem with title submission, guidelines & policies but they are not working we need to put something in motion for next year. Neil agrees that the Board should allocate titles from submission received. Terese comments that submissions should be put out now for the next 2 years.

**Motion 5 That the ASCF/SSA Board will allocate titles from all submissions received, commencing season 08/09 submissions to be received by 30 August each year for allocation at September meeting**

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

Alan says we should take it from the state at this time

Murray Bridge has the Street Stock Title but the date needs to be changed as the Junior Title is on the same date.

Provisional date in mind is 7<sup>th</sup>, 8<sup>th</sup> and 9th February 2008

### **2. Borderline Street Stock Title Submission**

### **3. Bordertown Street Stock Title Submission**

Neil read out letter.

### **4. Horsham Super Sedan Title Submission**

Rod says that this is the only submission, Kevin was horrified if we even contemplated having the title here, the venue is not the place to have a Super Sedan title. Michele can not understand that no one else wants it in Victoria. Kevin thinks we should start urgent negotiations to get a track. Paul is not happy with prize money they were offering and Guy states the offer is not acceptable for title.

Terese asked have drivers been approached for their view. Neil said that other state drivers have advised they would prefer it to be somewhere else.

Guy states this is not going to be fixed and maybe put a proposal ourselves to run it. Kevin agrees that the drivers deserve to have the best.

Bill Miller asked if there was some way to move it on to another state and bring it back to Victoria another year.

Alan requested that it be held for 7 - 14 days and see what can be achieved.

**Acceptance of recommendations that we postpone the decision on the Super Sedan & Production Title for 14 days.**

**Motion - Moved SSA of NSW Inc seconded WACF Inc. Carried VSCF Inc Against**

5 Recommendations from Michael Gee

a. That one way communicators and transponders to be compulsory for all Blue Ribbon and National Title events.

**UNANIMOUS**

b. That all rule changes/amendments be circulated directly to the competitors/crew chiefs.

**CARRIED - UNANIMOUS**

Comments: Guy thinks that the rule book should be accessed on web. Beckie to organize for this to happen and also a separate page for updates that will need to be incorporated in book also.

**UNANIMOUS**

c. That the ASCF/SSA sanction all officials of the meeting

**UNANIMOUS**

Guy questioned what is an independent chief steward – Kevin replied that they should be divorced from everything else he walks in cold to that track and has no familiarities with that track, the ASCF/SSA Sanction all officials of the blue ribbon meetings.

**UNANIMOUS**

d. That the Chief Steward and the one way communicator operator be at the same location.

Tony to give Beckie information to pass on to everyone.

**UNANIMOUS**

- e. That the transponder loop will determine the finish line and all laps will be scored at the finish line.  
**UNANIMOUS**
- f. That the training of Stewards be reviewed to ensure that any rule changes/amendments are enforced.  
Comments: Review training full stop for officials and stewards.  
**UNANIMOUS**
- g. That a National register of officials be created (Chief Stewards & Technical) and this register elect the relevant National Steward and Technical Advisor. The State Chief Steward and State Chief Technical Advisors will also come from this register and be endorsed by the ASCF/SSA Board.  
Comments: Terese asked if this takes away the right for the state. Kevin replied no. Policy will need to be changed.  
**UNANIMOUS**
- h. Where drivers purchase their own transponders, the number can be recorded on the nomination form/log books when nominating for an event.  
Comments: Log books need to be amended  
**UNANIMOUS**
- i. Drivers with own transponder will have the number recorded in their log book.  
**UNANIMOUS**

**Acceptance of recommendations from Michael Gee  
Moved TSCF Inc seconded VSCF Inc. CARRIED**

- 6 Kwinana National Super Sedan Title Report – Neil Sayer  
  
Report was read & discussed, possibly more stringent criteria required for nominating in future
- 7 VSCF Super Sedan Title/Prize Money/passes etc – Alan Edwards  
  
Discussed
- 8 Albany Junior Sedan Title Submission  
  
**Moved NTSCI Inc seconded SSA of NSW Inc. CARRIED**
- 9 Maryborough Modified Production Title Submission Q.S.C.A. Support & recommend  
  
Paul read out other letters from driver's recommendations to clarify that Modified Production Title should be at Maryborough.  
  
**Moved SSA of NSW seconded TSCF Inc. CARRIED**

No body has done anything with Production Title SSA of NSW Inc declined having it there. VSCF do not want it. Guy suggested agreeing on a state and then within 14 days we will see what we can do.  
SSA of NSW will look into it.

- 10 Charlton Modified Production Title Submission  
As Item 9
- 11 Brisbane Modified Production Title Submission  
As Item 9
- 12 National Modified Production Title Avalon Report

There were accusations made towards Neil by Norman Fisher. Kevin asked if there were issues with any other title and Norm. John Gore replied that he is fine if he is not been the boss. Kevin asked if Norm is not doing things he is asked that are in the spec book, Di replied yes he does refuse on occasions. Kevin asked why Victoria hasn't done anything about it, Rod said they have no one else to do the job. Norm does not accept he is wrong. Di states that Norm is set in his ways and will not be told what to do but he is a good scrutineer. Kevin states that Victoria needs to sort out problem.

- 13 Timeframe for Modified Production Spec Book  
  
Dealt with in Technical Discussion
- 14 Todd Doyle Modified Production Title recommendations  
Done
- 15 Accepting & allocating Titles – Paul Gannon  
Done
- 16 Production Sedan Title Mildura Report  
Done
- 17 Q.S.C.A and Policy Section 20 re: submissions  
Done
- 18 Supplementary Rule for State & National Titles & Points System and Amount of Rounds – Wayne Millman  
  
Kevin thinks that the points need to be over 5 rounds not 4 or introduce passing points. Bill Miller thinks the new points for National Series would be a good trial
- 19 Late Nomination Fees to be Increased – Neil Sayer

**Motion 4 - That the fee for late nominations be increased to \$500 for National Titles. Juniors \$250 for National Titles.**

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

- 20 Procedures for Board Portfolio Holder Appointments from Q.S.C.A

Neil stated that we need to establish what we require. Tony thinks implementation & dedication is the hardest thing. Key result areas to focus on are what someone can give to the portfolio maybe provide a resume. It needs evaluating. Interest & understanding is a key factor also. Kevin suggested that we get professional guidance. Paul thinks that we have enough expertise here to facilitate the day, with a professional there we may not open up. Rod suggested a date but no one could make it. Tony says that a consultant could be used for the workshop, we would be hiring management skills. Bottom line is we need the day. Terese suggests that it should be a living document portfolio. Tony & Neil will work on a workshop questionnaire and attach a resume for the position you think suits.

- 21 Murray Bridge Scrutineer Assault Complaint

Des explains the situation as he was in phone communication with Dave Helyar at the event. Moss explains that the state was made aware and has dealt with it by speaking to all the stewards

- 22 Junior Title Report linked with item 21

Names on reports of who you have spoken to must be put on reports, so that they can be followed up if necessary.

- 23 Tony O'Neill – Issues with NASR

Dealt in NASR report

- 24 CEO/Secretary/Jason Crowe (promotions) remuneration – Kevin Theyer

Kevin suggests that the CEO needs to have honorarium. Jason Crowe is attempting to do stories without traveling to titles, proving difficult. Guy suggested we need to work out finances, but promotional people should be at the title. Paul suggested getting a corporate sponsor for ASCF.

**Motion 6 - That the CEO receive an honorarium of \$100.00 per week to be reviewed at each AGM.**

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

**Motion 7 - That the Promotion Officer for ASCF/SSA be sent to all National titles where possible.**

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

**Motion 8 - To increase the secretary honorarium to \$400.00 per week to be reviewed at each AGM.**

**Moved TSCF Inc seconded QSCA Inc. CARRIED**

**Motion 9 - That this organization actively seek corporate sponsorship using a marketing company.**

**Moved QSCA Inc seconded TSCF Inc. CARRIED**

NASR Guy think we are at least \$5000 underpaid to pay NASR \$11000. Kevin thinks we should discuss with Tim etc and get a budget from Cheri & Guy. This will be increased by \$50 per week up to \$200 per week.

Website

Discussion on website administrator. Resolved – looking at other alternatives.

25 Discussion Agenda Items from Neil

Done

26 John Gore – Title Coordinators concerns

Training on transponders will solve a lot of problems  
Everything discussed and most has been sorted today or previously. Beckie to sort training dates for all states.

27 ASPA AGM Meeting Notes

Done

28 Stewards Advisory Report Sept 06 – May 07 – Peter Griffiths

Sept 06 – May 07

Firstly I must say that all the steward's who did a National Title this year did an excellent job. There were only a couple of items that came out of the titles that the board will have to address. The first being some clubs who get a National Title still have the expectation that the Chief Steward appointed by the ASCF/SSA will come in and do the whole thing by themselves. We require at least two assistant stewards to make sure the title runs smoothly. The second being, On talking to a number of Driver's they don't like the format of the four heats because they don't get to drop their worst heat. Some top driver's if they have car trouble or get put out by another driver will not have the chance of making the final.

Personally I would like to thank all the officials from the Maryborough Club and also the QSCA for making the Junior National Title such a great success. The only problem I had at this title was caused by a three legged dog. It sounded like the kind of problem I could hand to Neil.

The Super Sedan National Title held at the Motorplex went off without any problems. Two weeks before the title ten officials from the Motorplex went through our training course which was held at the office of the W.A Speedway Commission. I must say they were all keen to listen and learn about the way the ASCF Stewards run title events.

Over the past few months I had had many calls from Officials from around Australia and I am happy to say also from many drivers. This gives me the opportunity to help the drivers while explaining the rules to them.

Last but not least the rule book, from talking to people from other divisions such as Speedcar's and Sprintcar's the general feeling is that these divisions will not use the rule book currently being worked on. This is something the board will have to address as until we get all the parties concerned to the table we will just be changing from our rule book, that we have put a lot of work into, to another rule book that other divisions will not use. What we could end up with is a rule book with each division having a list of supplementary regulations attached. This is not what the Stewards want as it is just like our current rule book with so many stick ins we can't fit them all in. The idea of the one rule book is a great idea and I would like to see it happen but I do think it needs a lot more work before we give our book up.

Only 1 state body of sprintcars has an issue with the rule book  
Done

29 VSCF Committee Meeting -Title Clothing & Officials

All representatives should be issued with shirts. Maybe sizes were requested and never got them. Need to get new shirts in stock should be a register. Yellow jackets

30 VSCF Secretaries Contactable Hours

Everybody agreed happy with hours

31 Share Dividends

Can states buy them? Competitor group shares. NASR is looking at how shares are structured 50% promoters and 50% competitors. WA expresses interest. They will right a letter to NASR requesting shares.

32 NASR Team SATURDAY 10.30am – 12.30pm

## **CLARIFICATIONS AND RECOMMENDATIONS FOR NATIONAL TITLES FROM PAUL TRENGROVE**

### **ENTRIES**

Whilst last year was the first year the ASCF Titles were administered from the ASCF National office in Adelaide, we found the inconsistencies in the entry process challenging.

Nearly all national title events had differences in this process. Most notable was that of the National Super Sedan Title, where all entries and payments were received by the Perth Motorplex. Confusion was caused as the National office did not have any driver entry information, was unsure whether to allocate scrutineering times, roof numbers etc.

It was up to the National office to chase driver information, addresses, car numbers etc, so that official ASCF documentation could be sent out about the title. After the title had been ran, the same issues were raised when trying to pay prize money, tow money, bonus money etc.

It should be a consistent process so the ASCF, promoters, venues and drivers collectively understand which tasks are performed by which party.

## **TRANSPONDER PAYMENTS / REFUNDS**

The last season there was confusion with regards to the amount drivers were charged and refunded with regards to transponders. Clarification is required so that we can make it clearer on the entry forms. For example an administration fee needs to be added for drivers who own transponders.

When should this refund be paid?

- When the prize money gets paid out, or
- at the track (which may include when the tow money is paid depending on what has been decided on when it comes to tow money. See *below*)?

## **LATE ENTRIES**

An issue we had through the season was clarification with regards to Late Entries. Do they receive tow money? Do they get included in the grid draw?

As far as it is understood the policy needs to be changed now to reflect that Late Entries do receive tow money, bonus money and are put into the grid as normal, as long as the entry is lodged prior to the closure of scrutineering and the late entry fee has been paid.



## **PRIZE MONEY**

### ***Rule 11.26***

A contentious issue for the season was whether or not rule 11.26 of the ASCF rulebook applies to National Titles.

Do all cars need to actually finish in a Feature Race to be awarded prize money or should it be that prize money is paid in accordance to finishing order, followed by the order of which cars have stopped, therefore not meeting rule 11.26? If we do not pay the non finishers, it could mean an A main driver gets crashed out of the final race and receives no prize money whilst the driver who finishes, say 3<sup>rd</sup> in the C Main, receives prize money.

We propose that drivers starting a feature race should get prize money, whether or not they are classed as a finisher as per rule 11.26. The other issue is that if all prize money does not get paid out, the ASCF then have to calculate the unpaid amounts and refund it back to the track, or alternatively, keep it and make a profit. We are not sure if that is the intention of the ASCF for a National Title.

### ***Statement of Supply Form***

It is our recommendation that a statement of supply form is sent to all drivers with their original nomination form so that this information is held by the National office. Currently once it is established which drivers receive prize money, extra documentation has to be sent out to confirm if that participant is operating as a business (and then a tax invoice is required before payment can be made) or only for a hobby (where a Statement of Supply form is required). Months after an event has been completed, the office is still chasing this documentation from drivers and it adds extra work to a task that should be completed well before.

## **TOW MONEY**

This year tow money was paid out differently for each title. Some were paid at the track and others by the National office.

We believe a standard should be set so that the method of paying tow money is consistent for each title. This year there was too much confusion as to whether a track would pay on the night or if ASCF should pay from the office.

The advantage of paying on the night is that drivers receive their tow money at the event and can use it immediately to assist their journey to and from the title. The disadvantages are that the track has to collect

money from a bank (in specific denominations) as well as secure the money for the weekend before distributing it. There is clearly a security risk when tow money adds up to thousands of dollars.

The advantage of paying from the National office is that there is no cash involved as the payments can be incorporated into a single cheque, along with prize money and bonus money. It is less confusing and a lot more secure. The disadvantage is drivers will have to wait a few weeks for the tow money to arrive.

## **BONUS MONEY**

### ***Where should it be paid?***

As per tow money, should this be paid at the track or from the National office?

### ***Possible policy change***

It is suggested also that an additional entry is made in the ASCF policy which makes it clear that if a driver holds 2 Titles at one time, that they receive 2 lots of bonus money. There was some confusion on this issue last season and whilst this was clarified, it should be clear in the policy.

### ***Timing of Title Holders / Bonus Money***

At the moment a driver can win a State Title in eg. March 06-07 and they *should* then be entitled to Bonus money for the next National Title. However if the next State Title (07-08), is held in January 08 and the National Title is held after that, it means that the new State Title holder will have rights to the upcoming National Title Bonus Money. So it effectively means that the person who won the title in 06-07 does not ever get the chance to receive bonus money at a title.

This circumstance can also allow one driver and the winner of a single State Title, to be eligible for bonus money at consecutive Titles, even though he only won a single state title. The reason this can occur is because the policy states that the 'current' State Title holder is the driver who receives the bonus money.

A suggestion is that this rule is to be changed so that it states "the previous season's title holder" rather than the "current" title holder. It should perhaps even specify that this is irrespective if a different driver has already one the current season's State Title before the National Title for the same season is held.

This ensures every state title winner gets the opportunity to attend a national title and receive bonus money.

## **ROOF NUMBERS**

### ***Are they necessary?***

Do we need roof numbers on race cars? We do not require them in the National Super Sedan Series, as the use of transponders and new timing technology eliminates their need.

Whilst manual lap counting is a good backup to the transponder system, it is rarely called upon and on the NSSS, all tracks managed to manually lap count without roof numbers on the cars. (I was running the transponder timing system and there were no complaints from the manual lap counting volunteers)

### ***Car numbers on side of car***

Eliminating roof numbers introduces the need however, for clearer numbers on race-cars. For example CAMS have strict requirements for their different racing categories. Usually specific measurements and colours are required of the numbers and of the plain background that the numbers sit upon. This should be considered so that cars are more recognisable for the commentators, the back up lap counter system and most importantly for the crowd.

## **CAR NUMBERS**

### ***Cars Numbers ending in 0***

Firstly, the rule in place states that no car can run with a zero at the end of the number unless it is 10. The *only* reason this rule is in place, is due to confusion when lap scorers call out numbers.

Again, since transponders are the official timing system for National Titles, this rule can be eliminated. Having a rule based upon the backup system is not a positive direction forwards for the sport and it is a rule that is no longer necessary.

### ***Car #0***

Even if it is decided that cars can not end in zero (0) besides #10, I think that the Car #0 should still be allowed. Currently a car entering with #0 is given an alternate roof number, but this is not necessary as “zero” is not a number that could be confused with any other number.

Comments –

The board agrees that they will continue with the financial help towards the NSSS for the coming season as per last year.

Paul – We should still have roof numbers as transponders can fail  
Bill – When Prize money is paid a breakdown (tow, heat etc) should be sent with payment. Sharee (NASR) to look into.

**Motion 2 – That the Competition Manager review our national title nomination and information forms and recommend changes that are necessary to streamline titles. These recommendations to be reviewed by the elected Board Member in charge of titles and presented to the Board for implementation.**

**Moved WACF Inc seconded QSCA Inc. CARRIED**

**Motion 3 - That rule 11.26 would be waived for Australian Titles. Competitors who started in an event will be paid prize money whether they finished the event or not.**

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

**Paul Trengrove's report to be accepted**

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

### **Overview of Presentation From Tim**

- **ASCF/SSA Admin Services**
- **Public Liability Insurance**
- **Membership/ benefits**
- **NASR National Conferences**
- **National Racing Rules**
- **National Safety Conference/SSAC**
- **Hall of Fame**
- **NSSS 06/07 Overview**
- **NSSS 07/08 Plans**
- **Other developments/issues**

### **ASCF/SSA ADMINISTRATION SERVICE REVIEW**

**Paul Trengrove – Competition Manager  
Sharee Mortimer – Accounts Administrator**

### **NASR Review and Recommendations**

- **Issues arising**
- **Improvements for Future**
- **Financial obligations**
- **Instruction & reporting channels**

### **Public Liability Insurance Renewal**

- Successful Season – substantial growth
- 74 tracks now in scheme
- All major tracks
- 2007/08 Renewal now being negotiated
  - Further premium reductions
  - Refining club-level premiums

#### **Membership**

- 06/07 Membership Surpassed 10,000
- 07/08 Member Benefit Improvements
  - Personal Accident Insurance
    - Weekly from \$600 to \$700
    - Benefit period from 52 weeks to 104 weeks
    - New Ambulance benefit to max \$5,000 (previously included in non-medical expenses benefit)
    - New broken bones benefit to max \$10,000

#### **NASR National Conferences**

- June 15 to 17 in Adelaide
- Arkaba Hotel
  - National Racing Rules Committee
  - National Safety Conference
  - Hall of Fame Induction Dinner
  - NASR National Council Meeting

#### **National Racing Rules (NRR)**

- National Racing Rules Committee
  - To meet Friday 15 June 7pm
  - One-delegate from each national body
  - Aim to review racing rules on annual basis
- Majority of groups now accept NRR
- Rulebooks to be printed in July/August
- Supplied to all drivers
- Training & support for Officials to follow

#### **National Safety Conference**

- Speedway Safety Advisory Committee
  - New safety recommendations
- National Safety Conference
  - To meet Saturday 16 June 9am
  - Forum for all divisions to raise safety issues
  - SSAC to then research and review issues
  - Opportunity for SSAC to report back to competitor groups

#### **Hall of Fame (HoF)**

- Inaugural HoF Induction Dinner

- Bradman Room, Adelaide Oval
- Saturday 16 June 7pm - \$58 per head
- Formal event
- 30 person Induction Committee have narrowed list from 200 initial nominations
- 8 – 12 inductees in first year
- Celebration of our proud history

**2006/07**

#### **National Super Sedan Series**

- Eight rounds – huge success
- Two periods of racing to help decrease travel costs
- 30 to 39 cars at each round
- Tow Money increased from \$1000 to \$1500
- 24 cars completed all rounds
- Financial result – approx \$8,000 loss
  - Huge interest from competitors
  - More finished series than anticipated – excellent commitment
  - Transponder system costs complications

#### **2007/08 NSSS Planning**

- Working Party implemented
- Entire Series scheduled 27 Dec – 19 Jan
- 12- 14 Contracts given only
- Points structure reviewed
- Transponder Issues resolutions
- Australian bodies encouraged
- 2006/07 loss will be budgeted
- Marketing Company to market NSSS

#### **Other Issues/ Developments**

- Statutory Liability Insurance
- ACCC issues causing disruption
- FIA/CAMS affiliation – Junior AIS Program possibility
- Safety Training Program
  - Continued Safety Seminars
  - Train the trainer program being developed
- WSS Tender Process

Comments –

Terese Stewards information went into National Rule Book but Stewards would have liked to have had a copy to look at.

Safety Issues –

People need educating on how to wear & keep racesuits etc

Drug & alcohol testing will be stepped up next season.

## **Financial Report**

Guy went through report and has advised Board that some refinement/clarification is still required as there have been issues as a result of staffing which has now been rectified with the appointment of Sharee Mortimer (NASR).

Happy with the return on the transponder investment.

Rod asked what the miscellaneous expenses are - \$107.45 appears each month. Photocopier - Contract for photocopier has now been terminated.

Kevin suggests that a detailed report be put together to work out how much the ASCF/SSA Inc cost NASR – this needs to be addressed once portfolios are sorted out.

Auditors Report be accepted.

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

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

33 Technical Report SUNDAY 11.30am with Des Alfirevich

Recommendations:

**Motion 11 – Recommendation 1 All Divisions - Re Shelling Race Cars that drivers be aloud to reshell a racecar without paying a new registration fee during the same season.**

**Moved SSA of NSW Inc seconded WASCf Inc. CARRIED  
TSCF Inc Against**

**Motion 12 – Recommendation 2 Modified Production - Remove O.E.M from where it states O.E.M Bumper over top pipe bumper bar work.**

**Moved WASCf Inc seconded VSCF Inc. CARRIED**

**Motion 13 – Recommendation 3 All Divisions - Fuel EFI Cars and early model engined cars in late body max octane fuel 98 octane unleaded fuel to be supplied by Shell, Caltex, Mobil or Bp only. Must be supplied by commercial outlet through multi volume network via bowser pump. No exotic or racing fuels or additives allowed. Becomes Section 28B in Book.**

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

**Motion 14 – Recommendation 4 Modified & All Mono Cars - The rear axle centre line to be in OEM position.**

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

**Motion 15 – Recommendation 5 Modified Production & Production - Sprinkler Bar or any such like device used for the provision of water onto the exterior of the radiator not permitted.**

**Moved WASCf Inc seconded VSCF Inc. CARRIED**

**Motion 16 – Recommendation 6 Modified Production - For Falcons EA and Later. 50mm max may be added into stub axle to allow for tyre clearance. Must use 2 x stub axles to make 1 unit. 1 weld only to be used.**

**Moved WASCf Inc Seconded VSCF Inc. CARRIED**

**Motion 17 – Recommendation 7 Modified Production – That EFI Engine in 1985 Mazda be allowed as per submission from Peter McCarthy dated 13/04/07.**

**Moved VSCF Inc Lapsed for a seconder.**

**Motion 18 – Recommendation 8 Street Stock – Maximum size of rims be increased to 15” x 6.5”. Track to remain as per spec book. To be put in new draft of spec book.**

**Moved VSCF Inc seconded NTSCI Inc. CARRIED**

**Motion 19 – Recommendation 9 Street Stock – Bar to come off centre windscreen bar. CHS 34mm x 3mm wt Maximum, with a 3mm x 100mm x 100mm plate welded to tower for support. Only 1 bar per tower.**

**Moved TSCF Inc seconded NTSCI Inc. CARRIED**

**Recommendation 10 - Refer to National Racing Rules Committee**

**Motion 20 – Recommendation 11 Street Stocks – Use of performance valve spring dampers permitted. (for draft copy).**

**Moved WASCf Inc seconded NTSCI Inc. CARRIED**

**Motion 21 – Recommendation 12 Production Division - Front and Rear chs bumper to be covered by plastic road car bumper. (for draft copy)**

**Moved VSCF Inc Lapsed for a seconder.**

**Motion 22 – Recommendation 13 Production Division - No alloy banjo type diff centres.**

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

**Motion 23 – Recommendation 14 Production Cars, Street Stock & Juniors Division (back page in books) - Tyre ratings**

**Tyres-Radials Only**

**265mm bag width maximum**

**Minimum 60 series profile**

**Speed rating H maximum**



**E.G 265/60/R or 265/75/15.H**

**SPEED RATING**

|                |             |            |
|----------------|-------------|------------|
| <b>A1 – A8</b> | <b>5-40</b> | <b>kmh</b> |
| <b>B</b>       | <b>50</b>   | <b>kmh</b> |
| <b>C</b>       | <b>60</b>   | <b>kmh</b> |
| <b>D</b>       | <b>65</b>   | <b>kmh</b> |
| <b>E</b>       | <b>70</b>   | <b>kmh</b> |
| <b>F</b>       | <b>80</b>   | <b>kmh</b> |
| <b>G</b>       | <b>90</b>   | <b>kmh</b> |
| <b>J</b>       | <b>100</b>  | <b>kmh</b> |
| <b>K</b>       | <b>110</b>  | <b>kmh</b> |
| <b>L</b>       | <b>120</b>  | <b>kmh</b> |
| <b>M</b>       | <b>130</b>  | <b>kmh</b> |
| <b>N</b>       | <b>140</b>  | <b>kmh</b> |
| <b>P</b>       | <b>150</b>  | <b>kmh</b> |
| <b>Q</b>       | <b>160</b>  | <b>kmh</b> |
| <b>R</b>       | <b>170</b>  | <b>kmh</b> |
| <b>S</b>       | <b>190</b>  | <b>kmh</b> |
| <b>T</b>       | <b>200</b>  | <b>kmh</b> |
| <b>U</b>       | <b>200</b>  | <b>kmh</b> |
| <b>H</b>       | <b>210</b>  | <b>kmh</b> |

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

**Recommendation 15 Withdrawn**

**Motion 24 – Recommendation 16 Production Division - Chs bumper bars and bumper supports to max 42mm x 3mm  
Moved VSCF Inc seconded WASCf Inc. CARRIED**

**Motion 25 – Recommendation 17 Modified Production Division - Michael Solomon be allowed to build a BMW 328i 1997 E36 Series, engine to be MS2 B28 stroke 84mm, single throttle body 64mm ID, inlet manifold 11611707027  
Moved WASCf Inc seconded VSCF Inc. CARRIED**

**Motion 26 – Recommendation 18 All Divisions - All header tanks, hoses & caps in cabin area to be covered as per radiator tanks & hoses to prevent hot water burning the driver or drivers of other cars. Must be mounted below half window height.  
Moved SSA of NSW Inc seconded NTSCI Inc. CARRIED  
Immediate Implementation for safety**

**Motion 27 – Recommendation 19 Junior Division - All cars must use a plastic type road car bumper over chs pipe Bars  
Moved VSCF Inc seconded SSA of NSW Inc. **More research required to determine fitment****

**Motion 28 - Clarification No 1 Junior Division Draft - Car originally fitted O.E.M with plastic bumper must be retained to maintain silhouette of vehicle **More research required****

**Motion 29 - Clarification No 3 Division Super Sedan - V8 Supercar Rear Wings must not be over hang pass the body panels and rear bumper in any direction.  
Moved WASCf Inc seconded VSCF Inc. CARRIED  
Immediate implementation**

**Modified Book  
Implementation date for the book 1<sup>st</sup> July 2007. To be put on website.**

**Moved VSCF Inc seconded QSCA Inc.**

**Motion 30 – We include all spec books the recommendation of 3 pages attached from April 17 meeting of NASR safety advisory committee on safety apparel.  
Moved TSCF Inc seconded WASCf Inc. CARRIED**

Production Book

Defer until next year and talk to drivers.

Junior Book

Motion to agree with book amendments.  
Moved NTSCI Inc seconded VSCF Inc. Carried with exception of bumpers to be investigated

Engine seals need to be investigated Guy, John & Des to get back to Beckie with possible new style.

- 34 National Title Prize Money – Di Lauder  
Done
- 35 Vic Junior State Title Engine Check & Claim Form (A Cottrell) –  
Di Lauder  
Responsibility lies with Victoria. Rod has agreed to pay Dave Helyar, and only 1 gasket to be paid for VSCF sorting that.  
Australian Title not being paid as invoice is 4 months too late.  
Protocol has not been followed.
- 36 Title Coordinators Report Perth Motorplex – Jason Crowe  
Done
- 37 Letter from Warren Chief Steward  
This has been read and passed to Tony
- 38 Representative For NRR – Rod Meakins and Peter Griffiths

Kevin - National Title gate passes should be built into cost factor from track, Not price of title but promoters are not promoting. Competitors are spending more money and venues are not spending enough money supporting it. If we want to grow product so does the venue.

Asset Register

Michelle – explained the depreciation schedules had trouble locating items, Transponders need to be accountable for at all times, a register is going to be kept from now on.

**Motion 10 - That written reports be forward to National Office from the 4 appointed ASCF/SSA Inc Offices for National Titles – Representative, Chief Steward, Technical Rep and Coordinator. Policy, Section 23.1**

**Moved SSA of NSW Inc Seconded NASR (SA) Inc. CARRIED  
Against TSCF, WASCF and QSCA**

**Motion 31 - That equalisation for venue hire be divided 8 ways (ie) between all states and the National Office  
Moved QSCA Inc seconded TSCF Inc. CARRIED**

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

7, 8 & 9<sup>th</sup> September 2007 Technical Meeting T.B.A

**22. *Close of Meeting***

3.45pm 27<sup>th</sup> May 2007