

**MINUTES OF THE ASCF Inc. COUNCIL MEETING held at the ARKABAR HOTEL FULLERTON,
S.A. on 6TH, 7TH & 8TH March, 2004.**

PRESENT:	COUNCIL DELEGATES	TECHNICAL DELEGATES
NASR (SA) Inc.	Moss Buchanan Bill Miller	Dave Wilson
TSCF Inc.	Dane Porter Guy Thompson	Harold Burgess
WASCF Inc.	Kevin Theyer Jason Crowe	Wayne Millman
SSA of NSW	Alan Edwards John Gore	Tony O'Neill
VSCF Inc.	Di Lauder Pauline Dowell	Norm Fisher
NTSC Inc.	Tony Woolfe Michele Harris	Peter Harris
QSCA Inc.	Paul Gannon Terese Lange	Bill Peall

SATURDAY 6TH March, 2004

Meeting opened 8.00 a.m. and advised that this day would be set aside for a Strategic Planning Workshop to be run by Terry Sheppard.

PRESIDENTS OPENING ADDRESS:

The first six months has gone so fast and here we are again. There is still much needed to be done.

The executive members have been cohesive and worked hard to keep the pointy end of the ship heading in the right direction. This is difficult at times but so far we have endured. Errol has taken the task presented to him with plenty of zeal. At times he probably has thought why I am been branded the most hated person in speedway. Most of this is brought about by people in positions of power not doing their job correctly by enforcing ASCF policies / the specifications. The last six months has seen the executive put together, as directed from the last meeting, a program to which with the council's endorsement which will see the restructure of the ASCF. From the amount of responses we have received since we mailed out to each individual competitor as opposed to sending to the states and onto the clubs for distribution, the amount of support for change that I was privy to was overwhelming.

As you will see in a short time as we suspend standing orders to conduct the restructure workshop with Dr Terry Sheppard you will come up with the same formula for change as envisaged from my proposal at the September meeting.

May I say without prejudice we the ASCF seem to have a serious problem with communication to the competitors, until such the time we (the executive) mailed out to the competitors direct there were only 4 responses to the questionnaire. After the mail out approximately 100 responses were received. This proves to the executive, the sport has a serious communication problem from state level down to the people who make the sport happen. If the states / clubs are not prepared to communicate with their competitors then a change needs to happen in the communication channel that is we may have to bypass the states and clubs and go direct to the competitors. As dissatisfaction grows we leave ourselves open to alternative groups to start up. Already we have a person trying to induce our members to join him and start another organisation. What Australia doesn't need at this point in time is another competitor group. If we are not prepared to work together as a team we are doomed hence the workshop we are about to start.

I am not up here to chastise you all, it is quite obvious we have a major problem with the way we are currently doing things we need change and it needs to happen from today so please take part in this workshop with an open and positive mind and think of the sport in big picture terms because the sport is bigger than you and I. Your states have sent you here with confidence to make this big decision so please don't shy away from what will become apparent from today's workshop.

I now would like to introduce Dr Terry Sheppard who is now going to guide us through the rest of the day. Before I do introduce Terry, I would like to thank Tim McAvaney and Tony Parkinson from the NASR office for their support and who are with us today to make comment as we go on. I would also like to thank NASR who have subsidised the ASCF 50% for the cost of this exercise.

Standing Orders were suspended and Meeting moved into Strategic Planning.

STRATEGIC PLANNING Commenced at 8.30 a.m. conducted by Terry Sheppard.

Correspondence - Outward 165 & 166 Club and State Notification, Outward 196 Questionnaire on Web Site, Outward 244 To All Drivers and Officials

12.30 – Tim McAvaney CEO of NASR gave a brief report on the Companies activities.

- Cost of Public Liability Insurance has dropped from \$1.7 million, to \$1.25 million.
- Main Insurer QBE.
- Put in place policies, procedures, risk management and an audit tool for Tracks which has cut down the Insurers exposure to risk.
- Tracks can now get a benefit of a reduction of up to 15% in premiums dependant on a good Track Audit.
- Greater flexibility. Can add Tracks to Scheme after Insurance is set.
- Have franchised World Series Sprintcars to Wade Auger and David Lander.
- Still have a problem with communication, which they are working on.
- Profit of \$9785.
- Now own their Office facilities which is valued at \$435,000.
- Looking into holding a National Super Sedan Series in conjunction with the ASCF.
- Holding Safety Seminars around Australia.

Strategic planning meeting concluded by 4.30 p.m. Full report from the Workshop would be supplied by Terry Sheppard and circulated to all States within three weeks.

Executive then presented a document outlining the restructure of the ASCF. Document to be discussed further, first item of business on Sunday morning.

Meeting closed 5.00 p.m.

SUNDAY 5TH March, 2004

RESTRUCTURE:

Discussion was held on Restructure that was presented by the Executive on Saturday evening. Some of the points were -

- The three year term of appointment of Board Members. Delegates felt that this was too long.
- Suggested that the restructure should be formalised in September 2004.
- Two Delegates at Board Meetings, one to be a non voting Delegate.

Motion regarding acceptance of Restructure document foreshadowed by WASCF.

MINUTES OF THE PREVIOUS ASCF INC. MEETING held September, 2003.

Moved TSCF Seconded SSA of NSW

That the Minutes of the Meeting held on September, 2003, be accepted as a true and correct record.

BUSINESS ARISING FROM PREVIOUS MEETING MINUTES:

- a) TSCF asked why certain seat belts were banned. Needed to have a better explanation of why. President advised that from this Meeting, there would be a different way of implementing Technical Specification changes. Instead of a one line sentence in a letter asking for a change, States, Clubs or individuals will have to put in a 'Submission' stating why the change was needed, the estimated cost to the competitor, research to support this change and advise the wording to be placed in the Specification Book.

EXECUTIVE MINUTES:

Moved WASCF Seconded VSCF

That the Minutes of 23RD October, 2003 and 29th & 30th November 2003 be accepted as a true and correct record. Carried.

BUSINESS ARISING FROM EXECUTIVE MINUTES: Nil.

INWARD AND OUTWARD CORRESPONDENCE:

Moved QSCA Seconded NTSCI

That the Inward Correspondence be received and the Outward Correspondence be endorsed. Carried.

Technical - Committee Representative came into the Council, to asked if they could proceed with the Production Book. VSCF, SSA of NSW, WASCf Delegates advised to go on with this book.

BUSINESS ARISING FROM OUTWARD CORRESPONDENCE:

a) **Dean Shore Appeal:** WASCf Delegates left the room, while Council discussed when this Appeal can be heard. Executive advised that their suggestion was that the Appeal be heard at Albany, WA at Easter.

MOTION 1 Moved **QSCA** Seconded **SSA of NSW**

That the National Executive arrange the Dean Shore Appeal to be held in Albany during the 2004 National Modified Production Title. Carried.

b) **QSCA LICENCE STRUCTURE** Outward 114:Sept03 Outward 97:Mar04.

QSCA President advised that he had sent a fax explaining the reason why the "Q" licence was introduced. Fax was not received by the National Office. QSCA then gave explanation for the "Q" Licence. Was brought in to keep drivers in the North of the State, in the QSCA. Most already had taken ASCF/NASR Licences. "Q" licensed cars do not race with ASCF Inc. cars. QSCA President undertook to forward the QSCA correspondence on this matter to the ASCF office.

Discussion on Inward and Outward correspondence. The Secretary is sending by email to all Secretaries and Presidents. Problem regarding the emails not being able to be opened by some recipients. .

Resolved, That in conjunction with the current email system one hard copy of Correspondence is sent monthly to each state secretary as an interim measure. To be reviewed as an ongoing concern.

MOTION 2 Moved **WASCf** Seconded **QSCA**

Section 13 Protests & Appeals.

16 (e) be amended to read (second sentence) "Where it is feasible all appeals for State and National Appeals to be held within 28 days. Carried Unanimous

Question from previous Minutes, by TSCF, regarding to Fuel Tanks. To be dealt with when the Technical Committee give their Report.

FINANCIAL REPORT: See Attached Report 1st July, 2003 –25th February, 2004

- Question raised a Debt that was written off. Explanation – this was the amount owing by former President, Denise Garrett.
- NASR Board Meeting question on Airfares. One airfare was for Neil Sayer, when John Wilson was unable to attend for the whole meeting, and the other was Geoff Green who attended a Board Meeting and the NASR Restructure Meeting.

a) Appeal heard yesterday, TSCF Inc. asked who pays for Chairman of Disputes Committee to attend the hearing. Motion regarding this matter was left on the table at the request of Delegates until after lunch.

b) Recommendation 2 from Executive Minutes November 29th becomes

MOTION 3 Moved **WASCf** Seconded **NTSCI**

That the ASCF Inc. facilitate a nationwide standard Registration fee for all Classes. Carried.

For – TSCF, SSA of NSW, NASRSA, WASCf, VSCF

Against - QSCA

John Gore will put together a costing from all States so that an average fee can be worked out. To be presented later in the Meeting.

c) Recommendation 1 from Executive Minutes 29th November becomes

MOTION 4 Moved **WASCF** Seconded **TSCF**

That National Registration Fee per registration to each State for the 2004/2005 Season will be \$75.00. This will include a Log Book, Infringement Card and Decal. Carried.

For – TSCF, SSA of NSW, NASRSA, WASCF, VSCF

Against - QSCA

d) **REPORT FROM FINANCE COMMITTEE CHAIRMAN, JASON CROWE: Inward 143.**

1. **SUPERANNUATION:** Outward 210, Inward 108, 172, 199, 222.

Jason outlined the reason for the Recommendation. President informed the Delegates of a meeting held between Kelley & Co and the ASCF Executive regarding this subject. Lawyer suggested in favour of a contract. A copy of a Standard contract has been received from the Lawyers and this contract was to be copied and circulated to all Delegates.

Recommendation 1.1 regarding Secretaries Superannuation, was withdrawn in favour of a Contract.

Motion foreshadowed, to be tabled and voted on after all Delegates had received a copy of the Contract.

2. **REFUNDS – Log Book Prints & Over Print Year**

Recommendation 2.1 becomes

MOTION 5 Moved **QSCA** Seconded **TSCF**

That the ASCF introduce a plain registration infringement card, log book and decal for each year's registration. To ensure that each year's registration is formalised, the ASCF will produce a year dated Sticker to be stuck on top of each new infringement card, log book and decal issued, for each year's competitor registration. Carried Unanimously

Recommendation 2.2 which reads - "No change as far as procedure go, but no pay back to States – i.e. if you over purchase with what you require then that is your State's problem and no refund to be issued." was withdrawn. Log books will be plain and therefore can be carried onto next year's registrations. Not voted on, as this is a statement of fact on the new procedure

3. **SQUARE DECALS**

Recommendation 3.1 becomes

MOTION 6 Moved **TSCF** Seconded **WASCF**

That the ASCF move to square decals that will fit inside a DL envelope, which reduces the current cost of the sticker and also more convenient way for posting to the Competitor. Carried Unanimously

4. **TRAVEL COSTS**

Recommendation 4.1 which reads "Appointing of Officials be looked at very closely before being appointed" the Delegates decided was more of a statement than a Recommendation.

Recommendation 4.2. which reads "One Conference per year, which significantly reduce travel cost, but would push up telecommunication costs, with an additional teleconference, but the saving would far outweigh the cost", delegates felt had been covered by previous days Restructure document.

5. **TELECOMMUNICATION**

Recommendation 5.1 which reads "Use email extensively for all postage to States and Presidents", is already being done, and covered by previous discussion.

6. **PRINTING:**

Recommendation 6.1 which reads "Sponsorship of the Title Sponsorship, Tek Torque, Specification Manuals, rule books and office stationary. ASCF Inc. to actively seek a sponsorship manager on a two month contract, to source and obtain sponsorship, however great or small, to pay for these books. The sponsorship manager would work on a commission basis, with the rate to be determined by mutual agreement by the ASCF and the successful applicant" has already been discussed at the last meeting. Geoff Green advised the progress made so far in relation to seeking sponsorship.

Has one person who is looking at doing a proposal. He is to continue with this process.

7. CONFERENCES:

Recommendation 7.1 becomes

MOTION 7 Moved TSCF Seconded NASRSA

That an extensive report of Conference facilities available, be given by the host State to the ASCF Inc. within 28 days, before decision is made by the ASCF Inc. Executive, on location of the next Conference. Carried Unanimously

Recommendation 7.2 which reads "The ASCF Inc. hold one Conference a year only" has been covered by the Restructure document.

8. POSTAGE

Recommendation 8.1 which reads "Tek Torque be sponsored under same proposal for Specification Manuals" was withdrawn because already covered in 6.1.

9. OUT OF POCKET EXPENSES:

Recommendation 9.1 which reads "That where possible, Scrutineering be held on the first day of a Title, to alleviate an additional day of accommodation and payment to Officials. Reason: Saving conservatively estimated at \$500" was withdrawn as the meeting felt that it was not feasible.

10. NASR:

Recommendation 10.1 which reads "All money for car registrations and licenses remain the property of the ASCF and that a promotion fee of say \$25 per competitor to be paid to NASR for the promotion of our sport" was withdrawn to allow President to negotiate with NASR regarding this subject.

Recommendation 10.2 which reads "ASCF Inc. only sell car registrations. Add the money we give up to licenses to the Car Registrations. We could charge the full NASR price for licenses and have NASR reimburse us \$20 for each ASCF Inc. Licence. Already covered by Motion 4 and previous recommendation.

Moved J. Green, Treasurer. Seconded QSCF
That the Financial Report be accepted. Carried.

Motion from Financial Report – Section (a) was tabled and voted on.

MOTION 8 Moved TSCF Seconded NASRSA

We request the cost of the Airfare for the Chairman of the Appeals Committee at the Australian Street Stock Title to attend National Appeal on 5th March, be paid by the ASCF Inc. Lost.

For: NASRSA, TSCF

Against: QSCA, WASCF, VSCF, NTSCI, SSA of NSW.

Motion from Restructure discussion was tabled and voted on.

MOTION 9 Moved WASCF Seconded QSCA

That we accept the ASCF Restructure Document in principle, provided the following changes are made –State Board Representation as per State selection and States able to have one non voting Delegate at States cost. All States Submissions regarding the proposed Restructure to be submitted to the National Executive by 30th June to be circulated to all States by 31st July. A Meeting to formulate proposed Restructure, the Friday prior to next National Conference from 9.00 a.m. Carried Unanimously.

NOTICES OF MOTION:

(a) Inward 197 from WASCF

NOTICE OF MOTION 1. which reads "That all Motions at National Conferences to require a cooling off period before being accepted" was withdrawn because it conflicts with Standing Orders.

(b) Inward 197 from WASCF

NOTICE OF MOTION 3 which reads "That there are to be no adjustments to vehicles once on the dummy grid. If found to be making adjustments to the vehicle on the dummy grid they will be sent rear of field for that heat", lapsed for want of a seconder.

(c) Inward 197 from WASC
NOTICE OF MOTION 5 becomes

MOTION 10 Moved **WASC** Seconded **TSCF**
That Super Sedans be weighed after a race and not before. Carried unanimously.

Implementation date 1/7/04.

Stick in Specification Super Sedan Specification Book, and to be circulated in Tek Torque.

(d) Inward 197
NOTICE OF MOTION 6 becomes

MOTION 11 Moved **WASC** Seconded **SSA of NSW**
That a disqualification not be awarded as a worst heat loss of points in National Titles. Carried Unanimously.

- E.g. Heat 1 – 36, Heat 2 – 0 (Disqualified), Heat 3 – 23, Heat 4 – 6, Heat 5 - 28 Total points from all five heats = 93.
- Less worst heat being Heat 4 – 6 points, Total points = 87. (Heat 2, although 0 points, not counted as worst heat.)

Advise new rule in Title Co-ordinators Sheet. Circulate in Tek Torque.

NASR REPORT

The NASR board meetings are always positive for the future of growing the whole sport not just one class as is the perception. If the sport is ever going to be united and NASR is to operate the way it is intended we need get behind the concept of NASR.

I believe the stigma of the name "NASR" is changing to the positive and we must clear our minds of the past and put NASR as a positive body for the sport to enhance itself.

The ASCF as a board member is very instrumental in making change happen in this regard. Currently we are in deep discussion with another sedan body to join ranks with the ASCF. This I can only see as a positive for sedans and speedway in general.

Main points of interest from the board meeting.

- The NASR board members approved at the board meeting to pay a dividend of \$16,000 to shareholders in two payments over a six month period. This equates to the ASCF receiving a payment of \$600.00 for the two payments. This can only be seen as positive and puts value in the price of the shares we possess in NASR.
- Currently the board is in the process of finding a replacement promoter board member. Advertisements should be appearing in all speedway and general newspapers shortly.
- There is much ongoing discussion on having just one NASR licence which incorporates FAS etc for all persons. Instead of just selling FAS and a NASR licence separately there would only be one NASR licence. One train of thought is to have one level of PA insurance such as premium and possibly because of volume it may be slightly cheaper with the same benefits and slightly raise the price on the basic PA insurance. I would be interested with your thoughts in this regard.
- Much discussion was held on the viability of NASR State branches, and the ways to go forward into the future with this concept. Much more to be announced on this subject in the not too distance future.
- NASR is now in a position to look at getting back into what it is meant to be doing and that is promoting the sport of speedway. To assist in this quest the board have recommended that we to look at joining like bodies such as ALARA & RPM. ALARA conduct seminars, trade shows etc within Australia for the leisure industry and RPM is a dedicated promotion training unit in the USA for motor sports.
- The position of the office manager is being advertised as Sue Waugh the current office manager has asked to stand aside and do fewer hours. This position will be advertised in the local papers.

Neil Sayer, ASCF Inc. President & NASR Board Member.

Following on Notice of Motion 6 regarding Disqualifications

MOTION 12 Moved **WASC** Seconded **QSCA**
Policy – Section 25 (17) to be changed to read "Format for National Titles will be – 5 heats per car. Points from best four Heats determine top 20 cars for Final. Disqualification from a Heat race will not be deemed as a worst score. A consolation can be run, no repechage. Carried

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

Against: TSCF

TITLE REPORTS:

(a) **JUNIOR TITLE – Simpson**

Technical and Stewards Report read. Neil Sayer ASCF Representative gave verbal report. Thanked the Club for their excellent organization of the event and for their support of the Officials. Thanked the ASCF Officials for a job well done. Thanked the drivers for the way in which they presented themselves and their cars and for putting on great display of driving. Congratulated the winner, Todd Waddell.

(b) **STREET STOCK TITLE – Latrobe** John Gore, ASCF Inc. Representative read his report. Chief Stewards Report read. Letter of thanks to go to Dave Wilson for his work during the National Street Stock Title. TSCF Inc. Delegates advised that he was an asset to the Title.

c) **PRODUCTION TITLE – Collie** Paul Gannon gave verbal Report. Racing was excellent. Huge crash in one Heat. Respect between Chief Steward and Drivers was noted.

(b) **SUPER SEDAN TITLE – Murray Bridge** Neil Sayer, ASCF Inc. Representative read his Report. Technical Officers Report was read.

Moved NASRSA Seconded WASCF
That all Title Reports as read, be accepted. Carried.

LUNCH 1.00 p.m.

Meeting resumed at 2.00 p.m.

Motion regarding Secretaries Contract, after distribution of base Contract to Delegates, was tabled -
MOTION 13 Moved **VSCF** Seconded **WASCF**
That this body enter into a Contract for the position of National Secretary. This Contract to be drawn up by this Body, in consultation with Gary Winter of Kelley & Co. Carried Unanimously

TECHNICAL REPORT: Technical Director, Errol Baldwin presented the Technical Committee's Report.

Street Stock Book: Technical Director explained the new way of reviewing Specification Books. The Book and all the changes would be displayed on a computer screen, and the Delegates and Technical Committee would be able to see the all changes, instead of trying to follow the changes in their copy of the Manual.

Recommendation 1 becomes

MOTION 14 Moved **TSCF** Seconded **NASRSA**
Street Stock Draft Section 3 General – 1st Paragraph
Delete the words “enquire for prior clarification or approval” and add words “then it cannot be used”. Paragraph now reads “Specifications listed in this book are of a general nature only. If "IT" is not in the book then it cannot be used.” Carried. QSCA Abstained.
To be added to Draft and circulated in Tek Torque

Recommendation 2 becomes

MOTION 15 Moved **TSCF** Seconded **NASRSA**
Street Stock Draft Section 4 Construction, 2nd Paragraph
Add words “No tek screws or self tappers to be used.” Paragraph now reads - “Bolts are not to be used through structural tubing in the rollcage cabin area unless a welded sleeve is provided. No tek screws or self tappers to be used. No pop rivets in roll cage tubing.” Carried. QSCA Abstained.
To be added to Draft and circulated in Tek Torque

Recommendation 3 becomes

MOTION 16 Moved **VSCF** Seconded **WASCF**
Street Stock Draft Section 6 Registration – new paragraph
Add new paragraph 4 which reads - “A complete metal body shell including roll cage is the basis for the registration of a race car. Transferring a roll cage from one body shell to another constitutes a new registration.” Carried. QSCA Abstained.
To be added to Draft and circulated in Tek Torque

Recommendation 4 becomes

MOTION 17 Moved **TSCF** Seconded **WASCF**
Street Stock Draft Section 7 Measuring of Cars – new paragraph
Add new paragraph 2 which reads – “The ASCF Inc. reserves the right to impound and inspect any race car at any time.” Carried. QSCA Abstained.
To be added to Draft and circulated in Tek Torque

Recommendation 5 becomes

MOTION 18 Moved TSCF Seconded WASCF

Street Stock Draft, Section 9 Driver Safety -

Add to first paragraph the words “whilst competing or testing and/or practice.” Paragraph now reads “All protective clothing and safety equipment must be used and/or worn in the approved and accepted manner whilst competing or testing and/or practice. Carried. QSCA Abstained.

To be added to Draft and circulated in Tek Torque

Change made to bring Specification Manual in line with Work Safe in most States.

Recommendation 6 becomes

MOTION 19 Moved TSCF Seconded NTSCI

Street Stock Draft, Section 9 Drivers Safety – Boots

Add to paragraph 1 the words “Rubber sole boots permitted. No elastic sided boots permitted.” Section now reads “BOOTS to be leather or fire retardant material, must cover the ankles and be high enough to permit coverage by the driving suit cuff. Rubber sole boots permitted. No elastic sided boots permitted. Carried. QSCA Abstained.

To be added to Draft and circulated in Tek Torque

MOTION 20 Moved WASCF Seconded NTSCI

The ASCF Inc. to seek a legal opinion on the exposure of a Scrutineer, if he/she removes an approval sticker from, or cuts the helmet strap of a damaged helmet, or cuts a frayed or damaged seat belt, thus rendering both items unusable by the competitor. Carried unanimously.

Recommendation 7 becomes

MOTION 21 Moved TSCF Seconded NTSCI

Street Stock Draft, Section 9 Safety – Seat Belt

Add the word “mounting” to 1st paragraph. Paragraph to read - “SEAT BELT: Five or six mounting point restraints are mandatory. Shoulder and Hip Belt width 50mm minimum, 75mm highly recommended. Only belts with over centre lever lock buckle to be used.” Carried. QSCA Abstained.

To be added to Draft and circulated in Tek Torque

Recommendation 8 becomes

MOTION 22 Moved TSCF Seconded WASCF

Street Stock Draft, Section 9 Safety – Window Net

Add new paragraph 3 to read “Window net must be mounted directly to the roll cage bar (top) and NASCAR bar (bottom) from the quarter window bar (if fitted) back.” Carried QSCA Abstained.

Mono Constructed cars only. To be added to Draft and circulated in Tek Torque

Window net drawing to be redone to show the fitting required.

Recommendation 9 becomes

MOTION 23 Moved VSCF Seconded WASCF

Street Stock Draft, Section 10 – Seat –

Add No (j) which reads “Driver to be able to reach pedals mounted in the original OEM mounting position. Carried. QSCA Abstained.

To be added to Draft and circulated in Tek Torque (omitted from original Manual)

Recommendation 10 becomes

MOTION 24 Moved WASCF Seconded TSCF

Street Stock Draft, Section 11 Class Criteria (b)

11 (b)- To the first paragraph, delete the word “and” & insert comma, then add the words “and Specifications. If unsure of base model options refer to Glasses Dealers Guide or a car park check if required.” Paragraph now to read - “Base model” body is used for silhouette, measurements and Specifications. If unsure of base model options refer to Glasses Dealers Guide or a car park check if required.” Carried. QSCA Abstained.

To be added to Draft and circulated in Tek Torque

Recommendation 11 becomes

MOTION 25 Moved TSCF Seconded WASC

Draft of Street Stock Manual, Section 13 Street Stock Derivation – (c)

13 (c) - Change “3 years. For 2003 – competitor can only build up to 2000 model car” to read “5 years. For 2004 – competitor can only build up to 1999 model car.” Number (c) now reads “Age limit on Street Stock Eligibility – 5 years. For 2004 – competitor can only build up to 1999 model car.” Carried. QSCA Abstained.

To be added to Draft and circulated in Tek Torque.

Recommendation 11a becomes

MOTION 25A Moved WASC Seconded TSC

All Divisions – That the Specifications be set for 5 years and only changes be allowed for safety or introduction of new models or Government changes.

1st July 2004 -Street Stock Manual

1st July 2005 - Production Manual

1st July 2006 - Super Sedan Manual

1st July 2007 -Modified Production Manual

1st July 2008 – Junior Manual

Carried Unanimously.

To be circulated in Tek Torque.

Recommendation 12 becomes

MOTION 26 Moved TSCF Seconded WASC

Draft of Street Stock Manual, Section 14 Body (c)

Add to 14(c) the words “(Glass apertures must not be covered with fibreglass or other material)” 14(c) now reads – “Parts to be removed: All glass, interior trims, grille, door handles, ornamentation, Bull bar, tow-bar and helper springs. (Glass apertures must not be covered with fibreglass or other material).” Carried. QSCA Abstained.

To be added to Draft and circulated in Tek Torque.

Recommendation 12 becomes

MOTION 27 Moved TSCF Seconded NTSC

Draft of Street Stock Manual, Section 14 Body (d)

Add to 1st Paragraph the word “metal”. 14(d) now to read “The only panels which may be replaced with fibreglass/metal/plastic replica:- max. 2mm thick:- are doors, bonnet, boot, front guards, nose, head and tail light apertures. Carried. QSCA Abstained.

To be added to Draft and circulated in Tek Torque.

Recommendation 12 becomes

MOTION 28 Moved TSCF Seconded NTSC

Draft of Street Stock Manual, Section 14 Body (p)

Delete word “steel sheet” and add words “metal sheet, fibreglass or plastic”. 14(p) now reads “Light apertures may be filled using max. 1.6mm metal sheet, fibreglass or plastic. Carried. QSCA Abstained.

To be added to Draft and circulated in Tek Torque.

Recommendation 13 becomes

MOTION 29 Moved TSCF Seconded WASC

Draft of Street Stock Manual, Section 14 Body (v)

Delete 3rd sentence which reads “Numbers are to be a minimum 460mm high x 75mm line width minimum and in contrasting colour (For lap scorer). And words “150mm high and “ in 4th sentence. Paragraph now reads “All vehicles must carry the identification number, as issued by their club. This number may be displayed on each side of car and on the roof. Club prefix, if required, to precede number.” Carried. QSCA Abstained.

To be added to Draft and circulated in Tek Torque.

To be implemented in all new Specification Books

Recommendation 14 becomes

MOTION 30 Moved **WASCF** Seconded **NTSCI**

Draft of Street Stock Manual, Section 15 Rollcage (k)

Add to 15(k) the wording "Quarter window bar be installed from the top NASCAR bar to top half of pillar bar using minimum 25 x 3mm CHS (38mm x 3mm CHS recommended). Alternately, a 38 x 3mm O.D. bar may be fitted from top of 'A' pillar bar to top of NASCAR bar at 45° of the top bar on both sides. Carried. QSCA Abstained.

To be added to Draft and circulated in Tek Torque.

To be implemented in all new Specification Books, drawing from Super Sedan book to be added.

Wording to be added to (n) (iii).

Recommendation 15 becomes

MOTION 31 Moved **TSCF** Seconded **NTSCI**

Draft of Street Stock Manual Section 15 Roll Cage (p)

Add to beginning of 2nd sentence "If bolted on, a one piece external door plate" and add to end of paragraph "If individual pieces are used then a minimum of 4 - 50mm x 50mm x 3mm MS tags and bolted to either 8mm or 5/16th high tensile bolts to each piece, with no protrusions." Paragraph now reads "One piece anti spear external door plate 3mm steel or 5mm alloy, (NOT to be lightened by drilling) to be fitted on driver's side, from floor-line to window sill bar, forward of the first vertical door bar to the front leg of roll cage. (Fig. 6 (iv)). If bolted on, a one piece 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. If individual pieces are used then a minimum of 4 - 50mm x 50mm x 3mm MS tags and bolted to either 8mm or 5/16th high tensile bolts to each piece, with no protrusions." Carried. QSCA Abstained.

To be added to Draft and circulated in Tek Torque.

Recommendation 16 becomes

MOTION 31A Moved **WASCF** Seconded **NTSCI**

That the Section headed "Alternative Roll Cage Style (from Existing Race Cars Only)" and Fig 7(i) & 7(ii) be deleted. Carried. QSCA Abstained.

To be added to Draft and circulated in Tek Torque.

Recommendation 17 becomes

MOTION 32 Moved **TSCF** Seconded **WASCF**

Draft of Street Stock Manual, Section 17 Engine and Auxiliary Equipment

Third sentence – Delete words "1 x Sump and Cylinder Head" and replace with "1 x each side of Sump and/or 1 x timing cover; and 1 x Cylinder Head." Sentence now reads "Engine Seals will be placed – 1 x each side of Sump and/or 1 x timing cover; and 1 x Cylinder Head." Carried. QSCA Abstained.

To be added to Draft and circulated in Tek Torque.

Recommendation 18 becomes

MOTION 33 Moved **WASCF** Seconded **NTSCI**

Draft of Street Stock Manual, Section 17 Engine and Auxiliary Equipment (f)

Add to 17 (f) "ENGINE BALANCING: The balancing of any engine componentry or removal of any balance shaft in this class is STRICTLY PROHIBITED. The only tolerance allowed is the drill holes in the crankshaft as done by the manufacturer (O.E.M.). The conrods cannot have any metal removed or polished. The pistons cannot be machined or lightened. 17 (f) now reads "Refer, Australian Standards "AS 4182-1994 Code of practice for Engine Reconditioning Standards". ENGINE BALANCING: The balancing of any engine componentry or removal of any balance shaft in this class is STRICTLY PROHIBITED. The only tolerance allowed is the drill holes in the crankshaft as done by the manufacturer (O.E.M.). The conrods cannot have any metal removed or polished. The pistons cannot be machined or lightened. Carried. NASRSA & TSCF Against. QSCA Abstained.

To be added to Draft and circulated in Tek Torque.

Recommendation 19 becomes

MOTION 34 Moved **WASCF** Seconded **NTSCI**

Draft of Street Stock Manual, Section 17 Engine and Auxiliary Equipment (g)

17 (g) Delete wording "Pistons must be below deck height of block." Carried. QSCA Abstained.

To be added to Draft and circulated in Tek Torque.

Recommendation 20 becomes

MOTION 35 Moved **WASCF** Seconded **NTSCI**

**Draft of Street Stock Manual, Section 18 Carburettor
Add new Section 18(A) Fuel Injections – which reads**

That E.F.I. be permitted to use with the following restrictions

1. **ASCF Inc. approved and sealed ECU.**
2. **Standard exhaust pipe size; must be fitted to beyond rear of drivers seat, then free from there.**
3. **All standard sensors must be fitted and be operating (can easily be checked)**
4. **All engine components must be fitted (air cleaners etc.)**
5. **Engine specifications as in all other engines.**
6. **Standard throttle body (No machining or alteration permitted)**
7. **O.E.M. injectors for make, model and series of engine.**
8. **2005/2006 possible introduction into class.**

Carried. NASRSA & TSCF Against. QSCA Abstained.

To be added to Draft and circulated in Tek Torque.

WASCF Inc. Technical Director gave a verbal report on the cars running injection in Western Australia. As both cars had only run twice, there was not much to report. The cars would be running at Easter during the National Modified Title, and will be available for those interstate people who may want to know more and inspect them.

Recommendation 21 becomes

MOTION 36 Moved **WASCF** Seconded **NTSCI**

Draft of Street Stock Manual, Section 21 Cooling System (a) & (b)

Add the words “if used” to 21(a) and delete the words “passenger car” from 21(b). Now reads

- a) **Front Radiator, if used, to remain in original position.**
- b) **Different type radiator may be used as long as it is in the same position as original, (fitted in same hole without enlargement) and does not protrude through the body-work. Carried.**

QSCA Abstained.

To be added to Draft and circulated in Tek Torque.

Recommendation 22 becomes

MOTION 37 Moved **WASCF** Seconded **VSCF**

Draft of Street Stock Manual, Section 23 Suspension/Steering (d)

Delete words “or internal” from 2nd line. 23(d) now reads “Shock Absorbers/Strut Inserts: Standard sealed replacement units only. No external adjustment/adjusters, e.g. no external reservoir/canister type, or externally gas pressure adjustment, (e.g. increase/decrease gas pressure).

Carried. QSCA Abstained.

To be added to Draft and circulated in Tek Torque.

Recommendation 23 becomes

MOTION 38 Moved **WASCF** Seconded **NTSCI**

Draft of Street Stock Manual, Section 23 Suspension/Steering (e)

Delete from 23(e) the words “and wire diameter, measured 3 coils up from bottom, to be within +/- 1mm of original.” 23(e) now reads “Measuring of Coil Springs: Spring coil outer diameter to be same as original spring.” Carried. QSCA Abstained.

To be added to Draft and circulated in Tek Torque.

Recommendation 24 becomes

MOTION 39 Moved **TSCF** Seconded **WASCF**

Draft of Street Stock Manual, Section 23 Suspension/Steering (j)

Add to end of paragraph “Self aligning bearing may be used.” 23 (j) now reads “Original steering shaft/column - must pass through a loop of 12mm dia. steel rod welded or bolted to the roll-cage dash bar. Self aligning bearing may be used. Carried. QSCA Abstained.

To be added to Draft and circulated in Tek Torque.

Recommendation 25 becomes

MOTION 40 Moved TSCF Seconded NTSCI

Draft of Street Stock Manual, Section 26 Fuel Tank/Fuel Lines (i)

Delete from 1st sentence "Super grade leaded," and add to last line "Ongoing research into fuel testing will continue." 26(i) will now read "FUEL: No additives, maximum specific gravity 0.780, or standard unleaded (ULP), no additives, maximum specific gravity 0.780. Fuel may be tested by any means available. Ongoing research into fuel testing will continue. Carried. QSCA Abstained.

To be added to Draft and circulated in Tek Torque.

Recommendation 26 becomes

MOTION 41 Moved WASC F Seconded TSCF

Draft of Street Stock Book -Tables

That we remove the older vehicles from the Tables at the back of the Street Stock Manual. Carried. QSCA Abstained.

To be added to Draft and circulated in Tek Torque.

Log Books: Technical Committee, at the request of the Executive, reviewed the Log Book. Include two pages for Seals in front of book. Adjust Declaration of Compliance on page 5 to include words "Owner/Driver". Specification Manuals may need to be changed in Section 5 Declaration of Compliance "pages 1-5"

MOTION 42 Moved WASC F Seconded VSCF **Carried Unanimously.**

That we print the Street Stock Manual, with the changes as passed at this meeting.

Recommendation 27 becomes

MOTION 43 Moved WASC F Seconded NTSCI

Super Sedans, Modified Production, Production Specifications

That adjustable shock absorbers be permitted for use, provided that no adjustment can be carried out from cabin or from drivers seat or whilst on the dummy grid or race track. Carried Unanimously.

Unanimously.

Immediate implementation. To be circulated in Tek Torque and to be a sticker placed in the above Specification Manuals.

Recommendation 28 becomes

MOTION 44 Moved NASRSA Seconded TSCF

All Sections:

That no work or adjustments be allowed to be carried out on Dummy Grid. Carried Unanimously.

Reason: Safety/workplace Health & Safety issue.

To be circulated in Tek Torque and to be a sticker placed in all Specification Manual. To be included in Racing Rules and Regulation.

Long discussion on fuel testing for Modified Production. Recommendation 29 which reads "Cars to be presented at scrutineering with empty fuel tanks and to be filled with a fuel, e.g. Optimax, then the fuel tank is to be sealed by the scrutineer.

Reason: This will stop additives being added to the fuel, as some of the additives used cannot be detected by current testing methods."

Motion withdrawn as Council Delegates felt that it was unworkable at the present moment.

Recommendation 30 becomes

MOTION 45 Moved TSCF Seconded QSCA

That this body investigate further, fuel testing in Modified Production, Production, Street Stock and Junior Classes. Carried Unanimously.

Recommendation 31 becomes

MOTION 46 Moved TSCF Seconded NASRSA

Super Sedan Manual, Page 44, Bumper Bars, Rule 31 A & B.

Front and rear bumper to be maximum of 38 CHS x 3mm W.T. Carried Unanimously

Immediate implementation. To be circulated in Tek Torque and sticker to be placed in all Super Sedan Books.

Recommendation 32 becomes

MOTION 47 Moved **NASRSA** Seconded **NTSCI**
Modified Production/Production Manuals
That we allow early model engines in late model Bodies. U.L.P. must be used. Carried
Unanimously

Reason: To reduce costs and to make it easier for other classes to join the ASCF Inc.
Implementation date Production 1.7.04. Implementation date Modified Production 1/7/2007.
To be circulated in Tek Torque and sticker placed in Production Manual.

TSCF Inc. raised the issue of fuel bladders for Modified Sedans. To be discussed by the Technical Committee when reviewing new book.

TSCF raised an issue on Dale Riley roll cage at National Street Stock Title. Roll cage not safe but Technical Director allowed the driver to run the car for two more meetings with certain adjustments. Driver now wants to continue using the same cage indefinitely. TSCF instructed to deregister the Car, and return log book and decal to the National Office.
Technical Director to talk to Redline Roll Cages regarding Street Stock roll cage design.

Errol Baldwin read Technical Report from the Street Stock Title.

Question on Rub Rails. Discussion regarding how information distributed.

MOTION 48 Moved **WASCF** Seconded **VSCF**
Production Manual
That the age limit on the Production Division be no later than 5 years from the current year, this is for the later model body. (This falls in line with Street Stock Specifications.) Carried. Qld Abstained
To be circulated in Tek Torque and sticker to be placed in Manual.

Queensland to forward a letter asking to be put into the Junior Title Rotation.

NATIONAL TITLE SUBMISSIONS:

- a) **Junior Title from Murray Bridge.** Inward 158 & 164.
Make closing date for Nominations Friday 17th December, 2004. so does not clash with the Christmas break.

Moved **WASCF** Seconded **NTSCI**
That the National Junior Title be allocated to Riverview Speedway, Murray Bridge, SA on the 27th, 28th & 29th January, 2005. Carried.

MOTION 49 Moved **NTSCI** Seconded **WASCF**
Where possible, the Australian Junior Sedan Titles be held during school holidays. Carried
Unanimously.

- b) **Modified Title from Lismore** Inward 219
President to speak to Promoter regarding this event to get a binding agreement regarding all aspects of this event.

Moved **WASCF** Seconded **SSA of NSW**
That the National Modified Production Title be allocated to Lismore Speedway, Lismore, NSW on the 25th, 26th, 27th March, 2005. Carried.

- c) **Super Sedan Title from Carrick & Latrobe.** Inward 221.
Both submissions were presented by the TSCF Inc. Delegates. A secret ballot was held to select the venue for the Title. Latrobe was selected.

Moved **VSCF** Seconded **WASCF**
That the National Title for Super Sedans to be held at Latrobe Speedway, Latrobe, Tasmania, on the 10th, 11th & 12th February, 2005. Carried.

d) Production Title from Leeton. Inward 159
Moved VSCF Seconded SSA of NSW
That the National Title for Production Sedans to be held at Brobenah Raceway at Leeton, NSW on 17th, 18th & 19th March, 2005.

e) Street Stock Title from Bunbury. Late Correspondence
Bunbury Car Club asked the WASCFC Delegates to reiterated that the Club was very capable of running a race meeting and preparing a suitable Track, This was requested, due to the negative publicity regarding the running of the independently Promoted National Sprintcar Title at Bunbury Speedway. Date changed to March Long Weekend.

Moved NTSCI Seconded TSCF
That the National Title for Street Stocks to be held at Bunbury City & Regional Raceway, Bunbury, WA on 4th, 5th & 6th March, 2005. Carried.

MOTION 50 Moved **QSCA** Seconded **WASCFC**
That the ASCF Inc. do not run two National Titles on the same weekend. Carried unanimously.

Meeting resolved to work on until 6.00 p.m. Then from 8.00 p.m. to 9.00 p.m.

23. GENERAL BUSINESS:

A) DRUG TESTING PROCEDURE

SSA of NSW Inward 50, Inward 57, Inward 60, 70.

President advised that we will work with NASR to formulate a drug testing policy. Work is also being done by the WA Sprintcar Association. Costs up to \$650 for each test.

B) DRIVERS MEDICAL FORMS

Outward 38, Inward 54, Inward 177

Discussion on Medicals. Doctors not ticking bottom to qualify driver is suitable for racing. For NASR Licence, Drivers not having medicals and Clubs ticking the box on the NASR form to say they had. NASR advised that Medicals must be kept for a minimum of 7 years.

C) RACING RULES AND REGULATIONS

a) Outward 198, Letter from Acting Chief Steward
Discussion on changes.

MOTION 51 Moved **WASCFC** Seconded **NTSCI**
That we accept the changes suggested in Outward 198, with the exception of changes to Rule 13.6. Rule 12.11 wording from Inward 207. Carried Unanimously.

b) Inward 182 Gary Brown re Lapped Cars. Letter forwarded but not supported by QSCA, because it would be a major rule change and book ready for printers.

c) Inward 207 NASRSA re free entry into Pits, eligibility for Titles, reserves for final.

- Free entry into Pits, out of ASCF Inc. jurisdiction.
- Eligibility for Titles, leave as in book, and State Secretaries not to forward any Nomination Form to the National Office, that does not have the Log Book, Decal Number or Licence number recorded on the Form.
- Reserves for Final, include the wording for 12.11 into the new Rule Book.

D) PUBLIC LIABILITY INSURANCE

a) Inward 122, WA Speedway Commission, dealt with in Recommendation D.3
b) Recommendation from Executive Minutes November 29th
Recommendation D.3 becomes

MOTION 53 Moved **WASCFC** Seconded **QSCA**
That all Tracks have sufficient Public Risk Insurance to cover any situation that may arise. Public Liability and Personal Accident Insurance/Assurance must be APRA and/or Insurance Council of Australia approved. Carried Unanimously

E) MOTION 73 – SEPT02 re Junior Sedans – KE70.

- a) Outward 154, Inward 123,124, 125, 129, 130, 131,135. dealt with in Recommendation E.4
- b) Recommendation from November 29th Executive Minutes
Recommendation E.4 becomes

MOTION 54 Moved WASCF Seconded VSCF

As of the 1st July, 2004, all ASCF Inc. registered Junior Sedans throughout Australia will comply with the current ASCF Inc. Junior Specification Manual. Carried, NTSCI Against.

F) SHOCK ABSORBERS

- a) Inward 127 from TSCF, Inward 197 from WASCF
NOTICE OF MOTION 4 from WASCF which reads “That the motion on adjustable shock absorbers from the last National Conference be revoked”, was withdrawn

G) CONFIRMATION OF CHAIRMAN OF STEWARDS POSITION.

MOTION 55 Moved WASCF Seconded TSCF.

That Peter Griffiths be confirmed as the ASCF Inc. Chairman of Stewards for a period of twelve months. Carried Unanimously.

H) STEWARDS TRAINING and ACCREDITATION SEMINAR

Outward 197, Inward 162 from NASRSA
The New Racing Rules and Regulations due out within the next Month. All States to contact the National Office with dates to run a two day course to train their Officials. National Office to advise States what facilities will be required for this Course. Each state is responsible for the total financial outlay to present this two day seminar. This includes bringing the National Steward to their State to present the program etc. At the end of the training each steward who attends depending on skill level, will achieve accreditation. It is in the best interest of each State to present this training to all of their stewards.

I) ASCF INC. CLASSES RUNNING TOGETHER

Inward 170 & 170A from VSCF
Meeting resolved that Classes with similar Specifications can run together provided they are ASCF registered.

J) ENGINE SEALERS

Inward 175 from TSCF
Long discussion on the licencing/registration of Engine Sealers. The onus is on the Customer, to make sure that an engine being purchased, is built to the requirements of the Class Specification Manual. To be circulated in Tek Torque.

MOTION 56 Moved QSCA Seconded WASCF

That any person who seals an ASCF engine, must be registered with the ASCF National Office, giving details of Name, Address, Company Name and list of seal numbers held. Effective 1st July, 2004. Carried Unanimously.
To be circulated in Tek Torque.

Meeting decided not to work on as most of Agenda has been done.

Meeting closed 6.00 p.m.

MONDAY 6TH March, 2004

K) EXECUTIVE MEETING IN ADELAIDE

Inward 136, 178, from TSCF
TSCF Delegates explained that the information circulated in the Minutes of the Executive Meeting did not fully explain the work done on the Restructure document, and therefore their State felt that the cost of the Meeting was not justified. Once the Restructure document was table, they understood the reason for the meeting.

L) TEK TORQUE

Inward 180 from TSCF

TSCF Inc. asked that Tek Torque be withdrawn. Other Delegates felt that in its current format, the formation was misleading. Executive to refocus Tek Torque, to be an information sheet only.

M) NASR

Inward 194 from QSCA re President being Board Member.

President explained the criteria regarding the changing of a Board Member. An Association cannot hold a seat on a Board, must be an individual. That individual must be elected to the Board, under Company Law

N) APPEALS SYSTEM

Inward 180 from TSCF, Outward 141 re Appeal Minutes

TSCF questioned how much information must be on Appeal Minutes. The Appeal Minutes Form must be followed. However additional information can be recorded in a separate attachment, or on the back of the form.

Discussion on where a National Appeal should be heard.

MOTION 56A Moved QSCA Seconded WASCF
Where possible, National Appeals will be heard within the State where the Appeal originated. Add to Rule 16.47. Carried Unanimously

O) LICENCING PROCEDURE & COSTS.

i) Inward 194 QSCA re issue of NASR/ASCF Licences and Inward 198 WASCF re streamlining of licencing and Insurance.

Invitation extended to Tim McAvaney from NASR Office, and to the NASR Office Manager, Sue, to attend our meeting at 10.00 a.m. to discuss problems State are having regarding Licencing. Notice of Motion 2 from WASCF was deferred until after this discussion.

P) CLASS AND SPECIFICATIONS

i) **Implementation Of Specification Books**, Inward 180 – TSCF, Inward 195 - QSCA, Inward 208 – NASRSA re lack of consultation of Competitors.

Most of the items mentioned in Correspondence have been covered. Will be doing one book per year from now on and Technical Committee will focus only on that book.

ii) **Production Sedans**

Inward 198 from WASCF re longevity, National Class & Title.

When doing the Production Book, call for submissions from States with Specifications close to the Production Class, with the objective of bringing those classes into the Production framework.

Q) NATIONAL TITLE

a) Inward 198 – WASCF re deferring Titles by States.

- Long discussion was held on why States were deferring Title. Discussion on cost of Titles. WASCF advised that their Clubs set up Committees to organize and finance each Title when it was allocated, and all have been a financial success.
- QSCA asked if the rotation system could be changed, as they had both the Modified Production and Super Sedan Title in the same year.
- TSCF asked that Latrobe Club receive a list of Title-Co-ordinators duties. This was agreed to and will be sent to all state secretaries.

ROTATION SYSTEM

	Super Sedan	Modified Prod	Production	Street Stock	Junior
04/05	TAS	NSW	NSW	WA	SA
05/06	QLD	SA	WA	VIC	NT
06/07	WA	VIC	SA	NT	QLD
07/08	VIC	QLD	NSW	SA	WA
08/09	NT	WA	VIC	TAS	VIC

Resolved: That we adopt the above rotation system.

Carried.

- QSCA advised for their State Titles, they do a package deal with Clubs for an amount of money and QSCA supply all Trophies, Programme, Competitors, Announcer, Headsets, Safety Vests and all Officials required to run the meeting. Most years, Titles run at a profit. Balances out in a three year cycle.

EQUALIZATION:

Equalization sheet was tabled.

Moved SSA of NSW Seconded VSCF
That the equalization sheet as circulated, be accepted. Carried Unanimously.

Second sheet circulated after States notices that ASCF Inc. was not included in Conference Room Equalization. No change to amount to be paid on new sheet.

Vice President pointed out that the way in which tickets were issued had changed but Policy had not. Airlines no longer issued tickets, only invoices.

MOTION 57 Moved QSCA Seconded WASCF
That each state supply a tax invoice to the National Secretary at each Conference for equalization purposes. Carried Unanimously.

Vice President also raised the issue of the cost of Tickets. Cost is substantially higher if tickets booked and paid for less than 21 days before the Conference. Not fair on other States who comply with this Policy.

MOTION 58 Moved WASCF Seconded QSCA
That all travel to National Conferences be booked a minimum of 21 days prior to a Conference. Carried Unanimously.

O. LICENCING COSTS AND PROCEDURE Continued at 10.00 p.m.

President welcomed Tim and Sue from the NASR Office. Among the issues raised were –

- ASCF Licences being forwarded by the State NASR Office to the NASR Office and not through the ASCF State Registrars.
- NASR State Branches sending out NASR forms to ASCF Inc. Competitors.
- ASCF Inc. State Branches doing all the work for the issue of NASR Licences and NASR State Branches receiving the remuneration fee.

Each State to forward to the NASR Office, a list of Affiliated Clubs, before the start of next season.

President to work with NASR, to streamline the issuing of NASR Licences further.

Tim and Sue left the meeting.

iii) Inward 197 from WASCF

NOTICE OF MOTION becomes

MOTION 59 Moved WASCF Seconded QSCA
That all five Sedan groups of ASCF Inc. must licence with the State Body of the ASCF Inc. to obtain their license and insurance. Carried Unanimously.

Q. NATIONAL TITLES – Continued.

b) Inward 208 – NASRSA National agreement between all Controlling Bodies.

Secretary advised that she had received instructions to forward a letter to all Four Wheel Controlling bodies, but had yet to sent the letter.

c) Title Format and Point Score.

Proposed Title format was tabled and also a point score from the Speedcars.

All States to research changes to the National Title format and point score and come back to the next meeting with any changes.

ANY OTHER GENERAL BUSINESS DEEMED NECESSARY:

a) NAME CHANGE:

Discussion on change of name to "Speedway Sedans Australia. Executive to investigate and report back to next meeting, as we cannot have a name change until the Annual General Meeting. Executive to reserve the name if available.

Resolved: That the Executive investigate the cost of a name change, and if possible reserve the name "Speedway Sedans Australia". To report back to next Meeting. Carried, TSCF Abstained from Voting.

b) MOTION 3 on Saturday re cost of nationwide standard Registration Fee.

John Gore advised that he was still waiting for information from some States. Forward the information to the Executive when all States have forwarded their figures.

c) EFI STREET STOCK

MOTION 50 Moved NTSCI Seconded WASC
That Peter Harris be given permission to trial an EFI Street Stock in the N.T. as per proposed Street Stock Specification for EFI. Carried Unanimously.

d) R.S.A.

WASC asked for an update regarding ASCF Inc's discussion with R.S.A. President gave an report on the discussions held so far. Will be talking to RSA further in March. Further update at the September 2004 Conference.

e) TRACK INSURANCE:

WASC asked that the President give an undertaking to assist those Tracks that are being sued by NASR. President advised that he would intercede with NASR on the Tracks behalf.

f) OFFICIALS BIDDING AT CALCUTTA'S

Secretary advised that she and the Vice President were not Officials at the Super Sedan Title, when drivers were purchased at the Super Sedan Calcutta. Meeting felt that a Chief Steward should not be openly involved at a Calcutta.

NEXT MEETING DATE AND VENUE:

SSA of NSW tabled a submission; however Conference Room costs were \$550 per day. Alice Springs was suggested as a possible venue. NTSCI Secretary to come back to Executive with costings to hold the Meeting in Alice Springs. Possible meeting date for middle of September. State to let Michele know if there is a problem with the date. Michele to have costing back to Executive by 8th April, 2004.

CLOSE OF MEETING: President thanked all persons who attended for their participation and closed the meeting at 12.30 p.m.