

**Minutes of the ASCF Inc. Council Meeting held Grand Chancellor Hotel,  
Brisbane on 13<sup>th</sup>, 14<sup>th</sup>, & 15<sup>th</sup> September, 2003.**

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

	<b>Delegates</b>	<b>Technical</b>	<b>Stewards</b>
NASR (SA) Inc.	Moss Buchanan Bill Miller	Dave Wilson	Leann Wilson
TSCF Inc.	Dane Porter Pam Richardson	Harold Burgess	Phil Richardson
WASCF Inc.	Kevin Theyer Jason Crowe	Wayne Millman	Peter Griffiths
SSA of NSW	Alan Edwards John Gore	Tony O'Neill	Chris Markham
VSCF Inc.	Rod Meakins Pauline Dowel	Norm Fisher	Kelvin Gray
NTSC Inc.	Michele Harris	Gary Pendlebury	Peter Harris
QSCA Inc.	Paul Gannon Terese Lange	Errol Baldwin	Allan Jennings
Observers:	John Underhill, John Pyne, Luke Pyne		

**DAY ONE - SATURDAY 13<sup>TH</sup> SEPTEMBER, 2003**

**OPEN MEETING – 8.00 a.m.** John Wilson declared the meeting open and welcomed all Council Delegates, Technical Committee, Stewards Committee and Observers. All Delegates and Observers introduced themselves

**APOLOGIES**

No apologies.

**PRESIDENTS OPENING ADDRESS:**

It is with mixed feelings that I present this my last report as President, because as you are all aware, I am not seeking re-election. Since my coming to office 3 years ago, I believe that the ASCF has lifted its profile once again towards where it should be. However we must remember we still have some distance to go to achieve the ultimate.

Our association with NASR whilst a little turbulent at times with Public Liability insurance has proved that with due diligence, sound direction and positive aims we are able to achieve the goals we strive for. Whilst it may not always happen as quickly and in the exact manner which we would all like, we should all remember we do not like change either.

It is very encouraging to witness the change in direction of speedway in Western Australia with ASCF registered cars returning to tracks we haven't seen welcome for some years, also the positive direction of Juniors which could well see the ASCF Junior and JSRA Juniors together once again as they should be for the betterment of our sport. Well done to Kevin Theyer for your foresight and devotion you are giving to your State.

My position as National President has been made very difficult at times during the past 12 months by our Vice President not being a team player. I feel his politicking manner and constant endeavours to undermine my position and the direction of the ASCF is not only detrimental to the ASCF but is also portraying a very poor image to other organizations. I also feel that due consideration should be given to ASCF policy not to allow two members from one family or household to be Executive members at the same time, because it just does not work. Julie's untiring effort as Secretary should not go unnoticed as she puts in 100% effort. However I believe more could be achieved with less effort if trivial matters weren't encouraged



Discussion followed and the following suggestions were put –

- § States to do more homework before meetings. Individual States to be assigned tasks to present at next Meeting
- § No Executive in new Structure, Non Voting Chairman.
- § Have better chain of command, better points of contact. Immediate answers for drivers.
- § Decisions made immediately.
- § National Technical and Steward Officers not on Board. Only attend meetings when requested by Board.
- § Drivers able to go direct to Technical & Steward Officers.
- § States to go back and fine tune their State Organizations.

Graph was drawn on whiteboard of how the ASCF Inc works at present time.

Composition and working of the Board

- § State Reps – Seven appointed by States for a period of time
- § Independent Non – Voting Chairperson appointed for a period of time
- § Appointed Paid Secretary for a period of time.
- § CEO to be decided by the Board.
- § Head Technical Representative
- § Head Stewarding Representative

Implementation of Proposed Changes.

Next Conference March 2004 - Agended for Formalization.

Next Conference - September 2004 Formalised.

#### **NASR:**

What direction NASR should go.

- § Name Change – We need to put forward a name change
- § Majority of drivers cannot see positive things happening with regard from NASR.
- § Influence and control over NASR. Problem with Promoters licencing NASR and advising ASCF Licenced drivers that they do not have to have an ASCF Inc. Registration. How to fix. Sedan Cars outside ASCF far outnumber ASCF Inc. Cars.
- § SSA of NSW re introduction of a new Sedan Association, assisted by the NSW State Branch. NASR does not have control over their State Branches and over Promoters. However, NASR is looking at restructure of organization.
- § QSCA has another division of Super Sedans accepted by State NASR Branch. Seems to be confusion regarding Insurance and accepting Associations to bolster Insurance coffers.
- § WASCF – two things must happen. Promoters must toe line and NASR should not have State Branches. Structure cannot work. Structure of NASR must give NASR total control.
- § WASCF re NASR Licences and racing with unregistered cars. NASR not insisting on ASCF Inc. divisions being registered with ASCF Inc.
- § QSCA re licences going direct to NASR
- § QSCA re Super Sedan Association attending the Meeting.
- § Victoria – Medical Certificate every year – every State answered in the affirmative. State to police receiving of Medicals.
- § No Insurance Levy for Drivers from NASR.
- § No Financial resources for Marketing Manager

Letter to NASR to be taken to NASR Board Meeting

1. NASR State Bodies – Funding of State Bodies.  
Should be a National Body and not have State Branches as Promoters and Competitors both have State Branches. Duplication of services. NASR should be the National Representation of National Competitors and Promoters. NASR State Branches no longer required to accept Insurance and Licences.
2. No Acceptance of non aligned Classes. (e.g. Outlaw Supers, Promoter Classes, i.e. Junior Sigmas in Qld & V8 Street Stocks & V8 Utes in WA.  
Point out that Promoters/Classes are going against NASR directive.

- Name Promoters in Letter. State Branches involved with forming new Associations. No minimum safety requirements for these non aligned classes. Issuing of NASR Licences to these new Bodies.
3. Acceptance of new Governing Bodies E.G. Rams
  4. Future Funding for Officials – Approach NASR regarding future funding of ASCF Inc. Officials. Fair distribution of funding grants to Competitor bodies.
  5. Rationalization of all Competitor Bodies  
All sedans together, all Sprintcars together, all Speedcars together etc.
  6. Name change. Give alternative. Change because of stigma. Suggestion “Speedway Australia”.
  7. Investigate need for NASR to form a separate Insurance Body, controlled by another Department or person. So do not tie up NASR office personnel.
  8. Raise again, competitor bodies using NASR logo on letter heads.
  9. Licence and Unlicensed drivers running together at some Tracks.
  10. Promoters not using Registered Officials. E.g. Speedway City.

John Wilson read a letter from NASR regarding Public Liability Insurance.  
Presidents Report to be discussed first Item after Lunch.

Meeting adjourned for Lunch at 12.30 p.m.  
Meeting recommenced at 1.30 p.m.

Presidents Report:

Discussion on contents of Report with Vice President present. Meeting declined to take any action on contents of Report.

**MINUTES OF THE PREVIOUS ASCF INC. MEETING** held March 2003 were tabled.

Moved VSCF                      Seconded      NTSCI  
That the Minutes of the previous meeting be accepted                      Carried.

**BUSINESS ARISING FROM PREVIOUS MEETING MINUTES:**

a)      Motion 34                      Moved WASCF                      Seconded      QSCA  
Motion from previous meeting March 03 was tabled.

Discussion held on what happened to the original Notice of Motion from WASCF. Secretary advised that it had been withdrawn. WASCF disputed whether that happened. Above Motion 34 from previous Meeting was then withdrawn by WASCF. QSCA advised that their State had no legislative requirement for Tracks to have Public Liability Insurance. President advised that ASCF Inc. sets the rules on Public Liability Insurance at National Titles.  
WASCF foreshadowed a motion regarding Public Liability.

**Corrections** – Page 27. QSCA & SSA of NSW believed that the NASR Forum to be held on Friday. President explained that as no Resolution passed at Meeting regarding when the Forum was to be held, the Executive decision was to hold it on Saturday.

Page 19 re Super Sedan engine position – Letters not written. Secretary directed to forwarded letters to Drivers. Secretary to obtain names from Technical Director.

**INWARD CORRESPONDENCE:**

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

a)      Inward 200 from QSCA re abstentions from Voting

**MOTION 1**                      Moved                      QSCA                      Seconded                      WASCF  
That Standing Orders 34 “That abstentions from voting be declared as votes for the majority.” Be removed and replaced with “That abstentions from voting be recorded.”                      Carried.  
Unanimous.

**OUTWARD CORRESPONDENCE:**

Moved WASCF Seconded QSCA  
That the Outward Correspondence be endorsed. Carried.

**FINANCIAL REPORT:**

See Attached Report 1<sup>st</sup> July, 2003 to 10<sup>th</sup> September, 2003  
Moved VSCF Seconded NASRSA  
That the Financial Report be received. Carried.

Concern raised over financial position and to be discussed further in General Business.

Discussion on 3 Litre class in Victoria being registered as an ASCF Inc. Class, and how they should be recorded. Meeting felt the Class should be recorded as Modified Production Class.

Alan Jennings to put forward an Expense report for the Production Title, as original has gone astray.

**MOTION 2** Moved VSCF Seconded NTSCI  
That monies owed (\$363.74) by Denise Garrett, to ASCF Inc., be written off as per normal business practice. Carried. TSCF – one Delegate against.

Discussion on raising Fees to General Business.

Discussion on Secretaries Honorarium to General Business.

Discussion on Superannuation, Tax and Workers Compensation moved to General Business.

Moved Treasurer Seconded QSCA.  
That the Treasurers Report adopted. Carried.

- (a) Inward 93 NASR SA re cost of replacement Log Books and Licences.  
**Resolved** that for a replacement Log Book and Infringement Card, the cost to a driver will be \$55 Inclusive of GST.
- (b) Inward 145 from SSA of NSW  
NOTICE OF MOTION 6 Moved SSA of NSW  
That Notice of Motion 97 of September Conference 02 which reads “That for National Titles, the refund to States for Nominations, at present \$5.00, be increased to \$15, effective as of 1<sup>st</sup> July, 2003.’ Be rescinded and replaced with:-  
“That where State Bodies organise and/or conduct National Titles on behalf of the ASCF Inc., the Driver nomination fees paid to the ASCF Inc. be shared on a more equitable basis between the State and Federal bodies to offset expenses incurred by both.”  
**Lapsed for want of a Seconder**
- (c) Inward 109 re T. O'Neill Outstanding Account has been finalized.
- (d) Executive – Conference Room Hire on Equalisation Sheet. Discussion on cost of Room Hire being equalized between ASCF and States. Executive commended on cost of accommodation for this Conference.

**MOTION 3** Moved NTSCI Seconded WASCF  
The cost of Conference Rooms to be divided by all States plus Executive as one. Carried.  
TSCF & SSA of NSW Against.

**MOTION 4** Moved QSCA Seconded NTSCI  
That Policy Section 1, Number 14 which reads “Conference room costs will be paid for by the ASCF Inc. and will not be part of equalisation.” be rescinded. Carried. TSCF Against, SSA of NSW Abstained.

- (e) Treasurer – Cost of Racing Rules and Regulations.  
QSCA proposed States build cost of rule book into the licence.  
**Resolved** That all discussions on finance be put over to a discussion on budget to be held after lunch tomorrow.

## NOTICES OF MOTION

(a) Inward 141 from WASCF  
NOTICE OF MOTION 5 becomes

**MOTION 5** Moved WASCF Seconded TSCF

"That the ASCF Inc. adopt the following drug offence penalties to be enforceable by affiliated Clubs and that the ASCF inc. set the rules for drug testing procedures:-

First Offence: Suspension until current drivers licence expiry date and up to \$1000 fine.

Second Offence: Three season suspension and up to \$1000 fine.

Refusal to take Drug Test: Suspension until current drivers license expiry date and up to \$1000 fine.

Was amended to read

Moved WASCF Seconded QSCA

"That the ASCF Inc. adopt the following drug offence penalties to be enforceable by affiliated Clubs and or Officials and that the ASCF inc. set the rules for drug testing procedures:-

First Offence: Three season suspension and up to \$1000 fine.

Refusal to take Drug Test: One Season Suspension and up to \$1000 fine.

ASCF Inc. to contact A.I.S. to investigate procedures for implementation. Carried.

Unanimous.

When testing for alcohol, an accredited person can use a breathalyser. Approx. cost for a breathalyser is \$1200.

John Gore will follow up with what is required to have the AIS involved with drug testing. Report in writing within 21 days. Letter to John Gore appointing him as spokesman.

Resolve that Agenda Items - Super Association & Committee Reports to Sunday Morning.

## TITLE REPORTS:

(a) **MODIFIED PRODUCTION TITLE – Murray Bridge**

Outward 58 Representatives Report

Inward 63 Machine Examiners Report.

Inward 78 Chief Stewards Report.

Modified Title Reports tabled. All drivers returning from Title very complementary. Reports have been circulated to both Steward & Technical Committees.

## SUPER SEDAN TITLE – Parramatta – Second Night

Inward 75 SSA of NSW re Frank Cross Letter.

Inward 79 Chief Stewards Initial Report

Inward 81 Chief Machine Examiner/ASCF Rep's Report

Inward 105 Chief Steward comprehensive Report

Super Sedan Title - Reports from Titles tabled. Book circulated by Chief Steward in which drivers made comments, was raised. Copies have been circulated to States. Chris Markham to be invited into the Meeting tomorrow morning and SSA of NSW delegates to talk to him overnight. Remarks in ASCF Inc. Rep. Report were raised by QSCA and he was also invited into the Meeting at the same time as the Chief Steward.

## GENERAL BUSINESS:

A) **Direction Of Junior Racing:**

Inward 120/121 WASCF, Inward 114 NASRSA,

Notice of Motion 2 becomes

**MOTION 6** Moved WASCF Seconded QSCA

"That ASCF Junior Sedans race only in an anti-clockwise direction." Carried.

TSCF & NSW Abstained, NTSCI Against.

Drivers to be advised in Tek Torque regarding the direction of Junior Racing.

**MOTION 7** Moved WASCF Seconded VSCF

A Junior driver may hold a licence in what ever division they are eligible to compete in. Carried. Unanimous.

If a Licenced Junior driver gets a Senior Licence the ASCF cannot decide whether or not he/she can have this Licence.

A Junior is able to compete in any division providing they have appropriate licences for each division.

**B) National Title Officials:**

(1) NASR SA Inward 136: Cost of sending Officials to Titles  
Need to send the best person available but must keep an eye on cost. Utilize qualified State Officials more.

(2) (a) *JUNIOR TITLE* 5<sup>th</sup> – 7<sup>th</sup> February, 2004  
QSCA advised that they did not put forward their nominees due to a communication failure.  
ASCF Inc. Representative – Neil Sayer  
Title Co-ordinator – Pauline Dowel  
Chief Steward - Kelvin Gray  
Chief Machine Examiner - Rod Brady  
Promotions Officer – Damon Kingshott

**MOTION 8**                      Moved WASCFC                      Seconded VSCF  
That the above Officials be appointed for the Junior Title.                      Carried.

Caps for Junior Title. Rod Meakins will follow up on the cost of hats within 14 days. Competitor's hats to be different from any hats that are for sale.

Meeting closed at 5.45 p.m.

**DAY TWO - SUNDAY 14<sup>TH</sup> SEPTEMBER, 2003**

Meeting Opened 8.00 a.m.  
Observers: Luke Pyne

Chief Steward of Super Sedan Title attended the Meeting with ASCF Title Representative.

Chris Markham: First day of Title was fantastic. Approached by drivers and after questions from many drivers, decided to do a survey. Had spoken to Neil Sayer and Tony O'Neill previously. Did brake test. Track in poor condition and not same as track on first night. John Pyne allowed to run rear of field in the final in Luke Pyne's car. Caused controversy from drivers who did not know their Rule Book, regarding substitute cars. Final – two restarts, many cars involved. Allowed car with left hand front flat to continue competing. A car ran 10 laps with this tyre flat. Des Korn's car was still handling with a deflating tyre. 7 cars sent ROF, many cars pulled out with mechanical breakdowns, Baker/Leslight incident, no fault found. Gave credit to drivers and Neil Sayer who put in written reports. A major problem on the night was Commentators not knowing the ASCF Inc. Racing Rules.

Neil Sayer – Baker incident, if a driver had have been put rear of field, may have settled drivers down. Competitors were overdriving.

Council asked questions of both men.

QSCA drew issue with the ASCF Inc Representative's Report in that he openly criticized the Chief Steward. Felt he should have given a united report and kept any criticism of Chief Steward as an internal matter. President felt that the criticism should not have been swept under the carpet. John Pyne, who was an Observer at this part of the Meeting, felt that a lot of the problems with drivers in the race were that they were not happy about him driving second car. Tape showed majority of incidents were not his fault. President thanked Chief Steward and ASCF Inc Representative for attending the Meeting and they both left to attend their relevant Committee Meetings.

Discussion on whether Chief Steward had approval to do a survey of Drivers. President asked for any direction regarding Stewarding at the Super Sedan Title. As the Council elected to take no action on any reports or survey the Meeting returned to the Agenda.

**B) National Title Officials:** Continued.....

- (b) *STREET STOCK TITLE* 19<sup>th</sup> – 21<sup>st</sup> February, 2004  
ASCF Inc. Representative – Geoff Green  
Title Co-ordinator – Pam Richardson  
Chief Steward - Nominees – Leann Wilson, Rod Meakins  
Ballot held and Leann Wilson elected Chief Steward.  
Rod Meakins offered his assistance at the Title as he will be present.  
Chief Machine Examiner - Errol Baldwin, Phil O'Connor  
Ballot held and Errol Baldwin elected Chief Machine Examiner  
**Resolved** that all Officials be accepted.
- (c) *PRODUCTION TITLE* 27<sup>th</sup> – 29<sup>th</sup> February, 2004  
ASCF Inc. Representative – Errol Baldwin  
Title Co-ordinator – Jason Crowe  
Chief Steward - Nominees – Neville Collins, Christine Stapley  
Ballot held and Christine Stapley elected Chief Steward  
Chief Machine Examiner - John Purser  
**Resolved** that the following officials be accepted.
- (d) *SUPER SEDAN TITLE* 26<sup>th</sup> – 28<sup>th</sup> February, 2004  
ASCF Inc. Representative – Neil Sayer  
Title Co-ordinator – Lorraine Price  
Chief Steward – Phil Richardson  
Chief Machine Examiner - Dave Wilson  
**Resolved** that the above officials be accepted.
- (e) *MODIFIED PRODUCTION TITLE:* 9<sup>th</sup> – 11<sup>th</sup> April, 2004  
ASCF Inc. Representative – Neil Sayer  
Title Co-ordinator – Jason Crowe  
Chief Steward - Nominees – Phil Richardson, Peter Griffiths  
Ballot held and Peter Griffiths elected Chief Steward  
Chief Machine Examiner - Nominees – Errol Baldwin, Dave Wilson  
Ballot held and Errol Baldwin elected Chief Machine Examiner  
**Resolved** that the above Officials be accepted.

Moved WASCF Seconded SSA of NSW  
That the Ballot Papers be destroyed. Carried.

**C) National Titles:**

- (1) *Adjourned Business:* Club Secretaries signature on Nomination Form – Executive.  
Discussion on necessity of having Club Secretaries signature on Nomination Form.

**MOTION 8** Moved QSCA Seconded WASCF  
That all Nominations for National Titles, only require endorsement by signature of State Secretary. Carried. Unanimous.

- (2) *Adjourned Business:* Definition of “current state Champion” when paying Bonus Money. – Executive.  
Current Correspondence – Inward 72 NASR SA.

**MOTION 9** Moved QSCA Seconded WASCF  
That the current State Champion will be eligible for Bonus Money for the concurrent National Title. If there is no State Champion for following years, there will be no Bonus Money payable. Carried. Unanimous.

- (3) *Adjourned Business:* From Secretary - Late Nominations being included in draw, in place of a withdrawal of a nominated driver.  
Delegates not in favour of any change.
- (4) Inward 65 from SSA of NSW  
*NOTICE OF MOTION 1*  
That Section 24 (6) (Prize Money) be rescinded and replaced with "That three (3) months before the date of the National Title, Clubs/Tracks will deposit 33 1/3% of the total prize money with the ASCF Inc. – this deposit will be by bank draft or surety." **Lapsed for want of a seconder.**
- (5) Inward 66 from SSA of NSW re evaluation of Title Submissions.  
SSA of NSW foreshadowed a Motion.
- (6) Tow Money Comparisons from 2003 Modified and Super Sedan Titles circulated on 7<sup>th</sup> July, 2003  
Tow Money as circulated was acceptable by Council.

Foreshadowed Motion from SSA of NSW

**MOTION 10** Moved SSA of NSW Seconded WASCFC  
That each State evaluate their Title Submissions and clarify with submitting Track(s) all details in their entirety, before submitting to Federal Office. This must conform with current policy.  
Carried. Unanimous.

- (7) Inward 156 from VSCF re Cost of Clubs to hold a National Title be looked at.  
E.g. Driver and Two Pit Crew free entry.

Motion tabled from VSCF for Drivers and Crew to pay a pit entry fee, lapsed for want of seconder.

Meeting adjourned for Morning Tea 10.10 a.m.

**TECHNICAL COMMITTEE REPORT: given by Technical Director, Neil Sayer**

*To include Technical Report from March 2003 Meeting.*

- (a)
- (b) Inward 193 from VSCF & Inward 179 from SSA of NSW re Technical Committee in Council Meeting.

President explained reason for Technical persons not being present in the Meeting.  
Believe that they should consult with Council Delegates before the Meeting.

**MOTION 11A** Moved VSCF Seconded QSCA  
That Sub-committee Delegates be able to sit with State Delegates during Report, to advise Delegates of their States decision.  
Carried. TSCF Inc. Against.

- (b) Outward 68 from ASCF re Production Sedan Direction is covered by Technical Report
- (c) Inward 112 from SSA of NSW re Report on Luke Pyne's car has been clarified.
- (d) Inward 113 from SSA of NSW re John Pyne letters re Fuel Tank resolved in Technical

**Technical Report September 2003:** Technical Director read a comprehensive Technical Report. Included in the Report was a Training Program for Scrutineers, and forward planning for all classes.

Technical Clarifications 1 & 2 were accepted unanimously but later in the meeting it was decided that they should have been recommendations and were dealt with accordingly.

Technical Recommendation 1 becomes

**MOTION 11**            Moved            WASCF            Seconded            VSCF

Modified Production Class:

That we allow the use of Late Model Monaro in Modified Production. Must use the 4 door non-supercharged V6 Engine. Engine must be same year/make. e.g. Ecotec in VT. VX. Carried. Unanimous.

To be circulated in Tek Torque. Effective this Conference.

Technical Clarification 3 re gas shock absorbers – All Classes. QSCA asked what would happen if it became available on a road going car. Technical Director advised that this will be addressed if they become available in that configuration

Discussion on whether first three Clarifications were a specification change.

SSA of NSW foreshadowed a Motion to cover all Classes and all adjustable shock absorbers as set out in Clarifications 1, 2, 3.

Production Class forward planning:

Look at what we can do with the Class. Discussion on what direction the class should take.

Technical Recommendation 2 that the Production Class cease to be a National Class and be incorporated into the Modified Production Class lapsed for want of a Seconder.

Motion foreshadowed from WASCF.

SSA of NSW foreshadowed Motions re Adjustable Shock Absorbers were put.

Technical Clarification 1 becomes

**MOTION 13**            Moved            SSA of NSW            Seconded            VSCF

All Classes

That no external reservoir/canister type adjustable shock absorbers be permitted in any Division. Carried. Unanimous.

To be circulated in Tek Torque and implemented immediately.

### **Technical Clarification 2**

For Junior, Street Stock, Modified Production & Production Classes

**Resolved:** That no externally adjustable shock absorbers permitted. Carried, TSCF Against.

To be circulated in Tek Torque with drawing and implemented immediately and in initial draft of Specification Books.

As externally adjustable shock absorbers already covered in the above Class Specification Books, felt that only a Clarification was required for these Classes. However shock absorbers were not mentioned in the Super Sedan Book and it would be a specification change, so therefore a Motion was required.

**MOTION 14**            Moved            SSA of NSW            Seconded            VSCF

That no externally adjustable shock absorbers permitted in the Super Sedan Division. Carried. TSCF & NASRSA Against.

To be circulated in Tek Torque with drawing. Immediate implementation.

Specification change implemented immediately as these shock absorbers were not in best interest of the division because of their cost. John Pyne said that these shock absorbers can be rendered non adjustable and still be used by those drivers who already had them.

Discussion on a possible phase out period. Motion tabled by VSCF withdrawn by Mover.

Foreshadowed Motion from WASCF re Production Class

**MOTION 15**            Moved            WASCF            Seconded            VSCF

That four States be given authority to research and bring to the next Conference a workable Class specification to restructure the Production Class. The Committee must look at including State Classes with modifications to move the Production Class forward. Carried, SSA of NSW Against.

**Resolved** that the four States to research the Production Class will be WASCF, VSCF, QSCA and SSA of NSW. Carried.

Four States will have a meeting prior to leaving the Conference.

**Resolved** that the Technical Committee to delay working on the Specification book for Productions Carried

Technical Clarification 3 becomes

**MOTION 16** Moved SSA of NSW Seconded VSCF

That no externally gas pressure adjustment e.g. increase/decrease gas pressure shock absorbers, be permitted in any division. Carried. TSCF & NASRSA Against.

To be circulated in Tek Torque with drawing. Implemented immediately and in initial draft of all Specification Books.

### **EFI in Street Stock:**

John Purser's report on EFI Street Stock he was trialling, was read. Question on what fuel system was used. WASCF Technical Delegate to find out and report to Meeting. Car runs middle of the field in competition with absolutely no improvements to the car. Stock as brought from Wrecker.

Cost of control Camshaft & ECU chip –approx. \$1700 Falcon, \$1300 Holden.

Technical Committee proposed that ASCF Inc. to pay for cost of computer chip used in research & development.

Rod Meakins to contact supplier to see if a deal could be done on the chip used in trial.

Technical Recommendation 3 re supply of cam shafts, to be put tomorrow

John and Luke Pyne Left meeting. President thanked both for their input and conduct at both the Council and Technical Meetings.

Meeting adjourned for lunch at 1.15 p.m.

Meeting resumed at 1.45 p.m.

Possible implementation of EFI Street Stocks. Concern regarding the time frame of proposed implementation. Change wording in new Specification Book to read “may” be introduced within the timeframe of the new specification book.

Technical Recommendation 4 becomes

**MOTION 17** Moved WASCF Seconded NTSC

That EFI may be introduced into Street Stock from July 2005, after trials as per flow chart:

§ 2003 – 2004 Trial camshaft computer Kits.

§ March 2004 Report – Review – Change if needed

§ 2005 – 2006 Possible introduction into Class. Carried. TSCF Against

Circulated in Tek Torque.

WASCF Technical Director advised that the Fuel System used in the trial Street Stock was a \$125 VL Pump.

Technical Recommendation 41 – from March 03 Meeting re introduction of Street Stock Injection was tabled. Amendment foreshadowed by WASCF

Technical Recommendation 5 becomes

**MOTION 18** Moved WASCF Seconded VSCF

That the 3 applications for EFI Street Stock trial be accepted for inclusion into the current trial being conducted in WA. (Brad Phillips for EA Falcon, Brian Jackson for Commodore, Peter Barr for Commodore). Carried, TSCF - one Delegate voted against.

Technical Recommendation 6 re proposed Junior Engine size. Will make the cars available in future to step up to other classes when they are too old to for the Junior division. Technical Committee to do more work on Recommendation 6.

Put forward planning for Specifications on web site and invite comments. Some States felt that to educate Juniors to set up cars would be more beneficial than changing specifications to slow cars down.

VSCF Correspondence re Jaguar – unable to be run with dual throat carburettor.

Sealing Motors – Correction in Tek Torque and Policy.

Technical Clarification 4 becomes

**MOTION 19.**            Moved            VSCF            Seconded            NTSCI

Street Stock Class

Correction to Tek Torque and Policy. 2<sup>nd</sup> last line to read “Street Stocks to have 2 seals per sump. Carried. Unanimous.

Correction to be circulated in Tek Torque and Policy changed.

Question regarding Lee Noon re Nissan Engine with Injection and computer. Tech Director to refer back to Technical Committee regarding the outcome.

Brian Learoyd re Shock Absorbers - examined as presented. To be advised “Group” “A” wording taken from Book. Explanation to go to Brian Learoyd.

**1. SUPER SEDAN ASSOCIATION:**

Chris Metcalf gave a brief outline of what was happening to the proposed National Super Sedan Series. Has been put on hold for a year. Have a Sponsor for the Series. Developing a Series similar to World Series Sprintcars but to suit Super Sedans. Much of the success of the Series would depend on interest shown by Tracks and Competitors. Would like to draw on the expertise and experience of the ASCF States and Clubs when running the Series. Discussion on whether the Super Sedan Association should be aligned with an ASCF Inc. State Branch. Chris Metcalf advised that they had talked about affiliating with QSCA but interstate competitors were not in favour. The Super Sedan Association was only a promotional body with no interest in Rules or Specifications. All cars are ASCF Inc. Registered.

Proposed National Series will be separate from the 15 Round Series already conducted through NSW and Queensland. Started a second Series for new drivers/rookies. Both series fully sponsored.

President asked that the Super Sedan Association put forward a proposal in writing as to how the National Series is to be run, and if acceptable the ASCF Inc. will work to promote the Series however we can.

**Technical Report.....** Continued.

Following Motion put with changes to No1 as foreshadowed by WASCF.

Technical Recommendation 41 in March 03 Minutes becomes

**MOTION 20**

“Street Stock Injected Engine Proposal (EFI)

1. In the initial stages, until such time commonality is known, all competitors who may wish to apply to be involved in the testing of an EFI engine will require ASCF Inc. Technical Committee approval.
2. Restricted to Holden Commodore, Ford Falcon, Mitsubishi Magna & Toyota Camry.
3. Standard Engine.
  - a. Exhaust manifold with no machining or modifications.
  - b. Standard engine pipe size from engine to behind drivers seat.
  - c. Standard camshaft/s. To be supplied by nominated ASCF provider. Provider will mark with unique ASCF markings.
  - d. Standard OEM injectors for make and model must be used.
4. Standard Computer to be sealed by an ASCF selected provider.
5. Air box, throttle body and air cleaner to remain standard.

The ASCF reserve the right to change these specifications at any time. Carried. Unanimous.

Technical Recommendation 6 re Junior Engine Size was resubmitted by Technical Committee.

Technical Recommendation 6 becomes

**MOTION 21** Moved WASCF Seconded NTSCI

That we investigate the proposal to increase the engine size in juniors to 1.6 Litre, to be either carburettor or fuel injected.

§ SOHC (single overhead cam) only

§ All engine componentry including computer to remain standard.

§ Camshaft and computer to be ASCF controlled (supplied and sealed)

§ Standard exhaust system.

Investigation and research re implementation with a full report to be presented at next Meeting. Carried. TSCF Abstained.

Responses from States to come back through Federal Office

Technical Recommendation 7 and Motion 52 from March 03 Meeting re height & mounting of Street Stock Rear Spoilers was withdrawn by Technical Committee because of variation of height and width of available spoilers.

Technical Recommendation 8 becomes

**MOTION 22** Moved WASCF Seconded VSCF

Street Stock and Junior Class

That Street Stock and Junior oil coolers, if used, are not to be mounted in the cabin area.

Carried. Unanimous.

To be circulated in Tek Torque. To be implemented immediately, and in next draft of Specification Manuals

Dryden engine position. Car must be built to new rule book. No exception.

Discussion on Technical Recommendation regarding Lee Noon Submission. Delegates pointed out that there was no provision for 6 cyl Injection for Super Sedans.

Technical Recommendation 12 became

Motion 23 Moved VSCF Seconded QSCA

re Lee Noon car. Motion Lost NTSCI, SSA of NSW, WASCF, NASRSA Against

Technical Recommendation 9 re changes to Super Sedan Roll Cage withdrawn by Technical Committee.

Reason: More research required. Withdrawn until such time as we see the plan of all John Pyne chassis. (new and old drawings), including the two cars presented at the 2003 – 2004 National Title held at Parramatta. In particular the car involved in the major incident involving John.

Technical Recommendation 10 becomes

**MOTION 24** Moved WASCF Seconded NTSCI

All Divisions

Unleaded Fuel Testing - When fuel testing is done, it will be done using known sample from the Town/Area where racing is being conducted. For State and National Titles, a list of Fuel Suppliers for that area will be supplied by the Host Venue and be part of the Nomination Form and included in the information kit. Carried. Unanimous.

To be circulated in Tek Torque.

Technical Recommendation 11 becomes

**MOTION 25** Moved VSCF Seconded WASCF

Modified Production Specification Manual, Page 24 Section 16.

That Section 16, Suspension (d) – Remove the words “Use of struts and inserts, Homologated for use in Group “A” permitted.

Reason: No longer suits current Specifications. Carried. Unanimous.

Circulated in Tek Torque. To be implemented in next draft of Specification Book.

**Technical Clarification 5** Re Super Sedan Bodies

**Resolved** that Fabricated Aluminium/Metal body panels are to have a minimum 20mm radius edge on the top of quarter panels, doors and front guards. Effective this Conference. Carried. Circulated in Tek Torque and clarification kept on file.

**Technical Clarification 6** Modified Production Suspension

**Resolved:** Modified Production Rear Suspension:

1. All mountings must be in the original position and being used on body/chassis and differential, in horizontally and vertical plane.
2. All arms must be fitted the correct bolt/bush or Heim joint combination (No large holes with a small bolt fitted. E.g. ½ bolt in 1" hole)
3. No bushes or mounting holes to be slotted or elongated.
4. Bushes/Heim joints must be fitted and in good condition.
5. Coil springs must be mounted to differential/control arm using the original mountings.
6. Shock Absorbers must be mounted to differential/control arm using the original separate mountings. Carried. Unanimous.

Circulated in Tek Torque and clarification kept on file.

**Technical Clarification 7** Fuel Testing for all Classes.

**Resolved** that fuel testing will be carried out by using any means available. E.g. Hydrometer, Digatron or chemical analysis etc. Carried. Unanimous.

Circulated in Tek Torque and clarification kept on file.

**Technical Clarification 8** Modified Production/Production Tyres Page 26 Section 20

**Resolved:** Add "All details are to be visible in OEM markings on tyre sidewall." Carried. Unanimous.

Circulated in Tek Torque and clarification kept on file.

**Technical Clarification 9** All Classes.

**Resolved** that cabin mounted water pumps must be lagged or covered/suitable guard. Carried. Unanimous.

Circulated in Tek Torque and clarification kept on file.

**Technical Clarification 11** Rollcage

**Resolved:** All Sections, All Cars: A quarter window bar be installed from the top NASCAR bar to top half of pillar bar using minimum 25x3mm CHS (38mm x 3mm CHS).

Reason – No position was previously given. Carried. Unanimous.

Circulated in Tek Torque with drawing, and clarification kept on file.

Technical Recommendation 13 becomes

**MOTION 26** Moved WASCFC Seconded VSCF

Log Books to have a page section to record the engine seal numbers and colour.

Carried. Unanimous.

**Technical Clarification 10:** Modified Production re Stub Axle

**Resolved** that Section16, Suspension (d) – Change "Manufacturers original stub axle and shock absorber tube must be retained and used" – to "Manufacturers original stub axle and shock absorber size tube must be retained and used. (sizes to be included). Reason: Some late model cars replacement front shocks are not insert replacement systems. Carried.

Circulated in Tek Torque and clarification kept on file.

Recommendation 14 becomes

**MOTION 27** Moved WASCFC Seconded NASRSA

Seat Belts – All Sections to use belts with over centre lever lock buckle only. To be effective as of this meeting. Reason: Safety. Carried. Unanimous.

Circulated in Tek Torque and clarification kept on file.

Refer Inward 176 from SSA of NSW

QSCA asked if it would be possible for the Technical Committee have a daily report due to the length of today's Report. No resolve from Meeting.

**STEWARDS MEETING REPORT: given by Stewards Chairman, Geoff Green**

Chairman thanked Peter Griffiths, WASCFC Chief Steward, who took the State Stewards through a 4 hour training course on Saturday morning. Was enjoyed by all Stewards.

Stewards Recommendation 1 becomes

**MOTION 28**            Moved            TSCF                            Seconded            QSCA

That the Training Course/Manual for Officials, as presented by Peter Griffiths, WASCFC Chief Steward, be accepted as the ASCF Inc. Training Course/Manual. Carried. Unanimous.

Refer Outward 10 & 61

Stewards Recommendation 2 & 5 becomes

**MOTION 29**            Moved            WASCFC                            Seconded            QSCA

Draft Rule Book - Change Rule 19.1 to read –

19.1a. To be accepted as a registered Chief Steward, refer to Definitions – “Chief Steward Accreditation.”

19.1b. Or under extreme circumstances, as appointed by the Sanctioning Body.

**DEFINITIONS - “CHIEF STEWARD ACCREDITATION”**

**TRAINEE**

- § Issue Log Book
- § Issue Trainee Licence
- § Undertake training with ASCF Inc. Official Training Course within 12 months
- § To upgrade – minimum 6 race meetings, 12 months training and pass ASCF Inc Training Programme and graduate.

**ASSISTANT STEWARD**

- § Minimum 6 race meetings, 12 months training.
- § Log Book to be endorsed
- § Supervision by Club Steward as required.
- § To upgrade – Apply to Club Steward with support & recommendation from Club and assessment by State Steward, for approval.

**CLUB STEWARD**                            (Steward Club Meetings – Any Track)

- § Issue Log Book, to be endorsed
- § ASCF Inc. approved refresher Training Course.
- § To upgrade – minimum 6 race meetings, 12 months training, and assessment by State Steward.

**CHIEF STEWARD**

- § ASCF Inc. approved refresher course every two years.
- § Issue Log Book, to be endorsed.
- § Eligible to Steward all competition as sanctioned by ASCF Inc. and State Bodies.
- § To maintain level, a minimum 3 race meetings per year.

Carried. Unanimous.

Circulated to all Stewards/Clubs/States.

Refer Outward 61 & 94

Stewards Recommendation 3 becomes

**MOTION 30**            Moved            VSCF                            Seconded            WASCFC

Re ASCF funding second Steward to Super Sedan Title    **Lost.**    TSCF, SSA of NSW, QSCA, NTSCI, NASRSA Against.

Stewards Recommendation 4 becomes

**MOTION 31**            Moved            VSCF            Seconded            QSCA  
That all National Titles, the Track Commentator be invited to Officials Briefing to understand directives to Officials by Chief Steward            Carried. Unanimous.  
Circulated to all Stewards/Clubs/States.  
Refer Super Sedan Title Reports

Stewards Recommendation 6 becomes  
**MOTION 32**            Moved            WASCf            Seconded            NTSCI  
Draft Rule Book, Section 12, Rule 12.7  
After the words "main straight" Add – "if a Driver passes a car before the cone, hit's the cone or passes it on the inside the driver will be disqualified immediately (black flag). Carried.  
NASRSA TSCF Against  
Circulated to all Stewards/Clubs/States.  
Refer Inward 192 from WASCf

Stewards Recommendation 7 becomes  
**MOTION 33**            Moved            WASCf            Seconded            SSA of NSW  
That the ASCF print and distribute an Officials Log Book, to be adapted from the South Australian Log Book. Carried. Unanimous.  
Circulated to all Stewards/Clubs/States.

Stewards Recommendation 8 becomes  
**MOTION 34**            Moved            TSCF            Seconded            WASCf  
Draft Rule Book – Section 30 – Definitions.  
Amend Definition of Lap to be "One circuit of the track, which is completed when the lead car crosses the finish line. Carried Unanimous  
Circulated to all Stewards/Clubs/States.  
Refer Inward 73 from SSA of NSW

Stewards Recommendation 9 becomes  
**MOTION 35**            Moved            SSA of NSW            Seconded            TSCF  
Draft Rule Book  
Definitions – Section 30 – Change Lap Sheets to read "The official record of the positions of each race car on each lap of a race at the finish line." Take out the word "start". Carried.  
Unanimous.  
Circulated to all Stewards/Clubs/States.  
Refer Inward 192 from WASCf

Stewards Recommendation 10 becomes  
**MOTION 36**            Moved            TSCF            Seconded            QSCA  
Draft Rule Book  
Duty of Care Statement be printed on the inside cover of the new Rule Book, as per the Draft, and Duty of Care Statement be removed from body of the Draft. Carried. Unanimous  
Refer Inward 163 from VSCF

Stewards Recommendation 11 becomes  
**MOTION 37**            Moved            WASCf            Seconded            NASRSA  
Draft Rule Book  
Rules 14.2 & 14.3 correct typing errors, i.e. bullet points. Carried. Unanimous  
Refer Inward Correspondence 192.

Stewards Recommendation 12 becomes  
**MOTION 38**            Moved            VSCF            Seconded            QSCA  
Draft Rule Book –Section 26, Rule 26.3  
Add "or part thereof" after "last recorded lap". Carried. Unanimous  
Circulated to all Stewards/Clubs/States.  
Refer Inward 192

Stewards Recommendation 13 becomes

**MOTION 39**            Moved            SSA of NSW            Seconded            TSCF  
Draft Rule Book - Rule 26.1 – Lapscorers  
Change to read – “Record the position of every competitor as they cross the finish line, regardless of being lapped or not. Lapped cars will be defined by the scorers.” Carried.  
Unanimous  
Circulated to all Stewards/Clubs/States.  
Refer Inward 192 from WASC

Stewards Recommendation 14 becomes  
**MOTION 40**            Moved            VSCF                            Seconded            TSCF  
Draft Rule Book - Section 19 - Rule 19.4.  
Reword – “The Chief Steward shall be in control of all Drivers and their vehicles from the time they enter the complex until 30 minutes after the last race has been completed. Carried.  
Unanimous  
Circulated to all Stewards/Clubs/States.  
Refer Inward Correspondence 192

Stewards Recommendation 15 becomes  
**MOTION 41**            Moved            NTSCI                            Seconded            WASC  
Draft Rule Book - Replace Rule 11.23 with “In any race the driver must complete half the race distance and receive the chequered flag under their own power, to be eligible for points or Prize Money. Refer Rule 12.33                            Carried.            TSCF  
Against.  
Circulated to all Stewards/Clubs/States.

Stewards Recommendation 16 becomes  
**MOTION 42**            Moved            QSCA                            Seconded            VSCF  
Draft Rule Book - Section 11 – Rule 11.24  
Delete Rule 11.24.                            Carried.            TSCF Against  
Circulated to all Stewards/Clubs/States.  
Refer Inward Correspondence 192

Stewards Recommendation 17 becomes  
**MOTION 43**            Moved            WASC                            Seconded            QSCA  
Draft Rule Book - Section 17 Rules 17.8 to 17.30  
In the Draft Rule Book, delete Rules 17.8 to 17.30 and replace with Policy Section 11, pages 23, 24 & 25.                            Carried. TSCF Against.  
Circulated to all Stewards/Clubs/States.  
Refer Inward 192

Stewards Recommendation 18 becomes  
**Motion 44**            Moved            NASRSA                            Seconded            SSA of NSW  
Stewards Handbook.  
Page 4. Delete last sentence and replace with – “If you cannot determine who the culprit was in the incident, a far better decision in most cases is to put them back into their original positions.”                            Carried. Unanimous  
Circulated to all Stewards/Clubs/States.  
Refer Inward Correspondence 231

Stewards Recommendation 19 becomes  
**MOTION 45**            Moved            VSCF                            Seconded            WASC  
Stewards Handbook.  
Add to Section 11, Officials, Rule 18.2 – Explanation, Page 26  
“In some country Tracks where it is hard to get Officials, there are Officials with family that race in different Classes, so if you exclude these Officials, some Tracks would fail to operate. Carried. Unanimous  
Circulated to all Stewards/Clubs/States.  
Refer Inward Correspondence 110

Stewards Recommendation 20 becomes

**MOTION 46**            Moved            NASRSA            Seconded            NTSCI

Draft Rule Book – Nominations for Meeting – Section 11, Rule 11.11

To Rule 11.11 add Rule 11.11b – “A driver can not nominate more than one car for the same division at the same race meeting.            Carried. Unanimous

Circulated to all Stewards/Clubs/States.

Refer Inward 192

Stewards Recommendation 21 becomes

**MOTION 47**            Moved            WASCF            Seconded            NTSCI

That the National Executive as per Section 14, Page 27 of National Policy, appoint a National Steward Chairperson.            Carried. Unanimous

Circulated to all Stewards/Clubs/States.

Stewards Recommendation 22 becomes

**MOTION 48**            Moved            WASCF            Seconded            SSA of NSW

ASCF Inc. Policy Section 15.

Delete Sections (a) and (b). Change 15.3 to read – “The National Steward Chairperson be the point of contact, in writing, for all State Chief Stewards. All written records of contact to be referred back to National Council.            Carried. Unanimous

Circulated to all Stewards/Clubs/States.

Stewards Recommendation 23 becomes

**MOTION 49**            Moved            WASCF            Seconded            TSCF

That the Disputes Committee Hearing and Minutes Form be brought into line as Policy - Page 23, Section 11.            Carried. Unanimous

Stewards Recommendation 24 becomes

**MOTION 50**            Moved            WASCF            Seconded            SSA of NSW

Appeals: That the ASCF Inc. seek a legal opinion on our Appeal System. Carried. Unanimous

**Resolved** that QSCA approach their Solicitor to seek a opinion on our Appeal System.

Stewards Recommendation 25 becomes

**MOTION 51**            Moved            NTSCI            Seconded            VSCF

Infringement Notice: Infringement Notice be changed at the next reprint. Changes to be – Time of Offence – delete and in its place add -Time Race Finished.

No Penalty – delete and in its place add – Other.            Carried. Unanimous

Stewards Recommendation 26 becomes

**MOTION 52**            Moved            VSCF            Seconded            TSCF

That the ASCF Inc. Stewards Handbook be printed forthwith as presented with any changes from this Conference and typing changes where necessary.            Carried. Unanimous

Stewards Recommendation 27 becomes

**MOTION 53**            Moved            WASCF            Seconded            TSCF

That the Speedway Racing Rules and Regulations be printed forthwith as presented with any changes from this Conference and typing changes where necessary. Carried. Unanimous

Circulated to all Stewards/Clubs/States.

Question - When will the Rule book implemented?

**MOTION 54**            Moved            QSCA            Seconded            VSCF

That the new Speedway Sedan racing Rules and Regulations be implemented as at 1<sup>st</sup> July, 2004.            Carried. WASCF Inc. Against.

Circulated to all Stewards/Clubs/States.

**MOTION 55**            Moved            QSCA                            Seconded            WASCF  
That the ASCF Inc. Stewards Handbook be implemented as at 1<sup>st</sup> July, 2004. Carried.  
Unanimous.  
Circulated to all Stewards/Clubs/States.

Secretary asked meeting as to what size the book is to be printed. Same as previous book.

**MOTION 56**            Moved            WASCF                            Seconded            VSCF  
The colour of the new Rule Book be light green. Carried. Unanimous.  
Training of Stewards: When Steward have completed a Training course, accreditation to be done by ASCF. therefore a certificate to be issued.

**MOTION 57**            Moved            WASCF                            Seconded            NTSCI  
A sub-regulation be introduced to allow for the implementation of the witches hat (cone) rule for the upcoming 2003 – 2004 Season. Carried. QSCA & SSA of NSW against.  
Circulated to all Stewards/Clubs/States.

**TECHNICAL COMMITTEE REPORT:** Continued.....

**Technical Clarification 12** re Rub Rails  
Super Sedan, Modified Production, Production  
**Resolved** – Reference to rub rail mounts/inner bar – 25x25x3mm minimum. Effective this Meeting. Carried.  
Circulated in Tek Torque & implemented in next draft of Specification Book

Technical Recommendation 14 becomes  
**MOTION 58**            Moved            WASCF                            Seconded            VSCF  
That all Technical Recommendations, Clarifications and Reports are distributed to Delegates daily so they can discuss these matters before they are presented to Council for ratification. Carried Unanimous

Technical Recommendation 15 becomes  
**MOTION 59**            Moved            VSCF                            Seconded            NTSCI  
Recommendation and Clarification Forms to have provision for an implementation date. Carried. Unanimous

**MOTION 60**            Moved            NTSCI                            Seconded            WASCF  
The Street Stock Specification Book be printed as per Final draft. Implementation 1/7/04 Carried. QSCA abstained.

Meeting concluded 6.30 p.m.

**DAY THREE– MONDAY 15<sup>TH</sup> SEPTEMBER, 2003**

**GENERAL BUSINESS:**

- A. Budget**  
Concerns were expressed as to the financial viability of this Organization.  
Following topics were discussed
- Secretaries Honorarium  
Discussion regarding taxation, superannuation and workers compensation.
  - GST on Financial Statement  
Resolve that Jason Crowe check with Auditor.
  - Refunds on Licences and Log Books  
Suggested time limit on return of Books - 30 days.
  - Issuing of Licences and Log Books & Decals  
New system to be investigated for continuous system of printing Log Books and Decals instead of yearly.



**C. Nomination Fees for National Titles:** Secretary advised a \$10 increase to cover the refund to States that was increased last Meeting.

**Resolved:** That the Equalization Sheet as circulated, be accepted. Carried.

**D. Inward 177 from TSCF re rotation of title allocation**  
TSCF foreshadowed a motion

**STEWARDS MEETING**

Adjourned business from Stewards Report

**MOTION 67** Moved VSCF Seconded WASCF  
That the ASCF Inc. hold a Stewards Course for Stewards, two days before the National Junior Title 2003/2004. Carried TSCF abstained.

Foreshadowed Motion from WASCF re Title Submissions.

**MOTION 68** Moved WASCF Seconded NTSCI  
Where possible a State will adjudicate Submissions for a National Title. In a situation where a State cannot do this, the Submission Forms must be sent to all States, 7 days after Submissions close to allow States the time to make a qualified decision at the next Conference. Carried. Unanimous.

**E. Proposed Rain Out Policy for State/National Titles**

Should be guidelines and times not set down into the Policy. Take ASCF off title. List of recommendations but no time frame as this makes the guidelines to rigid.

VSCF Delegate reported on a price for caps for Junior Title - price of \$11.00 per cap  
Moss Buchanan also to get a price.

Recommendation 3 which was left on the table until the VSCF Delegate could get a price on the Computer Chips was put to the Meeting. VSCF Delegates was unable to contact the Owner of the Business that sells these chips.

Recommendation 3 becomes

**MOTION 69** Moved NTSCI Seconded QSCF  
That the ASCF Inc. investigate the supply of the Crow Camshaft Kit which includes camshaft computer chip, to the nominated competitor trailing EFI.  
Rod Meakins to investigate cost and report back to Technical Director, who will, before implementation, supply a costing (if applicable) to the Executive members of the ASCF Inc. for implementation. Carried. TSCF Against

Letter to be give authority to Rod Meakins to investigate this cost.

Phillips and Purser re the competitors to receive a chip if cost is not prohibitive.

**F. Abstentions from Voting:** for Standing Orders:

**MOTION 70** Moved WASCF Seconded NTSCI  
Where a State abstains from voting, an explanation must be given. Carried. TSCF Against.

Foreshadowed Motion re Rain Out Procedure

**MOTION 71** Moved QSCA Seconded WASCF  
That the ASCF adopt the Rain Out steps as a guideline for National Titles. (omit times from tabled proposal).

**GUIDELINES FOR RAIN OUT AND OTHER EXTENUATING CIRCUMSTANCES AT NATIONAL TITLES**

Should it be necessary to cancel, abandon or postpone any National Title race meeting, the following guidelines may be taken into consideration.

### **RACE NIGHT PROCEDURE:**

1. If the first night of a two night race meeting is rained out, the race meeting will be completely run on the second day.
2. Should it begin raining after the commencement of the first round of heats and before the commencement of the second round of heats, the remaining first, second & third round of heats will be run on the second day of the race meeting.
3. Should it begin raining after round one and before the completion of round two, the remaining second and third round of heats will be run on the second day.
4. Should it commence raining after round two and before the completion of round three, the remaining heats in round three will be run on the second day.
5. Should it rain at any point, on the second day during the re-run of night one's program, the remaining heats to be run will need to be completed in time for a track grade and driver/vehicle maintenance before the second nights program commences proper.
6. Should it be rained out on the first night and in the afternoon of the second night, the first nights heats will be run as soon as possible once the rain ceases. Should this not be possible, the race meeting will be abandoned to a date to be fixed between the controlling Body and the Track Executive.
7. Should it rain after the conclusion of the first nights program and before the second night's program commences and no events are possible on the second night, then the program will be completed on the rain out date.
8. Should it commence raining on the second night after the third round of heats and before the completion of the fourth round of heats, the remaining fourth and fifth round of heats will be run on the rain out date .
9. Should it commence raining on the second night after the fourth round of heats and before the completion of the fifth round of heats, the remaining fifth round of heats will be run on the rain out date.
10. Should it commence raining after the final round of heats on the second night and before the final is run, the final will be run on the rain out date.
11. If the race meeting is cancelled, abandoned or postponed after the Final has begun and before "half the advertised laps" are completed then it will be deemed to be a no-race.
12. If the race meeting is cancelled, abandoned or postponed after the Final has begun and "half the advertised laps" are completed, then placings will be awarded as per the lap scoring sheets at the time.
13. If the original race meeting is cancelled before the heats and/or the Final has been completed, and the meeting is rescheduled in conjunction with the controlling Body and the promoting body, it is deemed to be an new event including new nominations, grid draws, date and place, etc.

### **TOW, PRIZE AND BONUS MONIES:**

1. If Title scrutineering has not been completed and the race meeting is cancelled, abandoned or postponed, no tow/appearance money is due to any nominated competitor and any prize money held in trust by the controlling Body.
2. If the race meeting is cancelled, abandoned or postponed before the first round of heats has been completed – only tow money/appearance money is due to be paid to the nominated competitors.
3. If the race meeting is cancelled, abandoned or postponed any time from the completion of the first round of heats up to and before the Final event has begun, then all the heat prize money and tow/appearance money will be paid to the nominated competitors who have qualified for the same.
4. If the race meeting is cancelled, abandoned or postponed before the consolation is run, then all monies due on this event will be divided equally among all eligible cars for this event.
5. Should the Title be declared a non-Title, the prize money for the event shall be returned to the promoting body, on a pro rata basis, depending on the number of heats completed.

6. In the event of a rescheduled Title meeting, the promoting body will be again liable for all tow/appearance money, heat money and final money as previously allocated.
7. Should the decision be made to continue with the Race Meeting at the same venue, at a later date, the prize money be held in trust by the controlling Body until the meeting has concluded. Tow money for this event will be paid only once to eligible drivers. Carried. Unanimous.

**H. Technical Meeting Report:**

QSCA were concerned at the lack of full Technical Report from previous Technical Committee Meetings. Technical Secretary has been appointed for this Meeting.

**I. Tek Torque – Distribution**

Noted - SSA of NSW asked that Drivers not receive Tek Torque before Clubs and States.

**J. Web Site:**

SSA of NSW asked that all Rule updates go on the Website

**K. Speedway Racing News:**

SSA of NSW asked that we make use of offer of Publicity from the Editor.

**L. VSC And Copyright On Rule Book:**

Discussion on whether to proceed.

**Resolved**, that we cease legal proceedings on VSC regarding this matter. Carried.

**M. TSCF re Title Rotation**

Motion 72 Moved TSCF

Rescind Section 24 Allocations, Number 2 and replace with – “Any State that does not accept a Title when allocated will go to the bottom of the rotation sequence. **Lapsed for want of a seconder.**

**N. Jacko & Dedication Awards:**

- (i) *Adjourned Business:* Outward 47 Mar03
- (ii) Current Correspondence: Inward 102 from TSCF.
- (iii) Inward 139 from WASCf re Dedication Award Nominee Withdrawn by WASCf
- (iv) Inward 140 from WASCf re Phil Jackson Award Nominee  
Inward 139 & 140 Withdrawn by WASCf

Discussion on what we should do with our Annual Awards

**MOTION 73** Moved SSA of NSW Seconded VSCF

That the National Executive investigate a criteria and name for national recognition of Officials and Drivers. Carried. Unanimous.

**Resolved** that it be formalized by March04 Conference. Carried.

Phil Jackson Trophy to be returned to the Jackson Family. Paul Gannon to get trophy from previous winner, Daran Munro.

**O. Conferences**

- (1) a. *Venue And Location:* Inward 114 NASRSA  
Financial Committee to investigate.  
Discussion on visibility of ASCF Inc. around the States.

**NEXT MEETING DATE AND VENUE:**

John Gore presented a summary of cost if the Conference would be held in Sydney. Conference rooms are costed per delegate and not individual meals and room hire costs. President thanked John Gore for his efforts. Further discussion held on alternate venues.

**Resolved** that the next ASCF Inc. Conference be held in Adelaide. Carried

**Date:** Council Meeting 6<sup>th</sup> 7<sup>h</sup> 8<sup>th</sup> March, 2004  
Technical Meeting 5<sup>th</sup> 6<sup>th</sup> 7<sup>h</sup> March, 2004

**Forward Planning:**  
**Resolve** that forward planning start at 1.00 p.m. Friday 5<sup>th</sup>. Carried.

**GENERAL BUSINESS**

**0. Conferences Continued.....**  
(1) b. Inward 155 from VSCF Inc.

NOTICE OF MOTION 8 becomes  
**MOTION 74** Moved VSCF Inc. Seconded QSCA  
Page 2 of Policy under National Conferences -  
“That the Annual General Meetings of the Federation be held at the 5<sup>th</sup> Avenue Motel, Burleigh Heads and that the mid year Conferences be circulated around the States.”  
Change in part to  
“That the Annual General Meeting venue of the Federation be determined by availability of venues at the time of the AGM.....etc.” Carried. Unanimous.

(2) a. *Meeting Duration:* Inward 136 NASR SA  
b. Inward 155 from VSCF Inc.

NOTICE OF MOTION 7 becomes  
**MOTION 75** Moved VSCF Inc. Seconded WASCFC  
Page 2 Policy, under National Conferences:  
“That the ASCF Inc. Conferences be conducted over 2 ½ days – (8am. Saturday to Noon Monday). Where necessary, the meeting to work on Saturday or Sunday evening.” be changed back to –  
“That the ASCF Inc Conference be conducted over 3 days.

**P. Age limit for Senior Driver Licences:**  
Inward 176 from NASR SA Had already been dealt with in previous Motion. NASRSA Delegates explained that under their Duty of Care a Junior Driver cannot get a senior Licence until 17.

**Q. Report on Anderson Claim:**  
Vice President to give a brief report on the progress of a Claim received from Grenville Anderson Solicitors.

**R. ASCF Inc. Classes Racing Together.**  
It is totally against the ASCF Rule Book and Officials could be held responsible if a situation was to arise. Let drivers know in Tek Torque, that they should not run together as they also may not be covered by Insurance.

**CLOSE OF MEETING 12.15 p.m.**