

**MINUTES OF THE ASCF INC. GENERAL MEETING held at the CORUS HOTEL, HOBART, on 29th,
30th & 31st MARCH, 2003.**

PRESIDENT: JOHN WILSON
VICE PRESIDENT: GEOFF GREEN
TECHNICAL DIRECTOR: NEIL SAYER
SECRETARY: JULIE GREEN

	DELEGATES	TECHNICAL
SSA OF NSW	NARELLE MORRIS JOHN GORE	TONY O'NEILL
WASCF	KEVIN THEYER JOHN PURSER	WAYNE MILLMAN
TSCF	DANE PORTER PAM RICHARDSON	PHIL O'CONNOR
VSCF	ROD MEAKINS PAULINE DOWEL	NORM FISHER
QSCA	PAUL GANNON TERESE LANGE	ERROL BALDWIN
NTSCI	MICHELE HARRIS	PETER HARRIS
NASRSA	MOSS BUCHANNAN BILL MILLAR	DAVE WILSON

DAY ONE: 29TH March, 2003

President, John Wilson opened the meeting and welcomed all Delegates.

Introduction of all Delegates and Observers.

APOLOGIES: Alan Edwards, SSA of NSW President.

Outstanding Account: President explained that the WASCF had an outstanding amount that they were questioning. Had paid what they believed was outstanding. Wendy Wilson has gone through the account and asked WASCF to provide proof of any payments made, that have not been credited to their account, by next week.

MOTION I Moved VSCF Seconded TSCF
That we accept WASCF as Delegates to Meetings, until monies in dispute have been settled.
CARRIED UNANIMOUSLY

PRESIDENTS REPORT: by John Wilson, President ASCF Inc.

The past six months has been very trying and difficult at times for me as President, mainly caused by other people interfering when it is not their duty or they don't have the knowledge of what is really happening and acting on rumours. It would also appear that some of our Technical persons choose not to adhere to our spec books when cars are being registered, which then causes problems at or before National Titles, resulting in the National Executive having to resolve the issue or enforce the rule book wasting many valuable hours of time and phone calls and receiving much verbal abuse. This quite clearly should not be happening and all State Technical Representatives in which States this applies to, should ask themselves the question "why am I allowing this to happen" because at the end of the day the person registering an illegal car will be made accountable if a problem arises.

In regards to specifications in all classes I believe it is time that this Council takes control of the future direction we are going to take. I realise the system we have is supposed to be democratic but realistically we are only getting input from a minor few who make themselves heard and convince Technical persons that it is better for the class when really it is only for their advantage. We must curtail costs in every division for example Street Stocks are not any longer a budget class with \$10,000 - \$15,000 being spent on engines alone without all the suspension modifications etc, this is definitely not what this class was introduced for. Junior sedans also need urgent attention for the speeds they are obtaining are far beyond the capabilities of their cars. Lets stop and have a look at what we are doing to our sport.

In spite of two States proposing motions to move away from NASR I feel it has been very positive for Speedway and the ASCF in particular since we elected to become Board Members and a Shareholder of NASR. In the six months we have been there we have achieved –

- § That no more classes will be allowed to start up without NASR approval, which means we also have a say
- § NASR will not recognise any further Competitor controlling bodies
- § NASR do not want to register cars anymore
- § NASR will not be directly promoting any division in the future but will assist if required
- § NASR is evaluating their State Branches and if retained will come under the direction of the National Body.

Whilst at the National Junior Title in Western Australia Neil Sayer, Kevin Theyer and myself met with Alan Blake and Des Ferris from Bunbury Club. After much discussion re the direction the ASCF was now taking, it was mutually agreed that ASCF Super Sedans would return to Bunbury to race that is a major achievement for our competitors alone. As you can see quite a bit has been achieved in a very short time.

NASR Driver Insurance Levy has been a big bug bear for us all, but remember whilst you are blaming NASR for it all Competitor Bodies including us agreed to it prior to its implementation for a “once off only” so racing may proceed. Sadly due to a non-commitment by some of our members and some promoters this has failed (no doubt a lesson well learnt for the ASCF executive) another year it would be left each to his own. Just remember things can’t and won’t happen overnight and you only get rewarded for the efforts you put in, as to retain our credibility on a National basis you must give serious consideration and thought before changing direction.

I feel it is time for some States to take some responsibility for what is happening in there States before rubber stamping letters and forwarding them to the National Office for action, for on many occasions when verbal or written requests to the States concerning letters forwarded to the National Office the reply is silence for it has not even been discussed at State level so why would the States then expect the National Executive to have the answers and do the dirty work that they evidently are not prepared to do themselves.

National Titles that have been completed and or partly completed this season have been a great success with a huge effort being put in by ASCF Representatives and Officials, however behind the scenes their has been much turmoil and stress caused by various reasons for example, contracts not being adhered to, some officials not turning up, promoters pondering as to whether they want the title, and money not being paid at due times. We must make very definite plans for the future and give positive directions to ASCF Representatives concerned. I wish to thank visiting Officials that filled in and helped at titles on the night.

In future we should give serious consideration as to the running of two National Titles at the same time because of the work load it places on our Secretary and some Officials, it would also be of great assistance to our Secretary if all State Secretaries forwarded nomination forms as they are received, rather than forwarding them all at the close of nominations.

I realise our Secretary is a paid position and many people comment “that is what she is paid to do”, “she should have had it done”, but we should always remember there is not only our business to deal with but everyone else’s as well. I have also been critical of Julie’s efforts at times but truly Julie you must be commended for your time, dedication and effort you give to the ASCF and Speedway.

Likewise to Neil Sayer, National Technical Representative your tireless effort and commitment (whilst not always the most favourable person amongst drivers) should not go unrecognised, also to your total support and commitment to me as President, thankyou.

To all Council Members and Technical Members, I look forward to a constructive and positive Conference and may we keep sight of the benefits and direction of Speedway, not personal egos during this Conference.

MINUTES:

Moved WASCFC Seconded VSCF
That the Minutes of the Meeting held September 2002, as circulated, be accepted. Carried.

BUSINESS ARISING OUT OF MINUTES:

- a) **Page 18, Clarification 6** First line, change "insured" to injured.
- b) **Inward 96 from TSCF**
Page 25 Item 24: Representative to NASR Board Meeting. Believed that the meeting resolved that the Representative should be the ASCF President or nominated representative.
- c) **Inward 230 from QSCA.**
Page 4 Motion 4, QSCA believed that they requested that they be recorded as voting against this Motion. To be corrected in the Minutes
Page 6, Inward 39: QSCA felt that the cost of the books to the States should not have been recorded in the Minutes.
Page 7, Motion 9, QSCA believed that they requested that they be recorded as voting against this Motion. To be corrected in the Minutes.
Page 25 Item 24. Already dealt with.
- d) **Motion 73:** September 02 Minutes: Explanation regarding McIver appeal and confusion between Motion 73 and wording in the Specification Book.

MOTION 2 Moved VSCFC Seconded WASCFC
Agenda Item 6D be dealt with after our meeting with Technical. CARRIED UNANIMOUSLY.

- e) **Page 25, Item 22.** Appeal Procedure – To General Business.
- f) Page 23, Technical Secretary. QSCA Delegate asked if the Technical Meeting has a Secretary as per Motion from last meeting. President advised that he was unable to find a suitable person to take Minutes. Discussion on information coming from Technical Meeting. Resolved that Neil Sayer was fulfilling two roles, as Chairman and Technical Secretary. Queensland undertook to provide a Technical Secretary for the Meeting in September 2003.
- g) Page 5, Outstanding Monies owed by Denise Garratt. Executive advised that monies had yet to be paid.

EXECUTIVE REPORTS:

Executive Meeting 25/11/2002, NASR Board Meeting 15th & 16th December, 2003, Executive Meeting 20/12/02, Executive Meeting 27.1.03.

Moved VSCFC Seconded SSA of NSW
That the Executive Reports, as circulated, be accepted. Carried.

Executive Meeting 25/11/02

- a) NASR Board Representative appointment – already covered in Business arising from Minutes
- b) Uniform Licence and Registration Fees. States felt that because each State operates differently, this could not be achieved at this time.

NASR Board Meeting Report:

Deferred to later in the Meeting.

Executive Meeting 27/1/03

- a) National Title Rotation System. Executive felt that the Rotation system is not working. Only one Title submission received by due date. Long discussion on how to fix this problem. To be discussed before Title Reports. Item 8a moved to 13a on the Agenda.
- b) Junior Division: 8b moved to 13 on the Agenda.

c) Recommendation 2 Executive Minutes 25th February, 2003 becomes
MOTION 3 Moved TSCF Seconded VSCF
For: TSCF, VSCF LOST
Against: SSA of NSW, WASCF, NASR(SA), NTSCI, QSCA.

Remainder of Recommendations were not put

INWARD CORRESPONDENCE:

Moved WASCF Seconded QSCA
That the Inward Correspondence be received CARRIED.

Phil Richardson joined the Meeting as TSCF Inc. Observer.

BUSINESS ARISING FROM INWARD CORRESPONDENCE

Inward 55 & 85, Outward 52 from NASR(SA) re major Track refusing to Affiliate. NASR(SA) explained how this problem was affecting their State. John Wilson outlined the steps this body had taken to try and resolve the situation. Some States identified similar problems in their States. Motion foreshadowed.

Inward 96 from TSCF – Representative to NASR Board, Appointment & Role Statement, already discussed.

OUTWARD CORRESPONDENCE:

Moved SSA of NSW Seconded QSCA
That the Outward Correspondence be endorsed. CARRIED

BUSINESS ARISING FROM OUTWARD CORRESPONDENCE

Nil.

MOTION 4 Moved WASCF Seconded TSCF
That the ASCF Inc. takes the issue of Tracks not affiliating to the ASCF Inc. to the next NASR Board Meeting for immediate attention. CARRIED UNANIMOUSLY

TITLE REPORTS:

JUNIOR TITLE:

Chief Stewards Report was tabled. Neil Sayer, Technical Director joined the Meeting to give his Report on the Titles he had attended.

Item 8b from Executive Reports: John Wilson, ASCF Representative at this Title expressed concern at the speed these drivers were attaining and the number of roll overs during the two nights. Discussion on how to address these concerns.

MOTION 5
Is to be tabled after the Technical Report on day two.

Discussion continued regarding 1300cc VS 1200cc motors. NTSCI believed that Juniors going both ways would not slow them down. They have been racing both ways in NT and has not made any difference. Discussion on age of cars. Problem with age differences of Juniors Competitors. Decision made to leave further discussion until after Technical Report on day two.

STREET STOCK TITLE:

Stewards Report was tabled. Errol Baldwin, Chief Machine Examiner for this Title, joined this Meeting. Letter from a TSCF driver regarding the Machine Examining, co-signed by several other drivers who attended this event, was read to the Meeting.

Drivers felt that Mr. Baldwin did not have sufficient experience, to be appointed Machine Examiner for a Street Stock Title, as his State did not have this Class.

Concerns over measurement of flywheels, ride heights, exhaust manifolds were addressed by Mr. Baldwin. Concern by drivers that safety gear was not examined during the daylight scrutineering.

TSCF raised the matter of only one entry in the log book, which was on the day of scrutineering. No further entries made on the two days of racing. Felt that entries should be made in the log book on both days. Other Delegates felt that as it was one event, only one entry needed to be made.

WASCF took issue with the language used in the report regarding one competitor.

Question was raised regarding what some Delegates felt was too lenient a penalty to the Driver who was found to have an illegal Manifold. Mr. Baldwin advised that they took into consideration that the Driver/Owner had just purchased the car.

Mr. Paul Gannon, ASCF Inc. Representative for the Title, said the organization and efficiency of the Club was outstanding. Coming from Queensland, this was the first time he had witnessed this Division and that he was very impressed with the sportsmanship shown by all Competitors.

LUNCH 12.45 p.m.

MEETING RESUMED AT 1.45 p.m.

SUPER SEDAN TITLE: Report on Day One.

Chief Stewards Report was tabled. Neil Sayer gave a report on the Machine Examining side of the Meeting. Concerned that the Scrutineers, on the first night of racing, all had other duties. ASCF Inc. Representative advised that there were very few problems. Had to ask for another certificate of currency for the Public Liability Insurance as the certificate shown was not current.

When second night was rained out, made decision not to hold the event the next weekend, as Sprintcars were the lead division. John Wilson gave an explanation as to why the date of 3rd May was chosen for the second night to be re-run. SSA of NSW asked if the ASCF Inc. Office had received a letter from one of their Clubs asking for a copy of the Public Liability Certificate of Currency. Secretary advised that she had not received any such request.

SSA of NSW asked if drivers who were a scratching before the event, could race on the seconded night. Answer was NO. Laps in the Heats would be reduced if there were fewer cars in the Heats. E.g. 6 cars in a Heat, 7 Laps. One Lap for each car plus one lap.

SSA of NSW Delegate advised that the Levy Monies collected by the State had been forwarded to NASR.

MOTION 6 **Moved** **TSCF** **Seconded** **VSCF**
That at National Titles that the cars are re-checked each night for a safety check and that the log book is signed by the Driver and Scrutineer. **CARRIED.**
For: SSA of NSW, TSCF, WASCF, NASR(SA), VSCF.
Against: NTSCI, QSCA.

MOTION 7 **Moved** **VSCF** **Seconded** **SSA of NSW**
At National Title, Super Sedans, Sydney Rain Out:-
John Gore (Co-Ordinator)
Neil Sayer (ASCF Representative and Technical Representative)
Chris Markhem (Chief Steward) **CARRIED Unanimously**

Discussion on assisting a State with bringing Officials to Title.

MOTION 8 **Moved** **VSCF** **Seconded** **SSA of NSW**
For SSA of NSW, VSCF **LOST**
Against TSCF, WASCF, NASR(SA), NTSCI, QSCA.

PRODUCTION TITLE:

VSCF Inc. Delegate apologised to all Officials for the pressure they were put under at this Title. Mr. Neil Sayer's Technical Report was tabled. Raised concerns regarding the lack of Technical Equipments supplied by the State to scrutineer these cars.

ASCF Inc. Representative ran through a list of recommendations from the Title.

- § All deadlines for Titles, whether it be money or signing of contracts etc., must be strictly adhered to.
- § All Prize Money be paid to ASCF Inc. no late than 14 days. Meeting felt that it should be left as is at present.
- § Questioned why the scrutineering had to be the day before. Could it not be on the first day of racing. Meeting felt that having it the day before allowed cars time to fix faults.
- § Scrutineering, do we need State clearances because of different interpretations of rules from State to State.
- § Persons using the ASCF Inc. Points Program, need training in using the system.
- § Scrutineers should have copies of previous Tek Torques.
- § Do we need a Title Co-ordinator and an ASCF Inc. Representative?

SSA of NSW suggested that the Drivers should sign the Nomination Form to say that they have read and understand the information on the Information Sheet.

NASRSA asked that a contact phone number be put on the Profile form.

NATIONAL TITLE SUBMISSIONS

STREET STOCK: Latrobe Speedway on 19th, 20th & 21st February, 2004

- § No pole shuffle. Was deleted from format at last meeting.
- § Officials passes, 10 on submission form. Should be 16. John Wilson to contact Promoter.

Discussion on whether to continue with consolation races.

MOTION 9	Moved	VSCF	Seconded	SSA of NSW
For:	SSA of NSW, VSCF		LOST	
Against:	TSCF, WASCF, NASRSA, NTSCI, QSCA.			

Discussion on Consolation race. Positions 21 and 22 after the heats, have the choice of being reserves for the final or pole and outside pole for the consolation race.

MOTION 10	<u>Moved</u>	TSCF	<u>Seconded</u>	NTSCI
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That we accept the Street Stock National Title as the proposal presented for the 2003/2004 Season. CARRIED UNANIMOUSLY.

MOTION 11	<u>Moved</u>	WASCF	<u>Seconded</u>	NSTCI
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All Finals for Junior National Titles be a maximum of 25 Laps CARRIED UNANIMOUS

Meeting adjourned at 4.30. Technical Report to be given first thing in the Morning.

DAY TWO: Sunday 30th March, 2003

President advised that the Technical Report would be deferred until immediately after lunch

NATIONAL TITLE SUBMISSIONS.....Continued from previous day.

SUPER SEDAN TITLE: MILDURA SPEEDWAY ON 23rd 24th & 25th January, 2004

Meeting not happy with the \$20 Entry Fee. Unable to contact Promoters. Come back to the submission when we are able to clarify the \$20 fee.

PRODUCTION TITLE: WAGGA INTERNATIONAL SPEEDWAY.

A submission from Wagga Speedway for the Production Title was tabled by the SSA of NSW Delegate. As the Tow and Prize money were not acceptable to the Delegates, the SSA of NSW Delegate withdrew the submission.

Next State in rotation is WA. WASCFC Delegate advised that he had several Clubs in his State that may be interested in submitting for this event. Secretary to forward a Title Submission form the WASCFC Office as soon as possible.

RESOLVED: That the Executive will evaluate and accept or otherwise, the WASCFC Production Title Submission.

State to make decision if there is more than one Submission.

MOTION 14 Moved QSCA Seconded NASRSA
That all future National Title Submissions be checked by the Executive for correctness. If not in order as per National Policy, then to be returned to Host State/Promotions. This to be done prior to submitting to National Council for acceptance. CARRIED UNANIMOUSLY

MOTION 15 Moved SSA of NSW LAPSED FOR WANT OF SECONDER.

FINANCIAL REPORT:

Moved TSCF Seconded VSCF
That the Financial Report be accepted. Carried.

Secretary advised a bank balance of \$28,588.77 which included the investment account. Two Nomination Fees for the Modified Title have been forwarded by QSCF, but yet to be received by National Office.

NASRSA Delegate questioned the Title Sanction Fee in the National Titles Profit and Loss Sheet. GST to be included in the costings in future.

Treasurer advised an increase in the Nomination Fee for Titles, to cover the increase of \$10 being forwarded to States as their portion of the Nomination Fee. Nomination Fee \$100 next year.

NOTICES OF MOTION

President questioned whether Notices of Motion 1 to 21 could be accepted as Notices of Motion, as they were put in by the Executive. Following Motion was put.

MOTION 16 Moved QSCA Seconded NASRSA
That the Notices of Motion 1 to 21, as proposed in Council Agenda for 29th, 30th & 31st March, be accepted for discussion. CARRIED UNANIMOUSLY

Notice of Motion 1 becomes

MOTION 17 Moved TSCF Seconded VSCF
Policy 1.8 Past Presidents of the ASCF Inc be permitted to attend any future meetings they may wish to, and speak, but not vote, so as this Body does not lose their expertise and we recognise their devotion to the sport. After "may wish to," add "at his/her own cost," CARRIED UNANIMOUSLY

Notice of Motion 2 becomes

MOTION 18 Moved VSCF Seconded WASCFC
Policy 2.13 That as of 9/1996 the National Secretary be the only person who shall book airfares. DELETE: CARRIED UNANIMOUSLY

Notice of Motion 3 becomes

MOTION 19 Moved **WASCF** Seconded **VSCF**
Policy 2.15 Advertising in the specification and racing rule books - that we charge a minimum of \$1000 per page plus artwork costs to a maximum of 6 pages per book. 2.9.00. Change ' \$1000' to '\$900' add 'plus GST'.
CARRIED
For: SSA of NSW, TSCF, WASCF, NASRSA, NTSCI, VSCF
Against: QSCA

Notice of Motion 4 becomes

MOTION 20 Moved **SSA of NSW** Seconded **TSCF**
Policy 3.7 The National President, Vice President, Secretary, Treasurer, Chief Steward and Technical Director will each have a jacket or uniform in the colours of the ASCF Inc and be fitted with a Pocket Emblem. The cost should not exceed \$200 per person. DELETE "Chief Steward"
CARRIED UNANIMOUSLY

Notice of Motion 5 becomes

MOTION 21 Moved **NASRSA** Seconded **SSA of NSW**
Policy 3.9 All correspondence from the National Office to a Member Club will be sent direct, and a copy will be sent to the relevant State Secretary. DELETE 1.16 (f) and replace with 3.9.
CARRIED UNANIMOUSLY

Notices of Motion 6 becomes

MOTION 22 Moved **WASCF** Seconded **QSCA**
Policy 3.13. All correspondence from Member Clubs, must have been stamped 'Circulated to State', to be accepted by the National Office. DELETE: Covered by 1.15 (c)
CARRIED UNANIMOUSLY

Notice of Motion 7 becomes

MOTION 23 Moved **SSA of NSW** Seconded **TSCF**
LOST
For: WASCF, NTSCI, VSCF
Against: TSCF, SSA of NSW, NASRSA, QSCA.

Further Motion moved by VSCF, in regard to circulation of Minutes lapsed for want of a seconder.

Notice of Motion 8 Lapsed for want of mover and seconder.

Notice of Motion 9 Lapsed for want of mover and seconder.

Notice of Motion 10 becomes

MOTION 24 Moved **VSCF** Seconded **WASCF**
Policy 15.2 The National Technical Committee meetings may be convened at the same time as Council meetings to be held on the same days, with a report the Council meeting daily. 11.3.00. CHANGE 'at the same time as' to 'one day earlier than' AND ADD after daily 'or as required'.
CARRIED UNANIMOUSLY

Notice of Motion 11 Lapsed for want of mover and seconder.

Notice of Motion 12 Lapsed for want of mover and seconder.

Notice of Motion 13 Lapsed for want of mover and seconder.

Notice of Motion 14 Lapsed for want of mover and seconder.

Notice of Motion 15 becomes

MOTION 25 Moved **QSCA** Seconded **TSCF**
Policy 15.16 Federal Committee along with other persons deemed necessary, have a Telephone Hook-Up to set Agenda for the National Technical Meetings, immediately following close of correspondence for National ASCF Inc Conferences. DELETE:
CARRIED UNANIMOUSLY

Notice of Motion 16 becomes

MOTION 26 Moved QSCA Seconded WASCF
Policy 15.17 All Technical Committee recommendations or Motions, from the National Technical Committee Meeting, which are to be voted on by Federal Council, must be written from and circulated to all Delegates at least 15 minutes prior to beginning of Technical Directors Report to Council. **DELETE:** word 'Motions' from line one.

CARRIED UNANIMOUSLY

Notice of Motion 17 becomes

MOTION 27 Moved WASCF Seconded TSCF
Policy Section 18 That Section 18 be included in Section 3B Role Statements – under Technical Director.

CARRIED UNANIMOUSLY

Notice of Motion 18 becomes

MOTION 28 Moved NASRSA Seconded TSCF
Policy 23.6 The National Secretary will advise the State Secretaries after the close of nominations, any changes of number required for any nominated car from that State. 11.3.00 CHANGE 'State Secretary' to 'nominated driver' AND DELETE 'from that State.'

CARRIED UNANIMOUSLY

MOTION 29 Moved VSCF
Policy 23.6 Change "at" to "after" on line one.

Seconded WASCF
CARRIED UNANIMOUSLY

Notice of Motion 19 becomes

MOTION 30 Moved WASCF Seconded NASRSA
Policy Section 24. Prize Money No 5: The National Street Stock Title prize money only be increased by 10% per year for the next five (5) years (implementation 1997/98 till 2001/02). **DELETE:** Past date.

CARRIED UNANIMOUSLY

Notice of Motion 20 becomes

MOTION 31 Moved WASCF Seconded NTSCI
Policy 24. Prize Money No 7 That the inaugural prize money (2000/01) for Production Sedan Title be \$7500 plus tow money. 11.3.00 **DELETE:** Inaugural Title has been run.

CARRIED UNANIMOUSLY

Notice of Motion 21 becomes

MOTION 32 Moved WASCF Seconded NASRSA
Policy 25.2 All reports from National Titles be in writing to the National Office no later than thirty (30) days after completion of the Title. **DELETE:** Covered in 25.1

CARRIED UNANIMOUSLY

Notice of Motion 22 withdrawn by TSCF Delegates

Notice of Motion 23 becomes

MOTION 33 Moved WASCF Seconded SSA of NSW
Motion withdrawn by Mover and seconder.

MOTION 34 Moved WASCF Seconded QSCA
That all Tracks have sufficient Liability to cover any situation that may arise. Public Liability and personal accident insurance/assurance policy must be APRA and/or Insurance Council of Australia approved.

Motion left on the table to be raised later in the meeting due to concerns raised by VSCF Delegate regarding whether APRA and Insurance Council of Australia were one or two bodies and whether the alternate policy to MARSH had been APRA approved.

Notice of Motion 24 & 25 were withdrawn by SSA of NSW as these were only discussion items for the Agenda, and not Notices of Motion.

Further discussion on NASR left until next day.

LUNCH 12.25 p.m.

MEETING RESUMED AT 1.30 P.M.

TECHNICAL REPORT:

Mr. Neil Sayer gave his Report from the Meeting so far. Mr. Geoff Green left to chair the Technical Meeting. Recommendations from the Meeting, as circulated, were put.

TECHNICAL RECOMMENDATIONS from Technical Meeting held 28th March 03

QSCA declined to vote on Street Stock and Junior Recommendations as they do not have these classes in their State. Chairman advised that due to Standing Order No 34 which reads – “**That abstentions from voting be recorded as votes for the majority.**” their votes would be counted in accordance with that Standing Order.

Recommendations 1 & 2 regarding triangular roof numbers were lost in Technical Meeting.

Recommendation 3 becomes

MOTION 35 Moved WASC F Seconded NTSCI
Division: All Classes

That triangular 3 sided roof numbers be optional for all classes – plate to be 300mm x 300mm x 300mm. Black background with white number. (Drawing attached.) CARRIED UNANIMOUSLY

Refer: Council Minutes Sept 03 Clarification 9

To be circulated in Tech Torque – to be implemented in next draft of specification book.

Recommendation 4 becomes

MOTION 36 Moved WASC F Seconded NTSCI
Division: All Classes **Section:** Engine

Engine sealing is compulsory **CARRIED UNANIMOUSLY**

From Inwards correspondence 227

To be circulated in Tech Torque – to be implemented in next draft of Specification Manual

Recommendation 5 becomes

MOTION 37 Moved VSC F Seconded NTSCI
Division: Street Stock **Page 24, Section 17**

Delete – “Warning – illegal engine 12 months disqualification!! Engine must be sealed prior to registration”. Add wording from Recommendation 4. CARRIED.

For: SSA of NSW, WASC F, NASRSA NTSCI, VSC F, QSCA

Against: TSC F

From Inwards correspondence 227

To be circulated in Tech Torque - implemented in next draft of Specification Manual

Recommendation 6 becomes

MOTION 38 Moved VSC F Seconded WASC F
Division: Junior **Section 14**

Add under Body ‘the centre line of seat, steering column and pedals remain as per O.E.M for make and model measured at waist line. CARRIED UNANIMOUSLY

From Inward correspondence 236

Circulated in Tech Torque - to be implemented in next draft of Specification Manual.

Recommendation 7 becomes

MOTION 39 Moved WASC F Seconded NTSCI
Division: Junior **Page 15, Section 14**

Add to Body Section ‘ Ballast of any description is not be carried. E.g water in tyres etc’ CARRIED UNANIMOUSLY

From Junior Title

Circulated in Tech Torque and implemented in next draft of Specification Manual

Recommendation 8 becomes

MOTION 40 Moved VSCF Seconded WASCF
Division: Junior Page 32, Section 29

Brakes:

Add word 'O.E.M' after word 'foot operated' No 's' on brakes. Add word 'system' after brakes. To read "foot operated O.E.M. hydraulic brake system ... "

Add "No brake isolation switch/s allowed."

CARRIED UNANIMOUSLY

Refer: Junior title

To be circulated in Tech Torque and implemented in next draft of Specification Manual.

Recommendation 9 becomes

MOTION 41 Moved NTSCI Seconded WASCF
Division: Junior Page 32, Section 27

Steering, from lock to lock to remain O.E.M for make and model. CARRIED UNANIMOUSLY

From Junior title

To be circulated in Tech Torque and implemented in next draft of Specification Manual.

Recommendation 10 becomes

MOTION 42 Moved VSCF Seconded NTSCI
Division: All Classes Section 10 Seat

SAFETY ISSUE

Delete 'head plate' and 's' from bars

Specification to read 'minimum 50mm clearance, helmet to roll cage roof/hoop bar'

Change also under Installation of Drivers Restraint Page 10 of draft

Remove 'head plate' wording and replace with 'roll cage roof hoop/bar' CARRIED.

For: SSA of NSW, WASCF, NASRSA NTSCI, VSCF, QSCA

Against: TSCF

Refer National Super Sedan title

Immediate implementation – circulated in Tech Torque and included in next draft of Specification Manual.

Recommendation 11 becomes

MOTION 43 Moved VSCF Seconded NASRSA
Division: All Classes Section – Head Plate

Safety Concerns of raised/bowed head plates

Helmet clearance between head plate/roll cage hoop bars for existing vehicles may raise head plate as per drawing attached to obtain 50mm clearance.

Mounting procedure for raising of head plate (existing cars). 10 stubs 38mm x 3mm tube – stub length is determined by height required to gain 50mm clearance.

Stubs to be end capped and threaded for mounting purposes (drawing attached) CARRIED.

For: SSA of NSW, WASCF, NASRSA NTSCI, VSCF, QSCA

Against: TSCF

Refer National Super Sedan title

Immediate implementation - circulated in Tech Torque and included in next draft of Specification Manual.

Recommendation 12 becomes

MOTION 44 Moved NTSCI Seconded QSCA
Division: ALL Section: Roll Cage

SAFETY ISSUE/FROM STREET STOCK TITLE

A quarter window bar, if required because of excessive rake or a long roll cage, be fitted to both sides using a minimum of 25MM OD CARRIED UNANIMOUSLY

Refer: Street Stock Title

Immediate implementation - circulated in Tech Torque and included in next draft of Specification Manual.

Recommendation 13 becomes

MOTION 45 Moved NTSCI Seconded TSCF

Division: ALL Section Roll Cage

SAFETY ISSUE

Foot protection plate/bar:

Minimum requirement for foot protection be a minimum of roll cage material. A plate may also be required. CARRIED UNANIMOUSLY

Refer: Correspondence Inward 195.

Immediate implementation - circulated in Tech Torque and included in next draft of Specification Manual.

Recommendation 14 Street Stock Class LOST

Recommendation 15 becomes

MOTION 46 Moved VSCF Seconded WASCF

Division: Street Stock Page 16 Section 14

BALLAST

Add words 'of any description' so now reads – 'Ballast of any description is not to carried. E.g. 'water in tyres' etc. CARRIED.

For: SSA of NSW, WASCF, NASRSA NTSCI, VSCF, QSCA

Against: TSCF

Refer Junior Title.

To be implemented in next draft of Specification Manual and to be circulated in Tek Torque.

Recommendation 16 becomes

MOTION 47 Moved WASCF Seconded VSCF

Division: Street Stock Page 31 Section 25

BRAKES

Delete wording in section and replace with "foot operated O.E.M hydraulic brake system to operate correctly on all 4 wheels and be effective at race speed. No brake isolation switch/s allowed. The use of brake bias adjustment not permitted" CARRIED.

For: SSA of NSW, WASCF, NASRSA NTSCI, VSCF, QSCA

Against: TSCF

Refer Street Stock Title.

To be circulated in tech torque and implemented in the next draft of the specification manual.

Recommendation 17 becomes

MOTION 48 Moved NTSCI Seconded WASCF

Division: Street Stock Page 30 Section 23

STEERING

Add to section "steering from lock to lock to remain O.E.M for make and model". CARRIED.

For: SSA of NSW, WASCF, NASRSA NTSCI, VSCF, QSCA

Against: TSCF

Refer Street Stock Title

To be circulated in tech torque and implemented in the next draft of the specification manual.

Recommendation 18 becomes

MOTION 49 Moved VSCF Seconded NTSCI

Division: Street Stock Section Tyres

Alter paragraph 3, Line 1 to read "tyres – radials only – 215mm side wall marking max...." etc CARRIED.

For: SSA of NSW, WASCF, NASRSA NTSCI, VSCF, QSCA

Against: TSCF

Refer Street Stock Title.

To be circulated in tech torque and implemented in the next draft of the specification manual.

N.B. Drawing of tyre in current specification manual to be changed.

Recommendation 19 becomes

MOTION 50 Moved WASC F Seconded NTSCI

Division: **Street Stock**

That we insert a mass weight for flywheel and clutch assembly into the new specification book

Add : Flywheel standard weights

Clutch Pressure plate weight

Clutch Plate weight

CARRIED.

For: SSA of NSW, WASC F, NTSCI, VSC F, QSCA

Against: TSC F, NASRSA

Refer: Inwards 194

To be circulated in tech torque and implemented in the next draft of the specification manual.

Recommendation 20 becomes

MOTION 51 Moved VSC F Seconded WASC F

Division : **Street Stock** **Page 30 Section 23**

Power steering optional – power steering racks and boxes to be O.E.M and in original position.

Hoses and mounting position of pump is optional. Power steering pulleys and coolers optional.

Mechanical belt driven pumps only.

CARRIED.

For: SSA of NSW, WASC F, NASRSA NTSCI, VSC F, QSCA

Against: TSC F

Refer Inwards 189.

To be circulated in tech torque and implemented in the next draft of the specification manual.

Recommendation 21 becomes

MOTION 52 Moved WASC F Seconded NTSCI

Division : **Street Stock** **Page 17 Section 14**

To assist in the appearance of cars – rear spoilers O.E.M for make and model

Refer Inwards 193

Motion referred back to the Technical Committee for clarification of height and mounting points etc.

Recommendation 22 becomes

MOTION 53 Moved NTSCI Seconded WASC F

Division : **Street Stock** **Page 21 Section 15(g)**

Roll cage –

Bolt on anti spear deflector plate refer page 19 paragraph (g) “One piece anti spear external door plate to use a minimum of 6 50mm x 50mm x 3mm MS tags and bolted to either 8mm or 5/16th high tensile bolts with no protrusions

CARRIED

For: SSA of NSW, WASC F, NASRSA NTSCI, VSC F, QSCA

Against: TSC F

Refer Inwards 189

To be circulated in tech torque and implemented in the next draft of the specification manual.

Recommendation 23 lapsed for want of a Mover and Seconder

Recommendation 24 becomes

MOTION 54 Moved WASC F Seconded VSC F

Division : **Street Stock** **Page 16 Section 14**

Delete paragraph “Towing attachment: a chain is to be attached to each bumper attaching bracket, four per car – two front and two rear minimum (suggested herc. alloy chain) CARRIED

For: SSA of NSW, WASC F, NASRSA NTSCI, VSC F, QSCA

Against: TSC F

Recommendation 30 becomes

MOTION 59 Moved NTSCI Seconded NTSCI
Division: **Street Stock and Junior** **Page 20, Section 22**
Differential pinion angle to remain O.E.M. standard for make and model. **CARRIED**
For: SSA of NSW, WASCF, NASRSA NTSCI, VSCF, QSCA
Against: TSCF

From Street Stock Title

To be circulated in Tech Torque and implemented in next draft of Specification Manual.

Recommendation 31 becomes

MOTION 60 Moved WASCF Seconded NTSCI
Division: **Street Stock** **Page 38, Table 7**
Change wheel track to 15mm and include this in measurement in book.
Delete the line (Plus or minimum 15mm max tolerance)
Add – “These are maximum measurements including 15mm absolute tolerance.” **CARRIED.**
For: SSA of NSW, WASCF, NASRSA NTSCI, VSCF, QSCA
Against: TSCF

Refer: Street Stock Title

To be circulated in Tech Torque and implemented in next draft of Specification Manual.

Recommendation 32 lost in Technical Meeting.

Recommendation 33 becomes

MOTION 61 Moved WASCF Seconded NTSCI
Division: **Street Stock** **Page 14 Section 13**
Age limit on Street Stock Eligibility – 3 years. For 2003 – competitor can only build up to 2000 model car. **CARRIED**
For: SSA of NSW, WASCF, NASRSA NTSCI, VSCF, QSCA
Against: TSCF

Refer Inward Correspondence 193

To be circulated in Tech Torque and implemented in next draft of Specification Manual.

Recommendation 34 & 36 become

MOTION 62 Moved VSCF Seconded NTSCI
Division: **Street Stock** **Page 37 Table 6**
Change sill measurement to be within 15mm of front measurement.’
Delete: Ride heights chart from Table 6 and replace with
“Ride height measured 15mm maximum variation front to rear. Sill measurement, measured with 150mm from each end of sill. Refer Drawing **CARRIED**
For: SSA of NSW, WASCF, NASRSA NTSCI, VSCF, QSCA
Against: TSCF

To be circulated in Tech Torque and implemented in next draft of Specification Manual.

Recommendation 35 becomes

MOTION 63 Moved NTSCI Seconded NASRSA LOST

TECHNICAL RECOMMENDATIONS from Technical Meeting held 30th March 03

Recommendation 37 becomes

MOTION 64 Moved VSCF Seconded WASCF
Division: **Street Stock** **Section; Steering**
Replace word in book “column with shaft.”
“Steering shaft/column to remain in original position in car.”
“Steering column and pedals remain as per OEM for make and model, measured at waist line.”
CARRIED

For: SSA of NSW, WASCF, NASRSA NTSCI, VSCF, QSCA
Against: TSCF

From Street Stock Title

To be circulated in Tech Torque – to be implemented in next draft of Specification Manual

Recommendation 38 becomes

MOTION 65 Moved SSA of NSW Seconded VSCF

Division: Production Page 32, Section 28D

Production/Modified Production

Add to section (d) – “Front Bumper: To be covered with plastic road car bumper”. **CARRIED UNANIMOUSLY**

Reason: The word Production was omitted from original recommendation (Motion 22) passed in September, 2002,

Refer: September 2002 Minutes

To be circulated in Tech Torque - implemented in next draft of Specification Manual.

Recommendation 39 becomes

MOTION 66 Moved WASCF Seconded TSCF

Division: All

That we implement coloured Engine Seals:

Super Sedan Yellow

Modified Production Blue

Production Green

Street Stock Red

Junior Orange

Seals are to be stamped ASCF and numbered. Seals are placed on the engine in the following positions:

Super Sedan - 1 x Sump and Timing Cover

Production/Modified Production - 1 x Sump and Timing Cover

Junior – 1 x Sump and Cylinder Head

Street Stock – 1 x Sump and Cylinder Head.

V6 Engines – Intake Manifold, Sump and Timing Cover.

For: TSCF, WASCF, NASRSA NTSCI, VSCF, QSCA

Against: SSA of NSW

Circulated in Tech Torque - to be implemented in next draft of Specification Manual.

Dual Registered Cars require two seals.

The existing seals will be replaced by the new seals if and when a motor is re=sealed.

Recommendation 40 becomes

MOTION 67 Moved NSTSI Seconded WASCF

Division: All

That we adopt the attached Sealing an Engine Criteria.

“SEALING AN ENGINE:

General: Seal Wires to be kept as short as possible.

Seals to be easily seen when engine is in the car.

It may be a good idea to seal the timing cover as well in cast the sump needs to be removed for any reason. Then it can be resealed again easily.

Street Stock and Junior Sedans:

Engine to be checked with the head and sump removed.

Block: Bottom:

Check Crankshaft and Conrods are correct type for the block being used and block is correct for the model of car.

No polishing, lightening or deburring, no extra counter weights on crank.
Check sump is visibly standard externally.
Seal sump on. One seal on each side, through sump to block flange.

Block:

Top:

Measure Bore and Stroke. Check size list in back of book
Check pistons do not protrude above block
Check pistons are the correct type, dished or not as per O.E.M.

Head:

Measure diameter of valve head, check list in book
Check valve seats, throats and ports are not enlarged or polished.
Visual check on valve springs (single or double).
Seal head on.

Modified and Production Class:

Engine to be checked with head only removed.
Check stroke, must be standard for engine block series.
Check head is the correct one for the engine block series.
Seal sump on. One seal each side through sump to block flange.
V6 Seal through two top timing cover bolts.

Super Sedans:

V8 Engines: Check with one head removed.
Measure Bore and Stroke, calculate capacity, 367 ci MAX
Seal Sump and/or Timing cover on.
6 Cyl. And Rotary engines, seal for eligibility only.

CONVERSION FORMULAE FOR CUBIC ENGINE CAPACITY:

Bore x Bore x .7857 x Stroke x No. of cylinders.

For example – a Holden 202/3.3.

$\text{Bore } 3.625 \times \text{Bore } 3.625 - 13.140625 \times .7857 = 10.320646 \times \text{Stroke } 3.250 - 33.542102 \times \text{No. of Cylinders } (6) = 201.252614 \text{ CU Inches.}$

CAPACITY OF FUEL TANKS:

Round Tanks: Diameter x Diameter x .7857 x Length.

Square Tanks: Height x Depth x Length.

To convert CU Inches to Litres – Multiply by 0.016387.”

CARRIED UNANIMOUSLY

Circulated in Tech Torque and implemented in Policy.

Recommendation 41 to be held over until the September 2003 Conference. Meeting believed that the Recommendation conflicted with a Motion passed at the September 2002 Conference that gave WA 12 months to trial Fuel Injection in Street Stocks.

TECHNICAL CLARIFICATIONS from Technical Meeting held 28th, 29th & 30th March 03

Following Clarifications were accepted by Council.

CLARIFICATION 1.

Division: Super Sedans Page 31, Section 18.5

All lead weight/Ballast as per spec book, to be mounted under interior sheeting.

From Inward 223,225

To be circulated in Tech Torque and implemented in next draft of Specification Manual.

CLARIFICATION 2

Division: Super Sedan Page 2 & 25, Section 16

Page 2 Spec Book: Engine: means complete engine, including rocker covers, excluding exhaust.

N.B. Redo drawing to include wording rocker covers.

Refer: Inward 225

To be circulated in Tech Torque and implemented in next draft of Specification Manual.

SSA of NSW tabled the following – a) Fees for 2003/2004 Season: b) Government Grants: c) NASR State Branches: d) Levy, confirmation that it was a one off deal: e) Allow alternate driver insurance: f) Name Change.

VSCF raised concerns regarding the NASR Fees for the coming Season. Needed to do a budget for next season. Long discussion on what the cost of Fees should be for next season and how the Motion should read.

Moved NTSCI Seconded VSCF
That we accept the Equalization Sheet, as presented. Carried.

All amounts GST inclusive.

MOTION 75 Moved QSCA Seconded WASCF
That the ASCF Inc. NASR Board Member insist that the Driver Licence and Insurance components remain as separate identities. CARRIED UNANIMOUSLY

MOTION 76 Moved TSCF Seconded NASRSA
That the ASCF Inc. Representative that attends the next NASR Board Meeting be authorised to negotiate on this Body's behalf, the 2003/2004 Drivers Licence Fee. CARRIED UNANIMOUSLY

NATIONAL TITLE SUBMISSIONS:Continued.

JUNIOR TITLE:

Letter received Sunday, from Simpson Car Club was tabled. Simpson agreed that the date for Scrutineering would be Thursday 5th February, 2004. A Marquee would be supplied for Scrutineering. No Calcutta will be held. Agreed to a 20 car Final with two emergencies. Pit Entry for Competitors will be one Driver plus two Crew at no cost, all other crew at normal Pit Entry Admission price.

To be added to Title Contract, that ASCF Inc. Officials are in control of that part of the Race Meeting which pertains to the ASCF Inc. Title being run.

MOTION 72A Moved VSCF Seconded WASCF
That we accept the proposal put forward by Simpson Car Club for ASCF Inc. Junior National Title. CARRIED UNANIMOUSLY

MODIFIED PRODUCTION TITLE:

Letter from Hamilton was tabled. Agreed to 12 Lap heats. Would prefer the date alternative to Easter. Agree that the two page Information Sheet will not be part of the submission. VSCF Delegate advised that Hamilton would not change their submission in regard to the \$20.00 Pit Entry Fee.

MOTION 77 Moved QSCA Seconded WASCF
That the ASCF Inc. do not accept the submission from Hamilton for the National Modified Production 2003/2004 title. CARRIED.

For: SSA of NSW, TSCF, WASCF, NASRSA, NTSCI, QSCA.

Against: VSCF

SUPER SEDAN TITLE:

Alan Jones joined the Meeting, through the use of a speaker phone. Mr. Jones was spokesperson for himself and Kay Anwyl.

Delegates advised that they required the promoters to allow the driver and two pit crew entry to the complex and pit area free of any charge. Mr. Jones advised that he could not negotiate on this matter. Asked the Council to reconsider. When the Council advised him that they would not, he replied "I'm out." Chairman thanked Mr. Jones for his time and the call was disconnected.

MOTION 78 Moved **WASCF** Seconded **QSCA**
That the ASCF Inc. accept Motor Houses verbal withdrawal of the submission for the 2003/2004 National super Sedan Title. As per phone call. CARRIED.

For: SSA of NSW, TSCF, WASCF, NASRSA, NTSCI, QSCA.

Against: VSCF

Victoria can take up the option on the Modified and Super Sedan Titles next year.

Resolved: That submissions for the remaining Titles be to the ASCF Inc. Office within 30 days and the ASCF Inc Executive will make the decision on each Title.

GENERAL BUSINESS:.....Continued.

APPEALS PROCEDURE:

Terese Lange presented the following overview of the ASCF Inc. Appeals Procedure.

ASCF Inc. APPEALS PROCEDURE:

RACE MEETING APPEALS PROCEDURE:

Drivers Protest: To remain in Rules & Regulations Book

DEFINITIONS: **APPELLANT** – Is the person who receives an infringement from an Official and appeals.
 RESPONDENT – Is the defendant, being the Steward/State Body who is responsible for issuing the decision against which the Appellant is appealing and who will respond or make reply.

Race Track

- A driver will be notified of a penalty to be served during a race meeting, by boards or flags shown by an Official. E.g. ROF, Mechanical Defect or Black Flag penalties. There can be no Appeal against a penalty, served by a competitor, during a race.
- The Chief Steward will not be required to issue an Infringement Notice for penalties given and carried out during a race. E.g. Black flag, ROF.
- A driver who is given the Inquiry flag must report to the designated Official, who will advise driver of Chief Steward's requirement. E.g. either Infringement Notice or warning.

Infringement Notices

- Verbal notification of a penalty or fine must be followed by the issuing of a Chief Stewards Infringement Notice within 30 minutes after the race has been completed.
- The Driver has the right of Appeal against any decision by the Chief Steward, which requires an infringement notice to be issued.
- A driver must signify his intention to appeal against the Infringement Notice, immediately upon receiving the Notice and has 15 Minutes from when the Appeal Form is handed to him/her, to return completed form to the designated Official.
- An Appeal form will accompany every infringement notice handed to a Driver. If the driver declines to appeal, the form will be retained by the Official.
- Chief Steward will note on the Infringement Notice in the section "Time of Offence", which will be the time the race finished

- The designated Official will note the time the Driver received the Appeal form and the time the Driver returned the form.
- Appeal Fee at a Race Meeting will be \$110.00 (Inclusive of GST) (TSCF & QSCA Against)
- The designated Official will then advise the Driver when and where the Appeal is to be heard and ask the Driver to have all his/her witnesses present.

Appeal Hearings: Disputes Committee.

- All Appeal Hearings at a race Meeting will be held in accordance with the Disputes Committee section of the Racing Rules.
- Appellant to notify the Disputes Committee immediately following the Appeal Hearing, if he/she wishes to appeal to the State Body and will be provided with an Appeal Form and advised that the completed form and the required fee must be in the hands of the State Body within 7 days from the date of this Hearing or the Appeal will lapse.
- It is the responsibility of the Club/Association who heard the original appeal, to forward a copy of all documentation, including original Infringement Notice, Record of Disputes Committee Hearing Form, written statements etc. to the State Secretary at least 14 days prior to the State Body Tribunal.
- Only the Appellant and the Respondent will have the right of Appeal against the decision of the Disputes Committee.

APPEALS TO STATE BODY:

- Technical Appeals: Any appeals of a Technical nature, will be heard by persons of Technical advice
- Each State will appoint an Appeals Tribunal consisting of five persons, as required.
- State and National Appeals hearing procedure in each State, will be held according to this policy.
- If Appeal Form incorrectly filled out, the Appellant will be given an opportunity to correct the errors provided the correction can be done within the 7 day timeframe.
- Appeal Fee to the State Body will be \$550 (Inclusive of GST).
- All Appeals to State Tribunal will be heard within 21 days of the State receiving the Appeal Form and Fee.
- The Appellant and Respondent will bear their own cost of attending this appeal.
- Video evidence can only be used if there is a minimum of two different camera angles and take can be verified by date markings on the tape.
- State Secretaries to follow the guidelines as set down by the National Body in regard to appeal procedures.
- Appellant or respondent to notify the State Tribunal immediately following the Appeal Hearing, if he/she wishes to appeal to the National Body and will be provided with an Appeal Form and advise that the completed form and required fee must be in the hands of the National Body within 7 days from the date of this Hearing or the Appeal will lapse.
- It is the responsibility of the of the Secretary of the State which heard the original appeal, to forward a copy of all documentation, including original Infringement Notice, Record of Disputes Committee Hearing Form, written statements etc. to the National Secretary at least 14 days prior to the National Body Tribunal.
- Only the Appellant or the Respondent has the right of a further Appeal against the decision of the State Body.

APPEALS TO NATIONAL BODY:

- Technical Appeals: Any appeals of a Technical nature, will be heard by Members of that National Technical Committee.
- The National Body will appoint an Appeals Tribunal consisting of five persons, as required.
- Video evidence can only be used if there is a minimum of two different camera angles and take can be verified by date markings on the tape.
- If Appeal Form incorrectly filled out, the Appellant will be given an opportunity to correct the errors provided the correction can be done within the 7 day timeframe.
- Appeal Fee to the National Body will be \$1650 (Inclusive of GST).

c) Executive Meeting 27/1/03 re definition of the word "Person".

MOTION 84 Moved **SSA of NSW** Seconded **WASCF**
That Recommendation 4 re Rules and Regulations draft that reads – "That Section 30 – DEFINITIONS – Person – be changed to read "PERSON: Other than Appeals Tribunals, the definition of a person shall mean a financial member of an ASCF Inc. affiliated Club.", be accepted.
CARRIED UNANIMOUSLY

d) Inward 190 from NTSCI re car identification Numbers, Rule 9.3

MOTION 85 Moved **NTSCI** Seconded **WASCF**
That all Clubs recognise State Title holders who wish to run Number 1 on their roof numbers, but home State Title holders will take precedence at Club Meetings.
For: SSA of NSW, TSCF, WASCF, NTSCI, VSCF.
Against: NASRSA.

e) Executive Meeting 27/1/03 re Junior Drivers Appeal.

MOTION 86 Moved **WASCF** Seconded **NTSCI**
That Recommendation 6 which reads "That Rules and Regulations Draft Book - Section 16 – APPEALS – Rule 16.4 be altered to read "Appeals must be presented in person and not through an advocate, but this does not prevent a drivers representative being present at the appeal. If the appeal is by a Junior Driver, the nominated chief Crew person will be present. **CARRIED UNANIMOUSLY**

Meeting adjourned for lunch at 12.45 p.m.

Meeting resumed at 1.30 p.m.

Chairman advised that as this meeting was agended to finish at 12.00 p.m., he did not think that we could conduct any further business as we would be in breach of Policy. Delegates agreed.

Next Meeting – Annual General, Council, Technical and Stewards Meetings on 12th, 13th, 14th, 15th September, 2003. NASR Forum to be held on the Friday.

President thanked everyone for their attendance.

Meeting closed at 1.50 p.m.