

Notice of MSA Oval Commission Meeting

Be pleased to take notice that the next Commission meeting for the MSA Oval Racing Commission will take place at the George Motor Club Clubhouse at the Showground Complex in George on SUNDAY 8 August 2010, starting at 07h30.

Right of attendance and proceedings

Each MSA affiliated club or association is entitled to attend. Attendance is limited to the official representative of the club or association plus two delegates. These delegates must be able to produce the minutes of a meeting of the club or association where they were appointed.

All clubs and associations are expected to convene meetings where these points and any further points added to this agenda by 30 June 2010 (which is the FINAL DATE for the addition of properly motivated agenda points) should be discussed. It is a prerequisite for attending the meeting that delegates are able to produce the minutes of the meetings they held to determine their club or association response to the points raised.

The meeting will be conducted in an orderly fashion and voting will in all cases be by secret written ballot. In general every club or association has a vote but when specific class related issues are discussed the vote will defer to the wishes of the clubs or associations that actively race the particular class.

Agenda

1 Registration and accreditation

2 Welcome

3 Apologies and objections

4 Minutes of previous meeting

5 Placing matters that may arise out of the minutes on the agenda

6 Approval of the previous minutes – with or without modification

7 Confirmation of agenda

8 Election of Commission President

9 Confirmation and verification of the National Championship series for 2010

This will be a process where details car and 60% rule information will be available to all. The information in this regard is almost complete and will hopefully reach you by end June.

10 Careful consideration of the 2011 series:

10.1. Keith Bateman's proposal is:

10.1.1. That ways are found to move away from the complicated regional into national structure of the Nationals;

10.1.2. A 4 leg all classes at 1 event format – over 4 well spaced rounds;

10.1.3. That the car count be dropped to 12 – that makes all the cars in 1 race.

10.1.4. A 3 heats and a final format with at least 1 inverted grid per night.

10.1.5. The increment of the points is too steep – perhaps 15 for leg 1, 18 for leg 2, 24 for leg 3 and 30 for leg 4.

10.1.6. Do away with dropping a top score.

10.1.7. There needs to be a bias to only allowing the top club/regional racers into the event. There needs to be a discussion about regional championships and how they tie in as well.

10.1.8. Affordability and sustainability – what happens if the plans do not work?

10.1.9. Date and club allocation for series

11 Divided nature of the sport

11.1. A proper mechanism of dealing with a unification drive in the sport. It may well be that the sport of oval racing would need to under a single umbrella body to comply with the "stadiums" legislation.

11.2. Discussion of the Stadiums legislation and how it affects oval

11.3. Non MSA racing – has there been a benefit to MSA affiliated bodies present

11.4. Non MSA racing – is it to continue

12 Track inspections

12.1. Who does them?

12.2. Avoiding situation where there is confrontation because certain tracks were obliged to fit expensive spectator demarcation fences and other have not been required to do so

13 Licence fees and travel fund for 2011 and beyond

13.1. Clarity needs to be obtained about the "ownership" of the money. The arguments are:

13.1.1. It belongs to the competitors – this is refuted by the fact that they pay to race

13.1.2. It belongs to the club – can not be as the funds are meant to be paid to the MSA trust as agreed in Muldersvlei

13.2. Keith Bateman has a proposal:

13.2.1. That the balance at start of 2010/11 season be divided in accordance with a principle to be agreed.

13.2.2. Thereafter a set of "books" be kept for each venue and that they have a say in how the money is used. This would mean that they would primarily apply the money in the interests of their club/drivers – meaning that the Robin Hood tax at least goes back to the club.

13.2.3. A proper analysis of who paid and who benefited will be put forward prior to the meeting. It goes without saying that a host club also benefits from the travel fund. Even in the above proposal I suspect that it would be equitable if the host club's account carried 50% of the travel cost and the rest the other 50%.

13.2.4. The fee paid by competitors be increased and that it be divided as follows:

13.2.4.1. Club income – 10%

13.2.4.2. MSA fees – 30% (with excess going into a general "pot")

13.2.4.3. Licence assistance repayment – 30%

13.2.4.4. Travel assistance – 30%

13.3. PEOTR has requested that formal rules about how the money is applied should be established.

14 King of the oval championship – the proposed challenge race in Bloem on 31 October. The event would pit any club or SA 1-3 against similar winners from independent and non MSA tracks.

14.1. Is there support for this event?

14.2. if so, discuss the MSA Oval Commission position

15 Press interaction – Keith Bateman submit a proposal for a paid opportunity to interact with the press, seek sponsors and so forth for the commission

16 Technical Consultants

16.1. Are they part of this Commission

16.2. The rights and duties of the TC. In the aftermath of the bead lock rim issue from Oudtshoorn we need to discuss this. Keith Bateman is of the view that we should never have a situation where a TC can "override" a rule by his own view. Keith proposes a rule that says – if the rule states something is disallowed it means that allowing it has an advantage and no TC can rule otherwise.

17 Ratification of Car Number lists – these will be submitted towards end June as well

18 Sporting Rules

- 18.1. The application of rule 41.3.16, that says "if I am out because of you – then you are out" needs clarity as there are varied interpretations.
- 18.2. The yellow flag process has been placed on the agenda by GMC – detailed submission will follow
- 18.3. Age limits for classes – there is a need to develop a wider spectrum of class/age rules

19 Technical Rules

- 19.1. Keith Bateman proposes that we ring fence the existing classes by making the rules so that we can contain all aspects of the top cars in all the classes – giving the rest time to catch up.
- 19.2. A place in the rules where the "poor" competitor can compete with a cheap car. The problem is not making the rules for the cars but rather finding ways of keeping certain individuals out of the class;
- 19.3. The Hotrod / Super Hotrod class – the classes are very similar. The same discussion could also serve the Super Midget and Midget classes as the problem is very similar;
- 19.4. 1660
 - 19.4.1. Keith Bateman has a proposal that a maximum compression ratio be specified in the 1660 class – thereby getting rid of the fragile engines and in the end making it cheaper. In general he suggests the class should be forced back to it's almost standard roots – the class is dwindling.
 - 19.4.2. Keith Bateman proposes that we need to adopt the rule that SWD has for their Juniors, which says if you race outside this class – even the person – you can NOT race in this class again!
- 19.5. American saloons
 - 19.5.1. The nationals have shown this class to be headed into a 2 or three horse race – we need to look seriously at addressing this.
 - 19.5.2. The Lexus engine – carried over from last year.
 - 19.5.3. Standard V8 – where is their future?
- 19.6. 2.1
 - 19.6.1. The 195 tyre in the 2010 rule book has not found favour.
 - 19.6.2. Keith Bateman is of the opinion that there should be a discussion in this class about the extent of the RWD suspension modifications and settings – especially with what is possible to a FWD.
- 19.7. Tyre availability – input from manufacturers and importers will be made available

20 Date of next meeting

21 Closure