

Speedway Sedans Australia

Board Meeting

Old Adelaide Inn, North Adelaide, South Australia
20 & 21 September 2008

Agenda

1. Opening Meeting – 8.30am

2. Introduction of Board Members

Neil Sayer CEO, Paul Gannon QSCA, John Purser WASCf, Rod Meakins VSCF, Michele Harris NTSCI, Guy Thompson TSCF, Alan Edwards NSW, Bill Miller NASRSA

3. Introduction of State delegates

Greg Lynd TSCF, John Gore NSW, Terese Lange QSCA, Des Alfirevich WASCf, Di Lauder VSCF, Moss Buchanan NASRSA, Jason Crowe (Media), Tim McAvaney (NASR)

4. Apologies

Nil

Suspend standing orders to discuss confidentiality.

MOTION 1

Moved: WASCf Inc Seconded: TSCF Carried

That at all SSA Official Meetings a register be signed by all attendees, binding them to the constitution, policy, racing rules and specifications.

MOTION 2

Moved: VSCF Seconded: QSCA Carried

That all previous Privacy agreements signed by Board Members, be revoked and destroyed.

5. Presidents Opening Address

It is with great pleasure that I table this report to this board meeting.

Since our last board meeting both Beckie and I have been very busy going about the day to day duties of running this organisation and the matters presented. Unfortunately Beckie can't be with us at this meeting as she has better things to look after at the moment and that is the new baby born two weeks ago. Congratulations to both Beckie and Dan on the birth of their new baby daughter.

Finances – Sharee Mortimer will present the financial report and I'm pleased to report we are still in a very strong financial position. During the previous 6 months we purchased a set of radios to compliment our titles and the NSSS series.

Stewards – the updated 2008 national racing rules has now been released and Peter Griffiths has met with all the state stewards. Rod Meakins assisted by Therese Lang will present the report to this board meeting.

Appeals – as I write this report we are anxiously awaiting on the grounds of the Cottrell appeal to AMSAC and whether they will accept their appeal or not. The new Australian racing rule book which came into vogue in August 2008 has had the next level of appeal removed. That is we have removed the AMSAC option. We are still awaiting the decision from the Doyle appeal. This has been a long drawn out frustrating affair to receive the decision from the tribunal. For a decision to take this long is totally unacceptable for all parties concerned. I am sure we won't use this particular person again!

NASR – Tim McAvaney & Paul Trengrove will both be in attendance at the meeting today to present to us with an update on NASR matters including an update of where we are at with the ACCC.

Titles – Michele & Guy have been very busy revamping the title format as agreed to at the last board meeting. Guy & Michele will give an update on where we are at and what is on offer for the next round of titles. Both the promoters of Speedway City & Mount Gambier will be in attendance to put forward their submissions to host the Super Sedan Title.

At this meeting we need to also decide on the team for the titles and allocate them titles for the next season (2009/10).

NSSS – the series just going from strength to strength with an increased number of tracks indicating they would like to run a round. The dates for the upcoming seasons series has been announced and this season we will have 10 rounds with Horsham and Dubbo being allocated with a round of the series for this year. Carline mufflers have once again sponsored naming rights to the series with a more improved sponsorship package for the next two years.

Technical – the technical committee has been working under a fair amount of pressure from disloyal members of the committee and a board member since the last board meeting. This has created much angst amongst the committee, the board member responsible for the committee, and competitors alike. We were put in an insidious position of removing two members of the committee because of actions out of this meeting.

No doubt the truth will come out at this meeting which should justify the removal of at least one of these members if not both.

From the actions of these persons including a board member I have had to invoke that all persons attending our meetings to sign a confidentiality agreement. It is a sad day that we have to come to this but as the saying goes "loose lips sink ships". In other words if technical are putting forward a change to a specification for instance it needs board approval before it is made law. At the moment it is the dog wagging the tail not the dog controlling its tail. We need to be putting out a professional image and our communication needs to be official not rumour and innuendo. Having a confidentiality agreement in place does not mean we cannot discuss things from an internal level nor does it stop us discussing any other items that are not relevant to matters before the board. I trust this meets the approval of all!

Class Rationalisation – Kevin Theyer since his resignation from the board has continued on with the rationalisation process. A meeting with the president and vice president of the RSA was held in Sydney in July with Des and me attending. This was a fruitful meeting with both parties agreeing that it was in the long term that both parties would come back together in one form or another. Kevin has put together a matrix of the class specification manuals we have collected thus far.

Members of the board, I know I have said this before and I will say it at every board meeting but let's put our team player hats on, let's always think big picture, not always focus on our own situation, no pedantic situations and / hidden agenda and let's move forward as the national sedan body we are meant to be.

If we don't the other classes we are trying to invite to join us won't. They must have a need to want to join us. That is we must portray a united user friendly group who are on top of their game.

We have the power, the means and the ability to do so, and it also needs from you the passion to achieve. If we don't have the desire and a clear commitment to do so then we are all wasting everyone's time, but if are you up to the task to make this organisation achieve its goals and objectives then let's go for it? .

Neil Sayer
CEO

6. Board Members Reports

NSW Board Members Report

As we are fast approaching the start of yet another season I find myself asking, are we ever going to get on top of the many issues that confront our association. The appeals that have come out of our National Titles along with some technical issues have certainly stretched our resources to the limit. We certainly have some work to do.

In the state of NSW in conjunction with the NASR State Branch we have continued with our safety program and as a recent as a few weeks ago, we had close to 60 people attend a Fire and safety seminar at Gilgandra Speedway. The day was a huge success and was attended by promotion, staff, and volunteers from Gilgandra, Gunnedah, Dubbo and Tamworth Speedways. On the same weekend we also held an officials accreditation course for our Stewards and Scrutineers. Our Country tracks in the central west have now been accredited with the latest information available by completing this update course, and I would that John Gore for the effort he put in to make the weekend so successful.

As reported at our last conference, our NSW Modified Sedan Series is gaining momentum. Taking a step up from last season, it has been necessary to increase the number of rounds to accommodate the interest from our tracks and importantly the increase in number of competitors who have nominated to compete. I would particularly like to thank the members of the NSW & ACT Board and the RSA for their continued assistance in this venture, so as to achieve the rationalization required to mover forward with sedan racing in NSW.

Our State Super Sedan Series will continue again this season and the calendar consists of 9 rounds being run at Gunnedah, Dubbo, Nowra and Gilgandra.

Our State Titles this season are as follows: Super Sedans at Gunnedah, Modified Productions in Dubbo, Production Sedans at Leeton and our Juniors in Nowra.

In the meantime, I personally look forward to the challenge of a very busy season ahead both myself and local officials. Our Junior Training Program in the Sydney Club alone has increase to 30 teenagers, which will certainly challenge our resolve.

Regards
Allan Edwards

NTSCI

Since our last board meeting we have seen the number of Street Stocks increase in the Territory. This has come from Tennant Creek rejoining the NTSCI. Through the hard work of Colin Fry and his committee we have seen an injection of sixteen new street stocks and eighteen new competitors to the class. Darwins season is coming to a close after a very successful Street Stock series held over four nights in just over a week. Competitor interest has already ensured this will be even bigger next year. Alice Springs is all set to start of their season hosting the Northern Territory Street Stock and Junior Sedan Titles in early November, this track has also seen some new Junior Sedan drivers join the ranks this season.

My board portfolio has been somewhat challenging. I seemed to have over stepped the line on a couple of occasions. When the contracts for this years titles and submission forms for next years titles had not been completed and sent I presumed that it was my job. Sorry if I took over but just wanted them out and back by the due date. I would like to thank all the board members and delegates who have supplied information for me when requested. This has helped a lot. I have spent a lot of time attempting to slim line the title process and ensuring a more professional image at our National Titles. I look forward to seeing some of these ideas carried out at our titles this season. I will present this later in the meeting. I am concerned that we are without a venue once again to for the 2010 Production Title.

TSCF

Tasmania has had its AGM and I have been reelected for two more years
My vice president is Greg Lynd for the next 12 months

We have held a very successful tec. Training day and I thank Des for giving up his time to travel to Tasmania

The time between our last meetings has seen me work with Michele to bring our title contracts up to speed and a copy of these was sent out with all title submissions for 2010

We have had good response with the quality of the submissions making it hard to select clear winners, six submissions for street stocks two for modified and juniors two also for super sedans with at this stage no submission for productions.

After our last meeting I finalised our contracts for this years junior and production title

I have attended the safety conference in Sydney and the main things that came from it was we can and should look in to in depended testing on seat belts under the SFI standard.

AIMSS are currently doing this for FIA standard belts at a cost of \$3500.00
The point of this test is to see if we could extend the use by life.
The other thing that I found would be important for our drivers came from the AIMSS rep. was we could be involved with AIMSS in a paper on hydration of drivers as CAMS have found that some of there drivers are not hydrated correctly before a race and this effects there ability to react in time and the accidents from first day of 2 increased to 7 to 8
I believe that this would be of benefit to our drivers to be involved in this.

On financials we have had our accounts done and we should be happy with the result based on money spent on the appeals so far.
Sharee has done month by month report to show where we are at but at this stage I have not compared to our budget.
We still have no contract for production title but have a deposit
On super title we have the contract but no deposit

Yours

Guy Thompson
Board member Tasmania

NASRSA

With opening nights of Speedway nearly upon us NASR SA has been holding many meeting including the combined clubs meeting and race dates meetings so the tracks/clubs can complete their calendars.

State Title for South Australia for the forth coming season:

Street Stock, Renmark, 6 December 2008

Production Sedans, Renmark, 3 January 2009

Modified Productons, Murray Bridge, 7 February 2009

Junior Sedans, Renmark, 7 March 2009

Super Sedans, Mount Gambier, 28 March 2009

Car registrations are approximately the same as last year at the same time.
Street Stocks, Junior Sedans and Super Sedans all have Series running for this season. The new manager of Murray Bridge has met with most divisions and exciting times are expected at Murray Bridge this season and into the future. It is also good to see two excellent venues applying for the National Super Sedan Title in 2010.
I also attended the NSSS working party meeting in Melbourne where dates, new race format, venues, tow money, entry fee, car counts etc were all discussed.
The Australian Modified Production Title in Albany will be televised on Chequered Flag. The National Title adverts in Oval Express will start again from the October issue.

I also attended the appeals held in Adelaide as an observer, these appeals were all conducted in a very professional manner. The way the panels were set up with a lawyer chairman ran very well. The only thing in my opinion, that was wrong with these appeals was allowing the appellant to use a lawyer, this really dragged out the whole process and also the length of wait time for a result.

I also had the pleasure of meeting Steve Atkinson fro Deacon University, we could all learn a lot from this man.

With scrutineering already started a lot of safety gear has been found not to be up to the new standards. There still needs to be a lot more communication to the competitors and officials about these new specs.

It was also very sad to see the passing of Neville Harper and Murray Gegg, both having a very good send off.

VSCF

We finished off the last season with good numbers attending our State Titles, especially the Junior Title which had over 70 entrants.

All our State Titles had interstate competitors entered and this was fantastic to see drivers from interstate willing to travel to attend the Titles.

We held the National Super Sedan in Mildura and this was a great event for all. Congratulations to all competitors and the place getters in all Titles.

This season we have introduced a few changes to our State.

All State officials will be required to have a Working with Children check done before their tickets will be renewed.

From a racing point of view, all competitors are required to have one way communicators for all racing. We purchased 30 units early this year and sold them to the drivers on a first in system. We have now sold them all and we are now directing the drivers to a Victorian company which sells them for about \$ 50 more that we were.

We have also updates our engine sealers and they are now required to have a registered sealing number to be eligible to seal engines. This is going to tidy up our system and maybe thin the number out a little, as some of our sealers hadn't done it for a few years, but were still on our database. We are making our engine sealer more accountable for what they do for the State.

We are about to purchase a Sonic Tester, which will be used randomly at various race meetings.

Our State Titles have been allocated for this season and we are hoping to have good numbers at all of them

Juniors	Laang Speedway	Jan. 3 rd & 4 th
Production Sedan	Southern 500	Feb. 14 th
Modified Production	Premier (Sungold)	Feb. 28 th
Street Stock	Rosedale	Mar. 7 th & 8 th
Super Sedan	Heartland (Moama)	Mar. 14 th
3 Litre Sedan	Swan Hill	Apr. 11 th & 12 th

Laang Speedway has indicated that they will be using transponders for the Junior Title.

This season Victoria will be hosting two National Titles, the National Production Sedan Title in Wangaratta & the National Junior Title in Mildura.

Wangaratta have their promotion of the event underway and have managed to secure a sponsor for the Title, thanks to the hard and dedicated work of one of their members.

Mildura are on track as well, with early indications that this Title will be a large event with a high number of competitors showing interest in attending.

We believe these Titles will be successful with a strong car count at the Junior Title expected. The Production Sedan Title will be positive outlook for the Production Sedan class, which the class needs.

Since our last Board Meeting, speedway in Australia has lost several long time dedicated members.

We would like to offer our condolences to all the families that have been affected by the unfortunate passing of these valuable supporters of our sport.

VSCF Board Member

Rod Meakins.

QSCA

It is very pleasing to begin this report by stating that the numbers of licence holders within the state of Queensland had shown a steady rise throughout the past season. There were twenty more National Licence holders than in the previous season. This is indeed pleasing and is due to the continued dedication and single minded efforts of State and Club Officials to make our Association attractive and our product enticing, so that competitors will want to join us and spectators will want to witness the high quality of competition offered on our race tracks. Queensland State Titles do hold prestige for the winners and are well organised and conducted by all concerned and have attracted quality fields throughout the season.

The QSCA assists all promoting tracks with the conduct of their race meetings, which have attained a high level of quality, thus ensuring that competitors will want to race in that programme.

The Super Sedan division continues to thrive in Queensland with the quality of driving, machinery and, therefore, the competition continuing to soar. Last season's National Super Sedan Series showed just how powerful this division is in the state.

Congratulations go to Mick Doblo for his excellent Series win from Wayne Brims and Jamie McHugh.

Next season's Super Sedan Series has already been planned, with the three selected Queensland venues well advanced in preparations for the event.

Last season's State Super Sedan Title was an enthralling two night event held at Mothar Mountain Speedway. Although the number of cars present was a little low following a long and arduous season, those present provided the public with a spectacle that will long be remembered by all.

Congratulations to-

1. Darren Kane.
2. Steve Jordan.
3. Matt Pascoe.

Next season's title should continue the growth in the profile of the division as it is conducted at Brisbane International Speedway.

Congratulations are also in order for the Super Sedan Association for their continued high quality programme presentation that ensures the best exposure for the division within the state.

The Junior Sedan division continues to grow from strength to strength with new drivers continuing to boost the numbers of competitors. In just a few short years, this division has exploded onto the scene in Queensland. In 2004 there were 7 licensed drivers; last season ended with the number at 45.

Junior sedans are now a regular part of race programmes throughout Queensland. Their first competitive appearance is this weekend in Maryborough where 20 nominations have been received.

Junior Sedans are also developing in new areas such as Mackay for the coming season.

The State Junior Sedan Title was a spectacular event. It was only the 4th occasion that this title was conducted and with 40 junior sedans in attendance, the first occasion that it was won by a Queensland competitor. Congratulations go to –

1. Kristin Brown.
2. Nathan Francis.
3. Charlie Brown.

Modified Production Sedans also continued to grow in numbers during the last season, with registrations growing from 69 to 86.

The National Modified Production Title conducted in Maryborough was a huge success for the division within the state. It not only showcased the high quality of equipment used, but also, the extreme competitiveness that is the hallmark of this class.

Some of the aftermath of the title brought unwarranted criticism from some ill-informed sources, however, this title stands as one of the best attended and conducted national events ever staged.

The State Modified Production Title, held at the same venue, continued the quality presentation from this class. Left overs from the National Title are still not permitting final placings to be recognised for this event. However, as they crossed the finish line, it stands as-

1. Todd Doyle
2. Johnno Collins
3. Mark Ferguson

Planning is already well under way for the coming season's title to be run in the north of the state in Cairns. Three of the state executive will be attending the running of the North Queensland Modified Production Title in Cairns next weekend to further prepare the local club for the upcoming title.

Queensland also has the benefit of a hard working Modified Production Drivers' Group that are doing some sterling work in raising the profile of the class with the organization of well run race meetings.

Interest in the Street Stock Division continues to gain momentum within the state and, hopefully, the class will get underway shortly.

Let me conclude this report by thanking all of the members of the QSCA Committee of Management for their unrelenting efforts to promote our sport. To all of those wonderful club officials and volunteers whose undying efforts ensure the continuation of our sport, I sincerely thank you. To the competitor, who keeps coming back for more at each race meeting, I thank you for your continued love of the sport.

In conclusion, please allow me one wish for this weekend – that we are able to put aside personal differences, opinions and attitudes and all aim for the same goal-
THE BETTERMENT OF SPEEDWAY SEDAN RACING.

P.L.Gannon.

WASCF

As we all know Kevin Theyer resigned during the off season and we would like to sincerely thank Kevin for his outstanding contribution. The WASCF have appointed myself as the Interim President until the next AGM in July 2009.

We had the unfortunate incident a fortnight ago involving Tom Green at Ellenbrook. His funeral was held yesterday.

Super Sedans, Street Stock, Modified Productions and Juniors all enjoy a healthy Summer Series again this year. From a board point of view I am still finding my way. I have received emails on various issues and believe the flow of information so far has been good. To replace Kevin both at state level and national level will be difficult but I am sure that with the guidance and assistance of other board members I can become an asset to this board.

John Purser.

MOTION 3

Moved: WASCF Seconded: VSCF Carried
That Board Reports be accepted.

7. Acceptance of Minutes of the Previous SSA Inc Board Meeting

Moved: NASRSA Seconded: VSCF Carried

8. Business Arising from Previous Board Minutes

9. Financial Report

Sharee Mortimer will be attending at 9.45am on Saturday to go through the report along with Guy Thompson.

Sharee unable to attend due to illness – Guy Thompson presented the Financial report.

10. Business Arising from Financial Report

Nil

11. NASR Report

Tim McAvaney presented report of what was happening at NASR

- ACCC – not all information being distributed as to what is happening as a result of the ACCC ruling is correct. NASR will issue a media release within 14 days outlining their position.
- Very disappointed with the time taken in relation to the appeals.
The Cottrell appeal has been going 8 months to this point, with a perceived conflict of interest forcing the second appeal to be reheard, even though it had gone to AMSAC. It has to be remembered that the appeals are being heard by an independent body and subsequently we are having to wait a long period of time.
The Doyle appeal, is also taking a long time with the lawyers taking particular care to ensure that the case is water tight. It is envisaged an answer will be forthcoming within 14 days.
- NASR have contacted AMSAC and advised that they have taken this option out of our rule book.

12. Technical Overview

Des Alfirevich will go through the Technical Report
The National Technical Committee of Peter Theyer, Dave Helyar, Norm Fisher, Harold Burgess, Peter Harris, Tony O'Neill, Bill Peall, our Board Member Paul Gannon and our Secretary Beckie Jones have all worked very well these past months since our last meeting. We attended all National Titles and scrutineered at many of the State Titles.

It was disappointing to see so many drivers trying to beat the specifications this year. It is even more disappointing to see so many of the drivers appealing just to try and prove a point.

This lack of respect for Officials and other competitors is nothing short of disgraceful. These competitors are obviously showing no signs of wanting to abide by the specifications or no remorse for their habits. The penalties that are handed out are obviously not strong enough to be a deterrent to these types of drivers.

These types of undesirables should be chased out of our sport and the sooner the better. They are bringing our division into disrepute.

I would urge the members of the Technical Committee to support whatever means would stop these individuals from lowering the standard of Sedan racing in Australia.

On behalf of SSA and NASR I conducted scrutineering accreditation courses in WA, Victoria and Tasmania that had large attendances. As an extra to these courses, I also did a brief session on the fitment and adjustment of various approved head and neck support devices.

I thank Beckie for always being there to send on into or help with speci books etc. Thanks also to Paul for his support of the Technical Committee at Board Meetings.

Thankyou to the State Technical Reps and their Machine Examiners. It is getting more difficult to get good officials and urge you all to look after the scrutineers you have and give them all the support they need.

Des Alfirevich
National Technical Advisor

Technical Liaison Report

Let me commence this report on the workings of the SSA Technical Committee by saying that it will not become involved in the continuing technical problems that seem to have plagued the SSA since the last Technical and Board Meetings. Those concerns have been finalised through appeals or are still active within the appeal process.

A number of technical concerns were raised between meetings, and these seem to have been able to be solved through telephone conversations and emails between members of the Technical Committee.

I would congratulate Des Alfirevich for making himself available to be contacted at any time during the day or night. This is not only taxing on him personally; but does stretch the patience of all family members concerned.

The Technical Committee met on the 9/10 of August 2008 at the Old Adelaide Inn in Adelaide. All state technical delegates were in attendance along with two observers.

The National Technical Advisor, Des Alfirevich, was delayed in Perth because of flight difficulties, and did not arrive at the conference until late morning of the 9th August. Steve Atkinson from Deakin University delivered the first morning's session on the process of fuel sampling and testing. The session was extremely informative and was followed by a further worthwhile question and answer time.

Steve Atkinson volunteered to write a new fuel policy document for the SSA that should assist us in the future to ensure that all competition is conducted on a level playing field. I am in no doubt that we should readily accept this offer and utilise the vast knowledge that this man does possess. I also believe that he should guide us in our decision making regarding fuel specifications and the necessary testing of fuel.

After being involved for only a short space of time, I was of the opinion that the SSA Technical Committee was beginning to work as a cohesive unit under fair leadership from the National Technical Advisor. All members had been given an area of responsibility in which to work and this process seemed to have overcome the all too regular concern of "too many cooks".

All relevant stake holders were given every opportunity to contribute to the process.

This process lead to the compilation and writing of the Street Stock Specification Book, which showed how the process could work to the benefit of all.

However, at the last meeting, the committee seemed to slip back into its old habits and all of the recent gains seemed to have been forgotten.

The discussions concerning the re-write of the Super Sedan Specification Book showed that most of the committee members had not done any preparation for this discussion within their own state. Members were willing to agree that few changes were needed in the book, except for some cosmetics; but later suggested major changes to the recognised specifications of the class.

To alleviate this problem, which really is a problem of the compilation of an agenda, I recommend the following process-

1. That all SSA Technical Committee agenda items need to be accompanied by the minutes of the state, technical or driver's meeting where the item was discussed, any relevant correspondence or a written clearance from the state concerned for the purpose of the agenda.

Each agenda item needs to contain a full and comprehensive explanation to enable other state's delegates the opportunity to understand each item.

The proposed agenda needs to be available for each state delegate at least two weeks prior to the Technical Meeting to enable them time for full discussion on topics within their own state.

Responses to each agenda item need to be accompanied by the minutes of the state, technical or driver's meeting where the item was discussed, any relevant correspondence, or a written clearance from the state concerned.

This above process is to be implemented for the General Business section of the Technical Meeting Agenda, as well.

2. *That the time span between SSA Committee Meetings and the subsequent SSA Board Meeting should not exceed two (2) weeks.*

This would allow for a meeting report to be prepared and presented to Board Members, who could then discuss relevant topics with all stake holders, prior to the SSA Board Meeting.

Board Members would then be able to vote on items with a full knowledge of the needs of those they represent.

Let me, in closing, say that I do not, in any way intend to criticise the work done by any of the members of the SSA Technical Committee. All of them perform their tasks to their utmost because of their love of the sport.

I thank you for the opportunity of acting as the SSA Technical Liaison Officer.

P.L.Gannon.

MOTION 4

Moved: QSCA Seconded VSCF Carried

That panhard bars adjustable from the drivers seat during the race to be deemed outside the specification book.

NASRSA against.

MOTION 5

Moved: VSCF Seconded NSW Carried

That all appeals be heard by National SSA Technical Committee and be chaired by the Technical Representative from the Board. That the final appeal stops at this level. SSA Board to set fee.

Will be passed onto the Australian Racing Rules Committee

MOTION 6

Moved: VSCF Seconded: NSW Carried

Appeal on State or National Title. First appeal to be heard in the state that the race meeting was held. The appeal be heard by the State Technical committee (minimum 3 people). Any members of the machine examiners that adjudicated originally must not vote on the appeal hearing. SSA to set the fee.

Will be passed onto the Australian Racing Rules Committee

MOTION 7

Moved: NSW Seconded: TSCF Carried

Towing attachments will be via the override bars or a hole cut in the panel under the bumper, to allow the bumper to be used to pick up the vehicle. To be added to books as they are reprinted.

MOTION 8

Moved: TSCF Seconded: WASCF Inc Carried

Plastic Bumpers must be fitted with roundhead bolts aluminum rubbing strips optional 40mm x 3mm may be fitted between bolts to support bumper cover.

MOTION 9

Moved: TSCF Seconded: NSW Carried

Holden Commodore VT-VZ be permitted to replace the front strut assembly, with a coil over shock absorber, spring and top "A" Arm. The lower end of the coil over must mount directly to the bottom suspension arm and to the inner guar skirt at the top, in a similar position to the OEM spindle via a manufactured ball joint mounting. This arm is to mount to the OEM Inner guard skirt at a point 165mm form the lower edge of the front subframe. **Reason: as directed by the board to maintain class parity, due to the deletion of the 50mm of strut ruling, a falcon can mount a coil over unit directly into the car. This is not possible with any car using a McPherson strut type suspension. Using the dimensions supplied, the roll centre will be identical to a falcon using the 50mm extension the stub axle. Technical committee approval to be sought for other individual vehicle types as they are brought.

MOTION 10

Moved: WASCF Inc Seconded: TSCF Carried

Page 52 section 49 Super Sedan Manual

Approved roofs

Aluminium roofs

Bullet Australia Rick Slater

Rocket Australia Danny Smith

Fibreglass Roofs

Five Star

Five Star Replica

OEM Road Car Replica

MOTION 11

Moved: TSCF Seconded: VSCF Carried

If a car has faults in the log book and they have not been fixed by the next race meeting the car will not race. The log book must be posted back to their club and the driver will not get the book back until the repairs have been corrected.

Clarification 1

Modified Production – page 34 Section Suspension Rule 22C

Original Front Stub axles must be used (to include) bearing carriers on later model commodores (classed same as stub axle)

Clarification 2

All Classes

Underslung fuel tank on sedans is a fuel tank that is below bumper or chassis rails, and therefore is to have fuel tank protector bar fitted,

Clarification 3
Street Stock
Std replacement ARP conrod bolts are acceptable.
WASCF Against

Clarification 4
Juniors Page 29 Rule 18i
Adjustable or variable cam timing gears are not permitted and can only be standard O.E.M equipment gears.

Clarification 5
Street Stock Page 29, Section 23
That in late model EL Falcon, either of the two top differential mount positions may be used.

Clarification 6
To change in all three books (street stock, modified production and production sedans)
Wheelbase measurements for XD/XE Falcon should be 2818mm. Misprint in book

Clarification 7
Junior Page 32 Section 23 B
Add wording to the tail shaft chain, to allow 6mm wire rope as per other spec books.

Clarification 8
All mono cars
Any front mud protection guards under cars to protect engine or suspension components from mud and dirt must not be any lower than 150mm from ground level.
Not to be attached to front bumper.

Clarification 9
Modified Productions
Track measurements for VT, VX, VY, VZ Commodore and Monaro to be Front 1645mm rear 1665mm

Clarification 10
Production Sedans
Track measurements for VT, VX, VY and Monaro Front 1620mm Rear 1640mm.

Clarification 11
Street Stocks
Add BA Falcon dimensions
Wheelbase 2829 Front Track 1568 Rear Track 1586 (includes 15mm)

Clarification 12
All mono cars
200mm is the maximum distance forward or back from the "A" leg of roll cage leg for the fitment of a sub-frame cross brace bar before gussets are required.

Clarification 13
Street Stock Page 34 table 3
To be added to book

Valve size for ecotech series II Engine be exhaust 38.74mm inlet 45.85mm. Reason: Holden valves in ecotech engine increased in size from VT Commodore Series 1.

Clarification 14

Modified Production Page 41 Table 4

To include to measurements for alloy tech in VZ & VE Commodore. Bore 94mm Stroke 65.6mm Capacity 3.6 litre.

Clarification 15

Street Stock Page 30 24D

Internal adjustable shocks permitted if they are adjusted by removing from the car, compressing them together and turning one end to adjust them only. As has been used for years and allowed.

MOTION 12

Moved: VSCF Seconded: QSCA Carried

That all SSA Technical Committee agenda items need to be accompanied by the minutes of the state, the technical or drivers meeting when an item was discussed, any relevant correspondence or a written clearance from the state concerned for the purpose of the agenda.

Each agenda item needs to contain a full and comprehensive explanation to enable other states delegates the opportunity understand each item.

The proposed agenda needs to be available for each state delegate at least 2 weeks prior to the technical meeting to enable them time for full discussion on topics within their own state.

Responses to each agenda item needs to be accompanied by the minutes of the state, technical or drivers meeting where the item was discussed, any relevant correspondence or a written clearance from the state concerned.

This above process is to be implemented for the general business section of the technical meeting agenda as well.

MOTION 13

Moved: VSCF Seconded: TSCF Carried

That the time span between SSA Committee meetings and the subsequent SSA Board Meeting should not exceed two (2) weeks where possible. This would allow for a meeting report to be prepared and presented to Board Members, who would then discuss relevant topics, with relevant stake holders, prior to the SSA Board Meetings. Board Members would then be able to vote on items with a full knowledge of the needs of those they represent

13. Stewards Overview

Race Procedures:

Section 4.3.1 – A change to the dummy grid and missing cars ruling – cars are now to move up – no longer to cross over (Move to General Business)

Clarification 1: Rule 4.3.2

Two minutes will commence once the last car has come out through the gates or entered the racing arena (this will cover tracks where the dummy grid is on the infield)

4.4.2 – A change from the black flag being issued to a Mechanical Defect Flag – a recommendation from SSA Stewards – Sept 2007

4.5.5 – A change and a clarification – It now only applies to the cars on the front line the car starting on pole must now pass beneath the T Line and the outside car must pass on the outside of the T Line

4.11.11 – New rule with a recommend penalty as the old rule contained no penalty

4.13.2 – A clarification of where to place the cone on the race track.

Clarification 2 – SSA Stewards have clarified that the cone will be place – not should be placed.

4.13.9 – Originally a black flag was issued – will now be a mechanical defect flag.

4.14.1 – One Way has been added to the rule to cover the advice given to the driver via the one way communicator.

4.17.2 – 4.17.3 – A clear clarification of the penalties

4.23.11 – A change to cover disputed prizemoney – time limit increase to 60 days for 14 days.

4.26.4 – 4.26.7 – covers tyre changes – not applicable to SSA

4.29**Clarification 3 –**

If a driver is substituted prior to the race meeting starting then that driver will be deemed to be a late nomination ie The driver is the entrant not the car – a car can be substituted prior to a race meeting and start in the grid positions allocated.

4.30.1 – The word National has been added to the rule.

OFFICIALS AND THEIR DUTIES

Section 5.2.2 (A) The time has been increase to 1 hour after the completion of the last event.

5.11 – New section covering Drivers Representative – overlooked in the last book

DRUG & ALCOHOL

Section 6.1.6 – Drug testing can now take place unannounced – the types of testing have been added to the rule book.

6.3.1 (B) Lists some additional substance that can now be detected in testing.

BEHAVIOUR, FINES, PENALTIES AND PROTESTS:

Section 7.1.3 – This is an additional rule and allows the chief steward to investigate any reported forms of abuse and issue a penalty notice.

7.5.1 – Covers the steward when an advice/infringement notice needs to be sent by mail.

7.5.2 - Time available to forward the notice has increase from 24 hours to 7 days, it needs to be posted registered mail within the 7 days.

7.5.15 – This is a new rule to avoid a charge being dismissed by an error on the infringement notice.

7.8.2 – Rule wording changed as a result of a tribunal hearing.

7.8.3 – New Rule with wording from the SSA rule book to assist officials with non compliance.

APPEALS AND TRIBUNALS

Section 8.1.2 – Time frame increase from 24 hours to 7 days.

8.1.5 – Includes the words “hearing in the state where the notice was served”

8.1.6 – Increased allowable time

8.1.7 – This is a new rule which allows the NASR Board to appeal a tribunal finding.

8.3.4 – Added in order to advise the conditions for an admissible appeal.

Appeal fees to Race Control Tribunal – increased from \$500 to \$1000 (min of \$500 will be retained to assist in administrative expenses) This does not include misconduct charges which still remain at \$500)

Appeals fees to Speedway Control Tribunal raised from \$2000 to \$4000 (min of \$2000 retained to assist with admin expenses)

Appeal to AMSAC has been withdrawn.

Clarification 4

Rule 4.11.7 – If a steward you don't see the incident and your infield assistants don't see or there is a conflict in what they think they see as the chief steward you can put all cars back in their places. In the instance of where a prime cause of the stoppage cannot be determined then put cars back in their places.

Discussion on One Way communicators

What do you do if a driver turns up to compete without a one way communicator?

Clarification 5

If the use of one way communicators has been advertised and a driver arrives without the equipment in working order then you can disqualify them from the event. However it is recommended that all avenues of organizing a radio be discussed and pursued.

Clarification 6

Payment and retaining of fines

If fine imposed at local club meeting – fine to host club

Fine imposed at State Title – Fine to state body

Fine imposed at National Title – Fine to be retained by National Body

Misconduct charges – fines imposed – to the state in which the infringement notice is issued and the appeal heard

This was covered in previous SSA racing rule books – not covered in new rule book could be written into SSA policy/procedures

Clarification 7

Annexure E –

7.7 There shall be no avenue of appeal unless an infringement notice has been issued.

The Chief Steward can investigate a driver's protest but unless an infringement notice is issued there can be no appeal.

Discussion on training and how to develop and train all state chief stewards.

Discussion on development opportunities – the one avenue available was national titles.

Discussion on the availability of local club officials to assist at SSA National Titles.

Recommendation 1

MOTION 19

Moved: TSCF Seconded: VSCF Carried

A driver found to be non compliant by engine or fuel specifications to be fined a minimum of \$1,000 and a minimum suspension of 12 months with a maximum of 2 years and \$2,000 penalty be imposed.

Will be passed onto the Australian Racing Rules Committee

Recommendation 2

MOTION 20

Moved: WASC Inc Seconded: TSCF Carried

That the only person who can appeal the decision of a state race control tribunal is the driver. This can be done by verbal or faxed notification to the NASR National Office within 48 Hours.

Will be passed onto the Australian Racing Rules Committee

Recommendation 3

MOTION 21

Moved: MOTION LOST

That the one way communicator only be used on a yellow or red light situation – not during a green light except to advise "yellow, yellow, yellow"

Recommendation 4

MOTION 22

Moved: QSCA Seconded: WASCF Inc Carried

That a driver who is hearing impaired and does not have a radio, must have this identified on their car in some way. SSA to determine the method of notification on the race car.

Recommendation 5

MOTION 23

That where an appeal originates from a state title, that state will be responsible for the appeal costs.

Motion was discussed and defeated

Recommendation 6

MOTION 24

Moved: QSCA Seconded: WASCF Inc Carried

That all states hosting a National Title must supply writing to the National Office, 30 Days prior to the National Title a list of all officials who will be assisting SSA appointed officials at a National Title being held in their State.

This list to be held by the Title Co-Ordinator.

Recommendation 7

MOTION 33

Tabled and Discussed

That the SSA selects Stewards for National Titles from within all the States utilizing the expertise of all Stewards that the SSA support the self development of their stewards by rotation of stewards across Australia.

Recommendation 8

MOTION 25

Moved: Held Over to Motion 30.

That Speedway Sedans take some control over their own sections and discuss with NASR the need to have a finding/determination result on the day of the hearing.

Recommendation 9

That SSA implements a plan to introduce transponder training in all states

Recommendation 10

MOTION 26

Moved: VSCF Seconded: MOTION LAPSED

That the code of conduct for parents be distributed with all Junior licenses to be signed and returned to the State Office of issue.

14. Submissions for 2010 State Titles

Super Sedan – Mt Gambier and Speedway City

MOTION 15

Moved: TSCF Seconded: NTSCI Carried

That the 2009/2010 Super Sedan Title be allocated to Speedway City

A letter to be issued to Mt Gambier thanking them for their submission, and advising of the decision. (3-7 March 2010)

Modified Production Sedans – Latrobe and Carrick

MOTION 16

Moved: VSCF Seconded: NTSCI Carried

That the 2009/2010 Modified Production Sedan Title be allocated to the Latrobe Speedway. (11-14 March 2010)

A letter to be issued to the Carrick Speedway thanking them for their submission and advising of the decision.

Street Stock – Collie, Broome, Geraldton, Ellenbrook, Albany and Esperance

MOTION 17

Moved: TSCF Seconded: WASCF Carried

That the 2009/2010 Street Stock Title be allocated to the Ellenbrook Speedway.

A letter to be issued to the Collie, Broome, Geraldton, Albany and Esperance Speedways thanking them for their submission, and advising of the decision. (23-26 April 2010)

Junior Sedans – Latrobe and Carrick

MOTION 18

Moved: VSCF Seconded: WASCF Carried

That the 2009/2010 Junior Sedan Title be allocated to the Latrobe Speedway. (14-17 January 2010)

A letter to be issued to the Carrick Speedway thanking them for their submission, and advising of the decision.

Production – No submission has been received – South Australia's

Guy Thompson requested to go back to all South Australian venues who were issued with a submission to discuss possibly applying for the event.

15. Title Register

Michele to put forward proposal

MOTION 27

Moved VSCF Seconded NSW Carried

That we accept the proposal of the National Title official's allocation as discussed at the meeting.

		Title Manager 		
Drivers Rep	Title	Media	Title	Title
	Chief		Tech	Sec
	Steward		Manager	
	Assistant		Assistant	Transponder
	Stewards			Operator
			Documentation	
			Car Checking	
			Safety	

All states to re-send title proposal to interested parties, with names and resumes to be forwarded to Michele Harris by 6 October 2008.

16. Policy amendments

Page 12. STEWARDS ADVISOR. (c)

Alter to read-

“... To assist with the clarification of items from the Australian Speedway Racing Rules and Regulations.”

Page 13. STEWARDS ADVISOR. (d)

Alter to read-

“... submit those rules to the Rule Book Committee.”

(e).

Delete.

Page 14. 6.6

Add-

“ ... for the next SSA Board Meeting.”

6.7

Alter to read-

“SSA Board Portfolio Member along with other persons deemed necessary to set Agenda for yearly National Stewards Advisory Committee Meeting.”

Page 15. 7.11 (e)

To be passed by Board.

Page 20. 11.1 (e)

Delete reference to R&D Committees.

Page 22. 11.3 (j).

Delete-

“... in the capacity of Chairperson...”

Page 29. Section 15.

To be re-written.

Page 31. 16.1

Alter to read-

“Where there is an appeal to the Speedway Appeals Tribunal...”
Appeals are no longer to the SSA.

Page 34. 18.3.

“small trophy” has been changed to “medallion”
To be passed by the Board.

Page 37. 19.14.

Add-

“Each divisional National Champion and State Champion.”

19.15.

Change-

“If there is no National or State Champion..” to

“If a particular divisional National or State Champion does not attend the
National Title...”

Page 41. 22.9

With fuel testing being done at Deakin University, is this still required?

Page 42. 23.6

Delete-

“disputes committee”

No longer required on the night.

Page 44. 1.

Change-

“controlling body” to “SSA National Office.”

MOTION 28

Moved: QSCA Seconded: TSCF Carried

That the above policy amendments be accepted

17. General Business

1. VSCF – Re Norman Fisher Breach Letter, require the grounds for suspension.

MOTION 14

Moved: TSCF Seconded: WASCF Carried.

That the Board accept the decision made by the CEO to suspend Norm Fisher.

Amended to read

That the Board accept the decision made by the CEO to suspend Norm Fisher from the National Technical Committee. The suspension will be reviewed after a period of 2 years should he wish to reapply. Suspension review expiry date September 2010 Board Meeting.

VSCF object to this Motion.

2. VSCF – A Junior driver asking to move his door pillar as he is a tall driver.

Di Lauder to inspect car, take sufficient photos and liaise with Des Alfievich before a decision is made.

3. VSCF – The lengthy appeal process with both SSA and NASR

- Refer to discussion with Tim McAvaney from NASR.
- Letter from QSCA on pays for State and National appeals forwarded to NASR for consideration for inclusion in the Australian Racing Rules and Regulations. To be discussed also at the Judicial review.

Recommendation.

To the judicial review panel

MOTION 30:

Moved: WASCFC Inc Seconded: TSCF Carried

That we recommend to NASR and the judicial review that professional legal representation not be permitted in the appeal process.

Will be passed onto the Australian Racing Rules Committee

4. VSCF - Tek Torque and instructions for the helmet fitments
(Refer #12)

5. NASRSA – Vote of no confidence and general lack of communication

Communication:

After lengthy discussion, Board Members and State Secretaries are to receive all Agendas, being Technical, Steward and Board Meeting Agendas

Vote of No Confidence:

WASCFC Inc would like it noted that it is insulting that a vote of no confidence be placed in the chairman from NASRSA, who believe and demand that NASRSA should write a letter of apology.

6. NASRSA – Submission forms for National Titles and affiliated tracks

Two tracks in South Australia have notified they did not receive an application to host the Super Sedan Title in 2009/2010.

7. NASRSA – Tech conferences be held in conjunction with Board meetings and confidentiality agreements

Previous dealt with during the meeting.

8. NASRSA – Tech Stewards and phone hook up minutes be sent to everyone as policy

Previous dealt with in #5. Please delete Norm Fisher from minutes, and add Di Lauder on all further copies.

9. NSW – Tony O’Neill suspension

Neil to phone Tony O’Neill, and no further action would be taken with suspension withdrawn. A letter advising to follow. Ratification of the CEO decision to stand Tony O’Neill was not required after further information came to light.

10. NSW – report required for the meeting with RSA and SSA

Met with RSA (Neil and Des), swapped specification manuals, appeared to be keen to join the Association eventually, they were not derogatory about the NSW association in any way, and the meeting appeared to go very well.

NSW requested to know why they were not invited to the meeting.

11. NSW – SSA allocate money to other National Divisions for Titles

Modified Productions in NSW feel the SSA are propping up Super Sedans by partially funding the NSSS. The National Production Sedan Title will be this season on Fox Sports, which SSA will assist with funding.

The Board reminded NSW that all other proposals would be looked at, and it has always been the case.

12. NSW – Tek Torque and drilling of helmets.

The position of the SSA is that the SSA do not condone the drilling of helmets.

13. VSCF – Scrutineers will need to be re-accredited due to scrutineers being wrongly accredited in that state. Board Member to speak to National Technical Advisor to arrange time to have re-accreditation completed.

14. Purchase of laptop for use of the technical committee.

MOTION 29

Moved: WASCf Inc Seconded: TSCF Carried

That a laptop be purchased for the use of the technical committee, to the value of \$1500.

15. MOTION 31

Moved: WASCf Inc Seconded NASRSA Carried

That at SSA National Title on the Dummy Grid line up cars will still be allowed to cross over to facilitate missing cars. This would be a supplementary regulation for the titles.

16. MOTION 32

Moved: TSCF Seconded VSCF Carried

That Steve Atkinson (Deakin University) attend the National Modified Production Title in Albany, provided a full quote is received.

17. Accommodation in Lismore: NSW has booked 15 rooms in Lismore and had notified Beckie previous to this meeting.

18. NASRSA – Look at a manufacture award at Super Sedan Titles. Bill to put criteria together.

19. NTSCI – Transponders – Cost for state or clubs to hire is \$20 per unit + GST and freight costs.
20. WASCF – 2010 Production Sedan Title – please keep WA up to date with developments.
21. TSCF – close look at expenses accumulated by Board Members. Guy Thompson to present the Board at the next meeting with a proposal.
22. Resolution given that SSA has permission to use frequency 1600 with one way communicators
23. VSCF would like to acknowledge the outstanding contribution Jason made to the conference, standing in as Secretary to take the minutes.

18 Correspondence

MOTION 28

Moved TSCF Seconded: QSCA Carried

That Inward Correspondence be accepted and Outward Correspondence be endorsed.

QSCA requested that protocol be followed in relation to correspondence and the Agenda, having it issued as per policy 1.14.g.

Next Meeting: 18 & 19 April 2009 at the same venue

Meeting Closed 3.25pm