



**MOTORCYCLING NSW LIMITED
MINUTES OF THE BOARD of DIRECTORS MEETING
HELD AT 9 PARKES STREET, HARRIS PARK
ON THURSDAY 15th July 2010**

PRESENT: Christine TICKNER Chairperson
Peter DOW
Dave MORGAN
Ian PACKER
Jamie PATERSON

IN ATTENDANCE: Daniel Gatt General Manager
Kerrie Mulyk Office Manager

Meeting Opened: 2.00 pm

The Chairperson welcomed all to the meeting.

B7.1 Commission Minutes Review - The Directors reviewed the Motorcycling Australia Commission minutes for each of the respective disciplines as well as those for the Junior, Officials and Women's Commission. After considering the responses from each MNSW Sports Committee regarding the commission minutes which related to the discipline they represent, the Directors noted the position of MNSW to each minute. The MNSW position for each set of Commission minutes is included within these minutes.

B7.2 Presentation - Mr Bernard Smith addressed the Directors providing a report on his progress to date regarding the search for a venue to establish a state riding facility. The report outlined the results of the two forums conducted, the obstacles that need to be addressed, the reasons the venue is required, possible alternative uses and income streams as well as other relevant factors. The Directors questioned Mr Smith on several parts of the report and he addressed each question with an appropriate answer. Mr Smith made recommendations regarding the next step of the process, which the Directors needed to consider in Mr Smith's absence. The President thanked Mr Smith and he left the meeting.

MOTION #1 that the MNSW Board of Directors acknowledge and ratify the recommendations of CSDC as recognised with the report tabled 15th July 2010.

a) That the Board of MNSW formally acknowledge the need for the provision of a national standard multi-discipline motorcycling facility in NSW.

b) That the Board of MNSW accepts the report and endorses its contents.

c) That in acknowledgement of its role as the peak body for Motorcycling in NSW and in accepting its responsibility for planning for the future of the sport, that MNSW resolves to commence the preliminary investigation and planning for a multi-disciplined national standard motorcycling facility for NSW upon completion and acceptance of the existing scoping study being undertaken by CSDC.

d) That the President and General Manager be authorised to oversee CSDC and provide direction to them as required.

Carried

B7.3 Minutes of the Directors Meeting held 17th June 2010

MOTION #2 The Minutes of the Directors Meeting held on 17th June 2010 be received.

Carried

(a) Corrections - Nil

MOTION #3 The Minutes of the Directors Meeting held 17th June 2010 are confirmed.

Carried

Director Peter Dow asked about the progress on the Medical Review being undertaken and if progress has been made despite the situation the company finds itself in regards to finalising this plan. The GM noted he had not had any success since the last meeting but continued to chase answers, he advised that he had received the standards currently utilised in Tasmania (which are Tasmanian Police requirements) and in Queensland which have a different Ambulance system therefore are not comparable.

B7.4 the June 2010 Financial Report

MOTION #4 The MNSW Limited June 2010 Financial Report be received

Carried

Further to the last meeting the GM reported that the "at call loan" to MNSW Properties had been finalised and that the auditor will remove the traded vehicle from the companies balance sheet after his June / July busy period is over.

MOTION #5 The MNSW Limited June 2010 Financial Report be approved

Carried

The GM discussed the possibility of the company starting a building fund, where a set amount from each licence is put into a separate account to be used only for the construction of the proposed riding facility when it is required. It was suggested that at the end of each month \$10.00 for each annual licence processed in that month and \$1.00 from every Single Use Licence that is purchased in that month is transferred into the MNSW Infrastructure account.

MOTION #6 that commencing in July 2010, \$10.00 from every licensed processed in each month and \$1.00 for every Single use licence sold in each month is transferred into the infrastructure account to only be utilised on the construction of an MNSW owned and operated facility. This is to be absorbed from the current licence rate and not added as a further charge to each licence or increase in the rider levies payable.

Carried

B7.4.1 Accounts Reconciliation

The Chairperson as well as Director Dave Morgan inspected the Cheque Register for June 2010 and they both advised the report was satisfactory in their opinions.

MOTION #7 that the Cheque Register for June 2010 of \$282320.70 be approved.

Carried

B7.5 General Business

B7.5.1 Kurri Kurri Speedway Club – Further to the approval of the Directors to grant the Kurri Kurri Speedway club a loan secured by the clubs assets, the GM presented a contract noting the agreement for the Directors approval. The Directors read the contract and approved its content by signing the document.

B7.5.2 Injured Rider refund – A request was received from a rider who was injured outside of the sport and unable to compete for 12 months requesting a refund of his licence fees paid. The Directors discussed the request and did not approve it sighting the unfavourable precedent that this would set and noting that it is clearly stipulated on the application that once the licence is used that refunds are not issued in the event of accident or injury.

B7.5.3 AMCN article – An article from the July edition of AMCN was circulated slating the possibility of a new road racing circuit being developed in southern Sydney. The article was provided for the Directors information only.

B7.5.4 Dirt Track Committee Phone hook-up – An invoice was shown to the Directors for a phone hook up that was arranged on behalf of the Dirt Track Committee. It is unique to the Dirt Track Committee that they do not possess a member who lives within a reasonable distance to the MNSW office to call the other members on the companies conference facilities. As a result, the office arranged a teleconference on their behalf. The Directors agreed that it was very important to facilitate committees that do not have members central to the office, but asked the GM and Office Manager to investigate the possibility of a cheaper alternative such as Skype or web based options.

B7.5.5 Club Infrastructure Grant Scheme – The Directors were presented with a Club Infrastructure grant application from Goulburn Motor Cycle Club. The Directors noted that the club had supplied and fulfilled all of the criteria and as a result approved the request.

MOTION #8 that the Club Infrastructure Grant application for \$1047.33 from Goulburn Motorcycle Club be approved.

Carried

B7.5.6 Club Infrastructure Grant Scheme – The Directors were presented with a Club Infrastructure grant application from Cowra Motorcycle Racing Club. The Directors noted that the club had supplied and fulfilled all of the criteria, with the exception of a bank statement. The GM is instructed to provide the funding on receipt of a bank statement showing the club is in a financial state to be able to provide their half of the funding.

MOTION #9 that the Club Infrastructure Grant application for \$5000.00 from Cowra Motorcycle Racing Club be approved.

Carried

B7.5.7 MNSW Motocross Sports Committee minutes – Minutes of the 2010 June MNSW Motocross Sports Committee were presented for the Directors information. With no action required by the Directors, the minutes were accepted and noted. The Directors were also presented with a recommendation for the State Team Coach selected by the Motocross Committee. It had become apparent that a member of the Sports Committee had already informed the recommended applicant prior to the decision being ratified by the Directors, as a result the GM has written to the Committee seeking an explanation as to which member breached the confidentiality of the committee by informing the selected applicant. All Committees are required to show confidentiality and integrity when acting in the role of a sports committee and it is imperative that this is upheld. Any committee member from all committees who are unable to adhere to this should resign their position. It is unfair to the unsuccessful applicant to learn of the results of their application via rumour or word of mouth rather than by official notification. The Directors endorsed the GMs correspondence and await a reply from the MX Sports Committee.

MOTION #10 that the Motocross Committee be instructed to determine which member breached the confidentiality of the committee by informing the selected State Team Coach without authorisation and report back to the Directors.

Carried

B7.5.8 MX State Team Coach – The Directors were presented with a recommendation from the MX Sports Committee to appoint Mr Matt Boyd as the State Team Coach and Mr Stephen Moylan as the State Team Manager. The office is instructed to inform all successful applicants of their appointments and thank all unsuccessful applicants.

MOTION #11 that Mr Matt Boyd be approved as State Team Coach and Mr Stephen Moylan be approved as State Team Manager.

Carried

B7.5.9 CSDC – An invoice for payment of expenses for CSDC was presented to the Directors for approval for payment. The Directors approved payment of the invoice.

B7.5.10 Correspondence – Mr Ron Kivovitch– Correspondence was received from Mr Ron Kivovitch attaching an article from the locally distributed paper outlining the Bathurst Mayors call to the NSW Government to withdraw its support from the Sydney Olympic Park Temporary circuit to bring the second circuit at Bathurst to fruition. Mr Kivovitch provided this article for information purposes and to reiterate his call for MNSW to contact the NSW Government to facilitate a position upon the panel charged with conducting the feasibility study as he called for at the most recent State Delegates meeting. The Directors noted Mr Kivovitch's correspondence and asked the GM had he done so already, the GM noted that he had made the necessary approaches to those concerned and awaited a reply. He also noted his concern that such efforts could work negatively towards the hard work being conducted by Mr Alan Cunnyghame on behalf of motorcyclists. The GM continued by requesting the Directors give authorisation for the companies Strategic Plan to be sent to Mr Kivovitch as per his request at the last meeting, The Directors approved Mr Kivovitch's request and further instructed the GM to place the document on the MNSW website for all members and anyone interested to read. Finally the matter raised by Mr Kivovitch suggesting the possibility of the election process being corrupted by the MNSW staff was addressed. As instructed the GM presented the current version of the election procedure to the Directors for inclusion and discussion at the next delegates meeting. The Directors discussed Mr Kivovitch's comments and noted the offence caused by his comments in regards to the possible impropriety of the MNSW staff. It was noted by the Directors that the comments made by Mr Kivovitch were baseless and without evidence, however they did acknowledge that Mr Kivovitch was entitled to his opinion on the honesty and integrity of those he brought into question by his comments.

B7.5.11 A&D Tribunal results – The determination of a recently held A&D Tribunal were presented to the Directors who noted the decision of the panel.

B7.5.12 Residential Lease – Redmayne Road – A residential lease for the proposed Minikhana property at Redmayne Road was presented to the Directors. The trust which owns and administers this land has contacted the GM and advised that they are seeking a tenant for the house situated on the land. The GM took the opportunity to suggest to the trust that subject to the approval of the Directors that MNSW Limited would lease the house. He explained to the Directors that leasing the facility would ensure that should the lease for the Minikhana facility be forthcoming as expected, it will not be subject to any unforeseen drama from the tenant in the house. The GM also noted that it has been agreed that once the Minikhana lease is signed that the residential lease becomes inclusive in that lease. The Directors agreed that although not desirable to have a lease on that property it provides us protection against future obstacles.

MOTION #12 that the GM be approved to sign a lease on the residential property on Redmayne Road on behalf of the company.

Carried

B7.5.13 **Bylaw change submissions (Minikhana)** – The GM presented a number of bylaw change requests from the Minikhana Sports committee the Directors read and noted the requests and instructed the GM to work with the committee to overcome the issues as those issues noted can not be resolved by changing bylaws.

B7.6 **From the Chairperson**

B7.6.1 **Correspondence from MA** – The MNSW President read a letter she had received from David White addressing questions she had asked of the new MA President, Mr Stephen Foody. Although the correspondence addressed each question, the replies were considered vague, uninformative and inaccurate.

B7.7 **From the Board**

B7.7.1 **NSW State MX Championships** – Director Ian Packer took the opportunity to thank all officials, clubs and office staff for their efforts in conducting the recent Helmet Warehouse NSW MX Championships. The Championships were conducted in trying conditions with rain falling at all three rounds but the event was still a success. It was Mr Packer's opinion that the meeting is getting better each year. Discussion took place regarding next years Championships and the process in which it will be arranged. The GM and Office Manager spoke of the matters that need addressing from their point of view and Mr Packer noted his opinions on what needed to change.

B7.7.2 **Level 3 Assessments** – Director Jamie Paterson questioned the process in which the level 3 assessments are allocated and his belief that some people are given preference to allocations. The GM informed the Directors that preferences are not given, however those that need to be assessed are allocated meetings based on several factors such as the event relative to the applicant, the assessors availability, other assessments being done on the day and the other people requiring assessment. Mr Paterson noted that he was aware of one applicant who he believes has been within the system for eighteen months but has yet to be allocated an assessment role. The GM acknowledged that without the facts in front of him, he could not reasonably explain this claim and that the Director may be correct, however on the surface, this did not sound accurate and there may be other circumstances which have determined this or alternatively his information may be incorrect. He continued by informing the Directors that he would look into the matter and report back.

With no further business the meeting was closed at 12.05am

Motocross Commission Minutes		
MX	869	No response required
MX	870	No response required
MX	871	Disagree with proposal – No need for 15 year old riders to be included in this class – with 3 years of age already in this class, there are sufficient riders to draw from for a competitive class, with ample opportunity once turned 16. Bit all states are able to comply with allowing 15 year old riders to compete with 16 and over and creates an unfair playing field.
MX	872	No response required
MX	873	Disagree with proposal – Rule should allow bike capacity to only ever enter one class.
MX	874	Agree with proposal
MX	875	Agree with proposal
MX	876	Agree with proposal
MX	877	No response required
MX	878	Agree with proposal
MX	879	No response required
MX	880	No response required
MX	881	No response required
MX	882	No response required
MX	883	Disagree with proposal
MX	884	Agree with proposal
MX	885	Agree with proposal
MX	886	No response required
MX	887	No response required
MX	888	No response required – Insufficient information provided to enable SCB to give opinion.
MX	889	No response required – Insufficient information provided to enable SCB to give opinion.
MX	890	No response required – Insufficient information provided to enable SCB to give opinion.
MX	891	No response required – Insufficient information provided to enable SCB to give opinion.
MX	892	Agree with proposal
MX	893	No response required
MX	894	No response required
MX	895	No response required

Speedway commission minutes		
SW	626	Agree with proposal
SW	627	Agree with proposal - As long at the FIM approved clothing is listed in the GCR rather than referencing the FIM
SW	628	Disagree with proposal – Feels that this is trying to force the riders into riding the Australian Titles, this may lead to a situation where the best possible team will not be eligible to represent Australia in the World Cup
SW	629	No response required
SW	630	Disagree with proposal
SW	631	Disagree with proposal – the MNSW Speedway Committee disagrees with this decision in relation to the junior sidecar class
SW	632	Agree with proposal
SW	633	No response required
SW	634	Agree with proposal
SW	635	Agree with proposal – The COC already had this authority in current rules.
SW	636	No response required
SW	637	Agree with proposal – The rule should remain 9-U16. There are not enough competitors to split the class into age groups and there have been no safety issues in the past. The current four year age rule should list speedway as an exclusion.
SW	638	Agree with proposal – Parade laps should only be allowed with the written consent of the RCB and be listed on the permit.
SW	639	No response required
SW	640	No response required
SW	641	No response required
SW	642	Agree with proposal
SW	643	Agree with proposal
SW	644	Agree with proposal
SW	645	Agree with proposal
SW	646	Agree with proposal

Speedway commission minutes cont...		
SW	647	Agree with proposal
SW	648	Agree with proposal – Except 19.10.4.1 these should not be excluded.
SW	649	Agree with proposal
SW	650	Agree with proposal
SW	651	Agree with proposal
SW	652	Agree with proposal
SW	653	Agree with proposal
SW	654	Agree with proposal
SW	655	Disagree with proposal – MNSW does not agree with the MA speedway commission in regards to the 125cc 4 stroke class be viable and strong, (having 6 riders at an event isn't strong) we believe that the 85cc 2stroke/150cc 4 stroke class will be more attractive to families who would like to participate in junior speedway & also give an opportunity for riders to race a bike used in FIM if they desire. There would not be a separate class; the class would be up to 85cc 2 stroke/150cc 4 stroke just the same as any other discipline which includes the 125cc 4 stroke, i.e motocross and dirt track. The 85cc class is an FIM gold trophy sanctioned championship.
SW	656	Disagree with proposal – Firstly, MNSW wish to inform the MA Speedway Commission & MA board that the FIM in fact has not approved a Junior World Speedway Championship for the 250cc speedway machines; FIM has approved a Youth Gold Trophy for 250cc speedway machines, not a World Championship. Secondly, we believe that the class should be kept as 'up to 350cc', this would give the riders who desire riding in the 250cc Gold Trophy an opportunity to be competitive and also let the viable and strong 350cc class to operate. We feel that the current 350cc is being run successfully and are concerned about the amount of people who have invested in the 350cc machine, which they will end up with an engine at least that cannot be used in any other class and therefore is virtually unsellable.
SW	657	No response required
SW	658	Agree with proposal
SW	659	Agree with proposal
SW	660	Agree with proposal

Dirt Track Commission Minutes		
DT	384	Agree with proposal
DT	385	Disagree with proposal
DT	386	No response required – No rule provide for comment
DT	387	Agree with proposal
DT	388(a)	Disagree with proposal – Allowing the engines to be larger is taking them away from their classification of the original capacity.
DT	388(b)	Disagree with proposal – Existing rule should remain as 20.7.0.3 80cc4-stroke Modified, OEM frame
DT	389	Disagree with proposal – Refer notes re DT388
DT	390	Agree with proposal – Committee agrees with the removal of the reference to motocross (MX) from all class descriptions. It is unanimously agreed that motorcycles suited to the sport be incorporated or not excluded. Without the homologation process by a qualified body we cannot determined otherwise by an accredited body. Independent dirt track frame builders recognised internationally should be recognised as they build frames to suit other engines. The safe combination of a purpose built frame to another manufactured engine will fall outside of oem but is considered by homologation authorities internationally as a safe recognised method of competition.
DT	391	Agree with proposal – Pending rule change DT390 this should not be removed to deny eligibility but rather to relinquish the out casting of suitable motorcycles by the MX term only.
DT	392	Agree with commission
DT	393	Agree with commission
DT	394	Agree with commission
DT	395	Agree with commission
DT	396	Agree with commission
DT	397	Agree with commission
DT	398	Agree with commission
DT	399	Agree with proposal

Dirt Track Commission Minutes cont...		
DT	400	Agree with commission
DT		Disagree with proposal – Some current international homologated and recognised mass produced dirt track bikes are only manufactured with 1 working brake. Supporting documentation of this can be submitted upon request the NSW dirt rack committee.
	401	
DT	402	Disagree with commission
DT	403	Disagree with commission
DT		AGREE WITH ALTERATION – Formats should be mirrored. Minimum of 3 heats. Maximum of 4 heats. 1 final as per the supp regs.
	404(a)	
DT	404(b)	Agree with proposal
DT	405	Agree with proposal
DT	406	Agree with proposal
DT	407	Agree with proposal
DT	408	Agree with proposal
DT	409	No response required
DT	410	Agree with proposal
DT	411	Agree with proposal
DT	412	Agree with proposal
DT	413	Agree with proposal
DT		Disagree with proposal – Rules can not include the words ‘generally’ either they are or they are not.
	414(a)	
DT		Disagree with proposal – Rules can not include the words ‘generally’ either they are or they are not
	414(b)	
DT	415	Agree with proposal
DT	416	Agree with proposal
DT	417	Disagree with proposal – Strongly disagree with this proposal
DT		Disagree with proposal – Strongly disagree, we do not have enough officials now without increasing the requirement.
	418	
DT	419	Agree with proposal
DT	420	Agree with commission
DT	421	Disagree with proposal
DT	422	Disagree with proposal
DT	423	Disagree with proposal
DT	424	No response required
DT	425	No response required

Classic Dirt Track Commission Minutes		
CMX	249	No response required
CMX	250	Agree with proposal – It is commissions responsibility to write the rules
CMX	251	Agree with proposal – If the bike does not exceed the allowable limit then why should a muffler be fitter
CMX	252	Agree with proposal – The rule should be consistent throughout entire book
CMX	253	Agree with proposal – Must comply to As/NZ standard
CMX	254	Disagree with commission – Evidence noted by the commission not provide so an informed opinion could not be offered
CMX	255	Agree with proposal
CMX	256	Agree with proposal
CMX	257	Agree with proposal – Refer to CMX 252
CMX	258	Agree with proposal
CMX	259	Agree with proposal
CMX	260	Disagree with commission – Under MA rules, submissions are submitted via website and cannot be signed. Further MNSW is making the proposal not anyone individual. Who makes a submission should not be a criteria for the validity of the submission.
CMX	261	Disagree with commission – the GCRs cover all levels of competition even club days.
CMX	262	No response required
CMX	263	No response required
CMX	264	No response required
CMX	265	Agree with proposal
CMX	266	Agree with proposal
CMX	267	Disagree with proposal
CMX	268	Disagree with proposal – The MNSW committee has noted that this proposal is to included pre 90 class and remove 18.2.2.1 junior pre 75 class this has no reason to be in the proposal as it has no bearing on the inclusion of the pre 90 class
CMX	268	Disagree with proposal
CMX	269	No response required
CMX	270	No response required
CMX	271	Agree with proposal

Enduro Commission minutes		
EO	845	No response required
EO	846	Agree with proposal
EO	847	Agree with proposal
EO	848	No response required
EO	849	Agree with proposal
EO	850	Agree with proposal
EO	851	Agree with proposal
EO	852	Agree with proposal
EO	853	Agree with proposal – Strongly agree with this proposal
EO	854	Agree with proposal
EO	855	No response required
EO	856	Agree with proposal
Junior commission minutes		
JO	552	No response required
JO	553	Disagree with proposal
JO	554	No response required
JO	555	No response required
JO	556	Disagree with proposal
JO	557	Agree with proposal
JO	558	Disagree with proposal
JO	559	No response required
JO	560	Agree with proposal
JO	561	Agree with commission
JO	562	No response required
JO	563	Agree with proposal
JO	564	Disagree with proposal – An Endorsement is not required so it's irrelevant
JO	565	Disagree with proposal
JO	566	Disagree with proposal
JO	567	Disagree with proposal
JO	568	Disagree with proposal
JO	569	Disagree with proposal
JO	570	Disagree with proposal – Amend to comply with ALL state laws
JO	571	Disagree with proposal
JO	572	No response required
JO	573	No response required
JO	574	No response required
JO	575	No response required
Moto-Trials commission minutes		
TL	481	No response required
TL	482	No response required
TL	483	No response required
TL	484	No response required
TL	485	No response required
TL	486	No response required
TL	487	No response required
TL	488	No response required
TL	489	No response required

Historic Road Race commission minutes		
HRR	461	No response required
HRR	462	Agree with proposal
HRR	463	Agree with proposal
HRR	464	Agree with proposal
HRR	465	Agree with proposal
HRR	466	Agree with proposal
HRR	467	Agree with proposal
HRR	468	Agree with proposal
HRR	469	Agree with proposal – Investigation is OK, but not if it restricts the swinging/riding styles. Period construction is all that should be required.
HRR	470	Agree with proposal – Should be left to the promoter to decided.
HRR	471	Agree with proposal
HRR	472	Disagree with proposal
HRR	473	Agree with proposal
HRR	474	Agree with proposal – conditional on sidecars being included as well and that Australian Championship status is not granted until 2015.
HRR	475	Disagree with proposal
HRR	476	No response required - Not a commission responsibility
HRR	477	Agree with proposal
HRR	478	Agree with proposal
HRR	479	No response required
HRR	480	Agree with proposal
HRR	481	Agree with proposal
HRR	482	Agree with proposal
HRR	483	Agree with proposal
HRR	484	Agree with proposal
HRR	485	Agree with proposal
HRR	486	Agree with proposal
HRR	487	Agree with proposal
HRR	488	Agree with proposal
HRR	489	Agree with proposal
HRR	490	No response required
HRR	491	Agree with proposal
HRR	492	Agree with proposal
HRR	493	Agree with proposal

Women's commission minutes		
WO	120	No response required
WO	121	No response required
WO	122	Agree with proposal
WO	123	Agree with proposal
WO	124	No response required
WO	125	No response required
WO	126	No response required
WO	127	No response required
WO	128	No response required
WO	129	No response required
WO	130	No response required
WO	131	No response required
WO	132	No response required
WO	133	Agree with proposal
WO	134	No response required
WO	135	No response required
WO	136	No response required
WO	137	No response required
WO	138	No response required

Officials commission minutes		
OC	330	No response required
OC	331	No response required
OC	332	No response required
OC	333	No response required
OC	334	No response required
OC	335	No response required
OC	336	No response required
OC	337	No response required
OC	338	No response required
OC	339	No response required
OC	340	No response required
OC	341	No response required
OC	342	Disagree with proposal
OC	343	No response required
OC	344	No response required
OC	345	No response required
OC	346	No response required
OC	347	Disagree with proposal
OC	348	Agree with proposal
OC	349	No response required
OC	350	No response required
OC	351	No response required
OC	352	No response required
OC	353	No response required
OC	354	No response required
OC	355	No response required
OC	356	No response required
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OC	370	No response required
OC	371	No response required
OC	372	No response required
OC	373	No response required
OC	374	No response required
OC	375	No response required
OC	376	No response required
OC	377	No response required
OC	378	No response required
OC	379	No response required