

Speedway Sedans Australia Inc

Board Meeting

Comfort Inn & Suites Robertson Gardens, Brisbane, QLD
22nd & 23rd May 2010

Minutes

1. Open Meeting – 8.30am

CEO Neil Sayer welcomes everyone to the meeting

2. Introduction of Board Members

Alan Edwards – SSA of NSW
Bill Miller – NASR SA
Guy Thompson – TSCF
Rod Meakins – VSCF
Paul Gannon – QSCA
John Purser – WASCF

3. Introduction of Delegates and Attendees

John Gore – SSA of NSW
Moss Buchanon – NASR SA
Greg Lynd – TSCF
Grant Bird – observer
Terese Lange – QSCA
Des Alfirevich – Technical Director
Pam Franz – Observer
Diane McKeiver – Observer
Peter McKeiver - Observer
Bill Peall – Technical Observer Qld Saturday only
Diane Lauder – VSCF
Beckie Jones - Secretary
Jim Cowley – Observer Saturday only
Tony O'Neill – Technical Observer SSA of NSW arrives at 3pm on Saturday only

4. Apologies

Michele Harris – NTSCI
Jason Crowe – WASCF

Accept apologies Moved QSCA 2nd VSCF PASSED

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 pressing matters as they are presented.

Finances – Guy Thompson will be presenting the financial report and a proposed budget at this board meeting. I think you will find from our experience of last year of nearly being insolvent to our current situation we have recovered rather well.

Stewards – the national racing rules book has been held over for 12 months due to the fact that there were not many changes required. There are some minor changes and will be included in the next reprint which should be next year.

Between Rod Meakins and Alan Jennings they will give us an update to any stewarding issues or major concerns.

Appeals – With the adoption of the new judicial process in the 2009 racing rule book has at this point seen the bout of appeals we were experiencing with the old judicial system come to a sudden stop. This can only be a good thing from both a morale and financial point of view.

NASR – Dale Gilson will be attending the meeting to present the NASR report... Dale will be going through the latest changes and initiatives put forward by the NASR Board and an update on the changes within the processes in the office...

Titles – Michele is an apology for this meeting and between Di Lauder and herself has made up a written report to be presented by Di Lauder on her behalf....

Whilst we are on titles and as a point of interest I have done an analysis on the last two year titles by the number of nominations...

Juniors

Mildura 2009 we had 95 nominations

Latrobe 2010 we had 55 nominations

This represents a downturn of 73% or 40 cars less than the previous year. Tasmania don't feel bad about the number as this would equate to the situation of the class and the cost of getting to Tasmania...

Modified Production

Albany 2009 we had 37 nominations

Latrobe 2010 we had 50 nominations

This represents an upturn of 26% or 13 cars more than the previous year.

Productions

Wangaratta 2009 we had 31 nominations

Narrogin 2010 we had 88 nominations

This represents an upturn of 65% or 57 cars more than the previous year. The title was held in Western Australia and productions being an extremely strong in this state would equate to the increase in this number of nominations. As a comment Productions are very weak to nonexistent outside of WA....

Street Stocks

Carrick 2009 we had 45 nominations

Ellenbrook 2010 we had 76 nominations

This represents an upturn of 41% or 31 more cars than the previous year.

Super Sedan

Lismore 2009 we had 54 nominations

Speedway City we had 62 nominations

This represents an upturn of 13% or 8 cars more than the previous year...

Overall the news is good as our number of nominations grew by 21% or 69 cars over the previous year....

Interesting data isn't it....

NSSS – organisation of the 2010 – 2011 series is well under way to be another success... Tony Parkinson can't be in attendance to present the report but I have asked Tony to prepare a report for Dale Gilson to present to this meeting. The next NSSS working party meeting is June the 9th to which I am unable to attend....

Technical – the technical committee under the guidance of Des will be presenting their report from the recent technical meeting. By now you should have, although at short notice, a copy of the recommendations and clarifications they want to put forward at this meeting. Impact safety apparel due to irregularities with their SFI approval has had their products banned. Impact has used an inferior thread to build their products which has failed SFI testing. The withdrawal of the SFI approval is immediate and as such will have a huge financial impost on the speedway fraternity.....We have a duty of care to our members and ourselves to enforce the SFI ruling. On another note with technical and during the period between both board meetings negotiations have been going on for a controlled shock absorber program for Juniors and a controlled ECU programme for Street Stocks.....

More about these initiatives will be explained in the technical report....

Class Rationalisation – Kevin Theyer and with the assistance of Tony O'Neill are well advanced with organising meetings in Queensland and New South Wales on this initiative. I have achieved the full backing of the NASR board on our initiative and Dale should give us an update on the level of the NASR boards' support.

Once the meetings have been completed I have had a request from the rationalisation team that we appoint three board members to be part of the steering committee to oversee the implementation of whatever the final outcome will be...

Secretaries Seminar

Beckie had requested a seminar of the state secretaries as a team building exercise to have every state doing the same things pertaining to SSA policy requirements.

Unfortunately the two states we have most issues with are unable to attend and now the WA secretary due to moving house and the NT secretary is unable to get away, this seminar may not be happening. I would have thought that all states could have made the effort to have their secretary in attendance for the whole meeting as the delegate and we could have hopefully have everyone doing things in the correct manner as laid down in policy. There a few states who are out of step with the norm.

I will be at the will of the meeting and be guided if we still want to go ahead with the seminar....

Members of the board delegates and observers, I know I have said this before and I have said it at every previous board meeting and I probably will continue on saying it but let's put our team player hats on, lets us always think big picture, not always focus on our own situation, no pedantic situations and / hidden agendas and let's move forward as the national sedan body we are meant to be. Let's think where we would like to see the relevant sections one year from now, two years from now, up to five to ten years from now. There may be some hard decisions to be made which could upset a few to gain the respect and growth of a lot more than those few.

If we don't do things differently, the other we are trying to invite to join us wont. I am talking rationalisation here 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 all it also needs from you the board and delegates is 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? .

Comments:

Paul Gannon questioned as to where and whom the meetings had been organized with for rationalisation. Alan Edwards has booked dates and meetings and we are just awaiting conformation that all parties can attend.

The Secretary seminar does need to happen and Guy was not happy with having to send people from Tasmania. Some states are not financial to send their secretary's. A specific secretary seminar could be arranged at a later date.

Could the SSA contribute to the States? We would look into that and confirm what could be arranged.

Agenda needs to be drawn up for the secretary's meeting so that people can fly in and out in 1 day. This could be arranged to save on costs. Melbourne could possibly be a good venue as flights are readily available daily.

MOTION 1

That a secretary's seminar be organized for 14th August 2010 in Melbourne at an appropriate venue after equalization the SSA contribute 50% of the cost.

MOVED WASCF 2nd VSCF CARRIED

That we accept the Presidents opening address

MOVED TSCF 2nd WASCF CARRIED

6. Board Member Reports

WASCF

This season for WA has been very busy and successful with two National Titles and the normal five State Titles being run.

During this season the Super Sedan Series and the Modified Sedan Series have been run and well supported. Both divisions have increased in numbers and I believe it is due to the running of these events at various clubs throughout the State. I think we (SSA) should somehow support these competitor run series as they serve to develop our sport.

The National Title for Production Sedans at Narrogin was very successful although not a large number of Eastern States competitors travelled. This division is very strong in WA and is the backbone of many clubs. The competitors are asking about the future direction of their section.

Ellenbrook Speedway hosted the National Street Stock Title and further information on this title is in my Title Managers Report.

This season I have attended three National Titles being Latrobe, Speedway City and Ellenbrook. One as a competitor, one as a driver's rep and the other as a Title Manager. I am pleased to report that at all of these titles the representatives of the SSA, stewards, scrutineers and all other officials have carried out their duties in a very professional and sportsman like manner.

I think of the SSA as the National governing body of speedway sedan racing in Australia. I feel its position is to oversee the evolution of specifications and racing rules and to enforce their adoption. To do this we bring all the states together and formulate the direction for these changes.

My position as a board member is to bring to the table the requests and questions of the competitor to make judgment on these issues and the effect they may have on the sport from as SSA perspective. It is also my duty to enforce these rules and regulations. As a board member I should be able to make clear and decisive decisions on issues effecting sedan racing nationally.

The SSA, being based on State representation is basically a management tool that we as a state use to administer our sport.

I believe our state which is almost made up of all SSA cars fits well into the overall structure. WA has a strong belief in the National body and this is shown by the number of WA people that have stood up to carry out duties at a National level over the years.

If there is to be any criticism of the SSA it would be that our registration and licensing system is too cumbersome and that we need to do more to gain respect of the competitor.

COMMENTS: Guy has a question regarding the last paragraph with respect from the competitor. Guy believes that things have improved as we used to take pages of paperwork away from race meetings and now you get a few lines. Jason is doing a fantastic job with communicating with competitors and things are improving all the time.

QSCA

It is very pleasing to once again be able to begin this Queensland Report by stating that the number of licence holders within the state has continued to grow. This has enabled all tracks to program full fields of cars which has led to close and exciting racing that has seen tracks able to maintain healthy crowds. It has also meant that speedway sedans have remained a dominant feature on all track programs. All member clubs have reported successful seasons and even though the season hasn't quite finished, are already in the throws of organising their next season of competition.

QSCA Inc. State Titles.

This past season's state titles were all financial successes for the promoting tracks. They were all well supported by competitors and produced some memorable racing. I'll take this opportunity to thank each of those promoting tracks for their eager assistance in the running of the state titles as well as all of the QSCA Officials whose efforts ensured a success for all concerned.

It would seem that the honour of a state title win remains a major goal of many competitors.

The thirty-sixth Super Sedan State Title was conducted at the Rockhampton Show Ground Speedway. This was an absolute show piece for the class with the existing lap record being shattered on many occasions. The 40 lap final was run with only one stoppage on lap 27. Congratulations to the eventual podium winners-

1. Mat Williams.
2. Michael Doblo.
3. Darren Kane.

All participating drivers need to be congratulated for their fully professional approach to the event. Queensland based drivers were also successful in the Carline Muffler's National Super Sedan Series. Congratulations to Matt Pascoe for a fine win and to Darren Kane for a close second. This series has definitely lifted the image of the class in the state.

The State Super Sedan Association continues to ensure that all competitors continue to receive plenty of exposure at varied race tracks. This continued high level of competition has also contributed to the high level of performance of the class.

The state Junior Sedan Title was again a huge success. This title continues to attract good numbers of interstate visitors as well as the vast majority of the cars registered in the state. This title is one of the main reasons why the Junior Sedan Class has grown from 12 cars to 60 in just 6 years. Congratulations to the eventual winners in-

1. Cody Maroski.
2. Michael Gorman.
3. Justin Smith.

Cody Maroski also won the National Junior Sedan Title, capping off a great year for him. The QSCA remains committed to the development of Junior Sedan racing. Junior training sessions were commenced this season and have been well attended. A number of 'new' senior drivers have also availed themselves of this opportunity.

The twenty-seventh running of the State Modified Production Title was run on the unique Mothar Mountain Speedway in Gympie. It began as one of those titles that no one wants when the entire first night was washed out. Excellent work and the cooperation of all concerned saw the full title run on the one night. It was very pleasing to see cars from interstate as well as the far north of the state compete in this title. Congratulations to the eventual winners-

1. Aidan Raymont.
2. Nathan McDonald.
3. Shane McDonald.

The Modified Production Sedan Series attracted good sponsorship backing this season which ensured large fields at all rounds of the series. The future looks extremely bright for the division within the state.

The QSCA continues to provide all promoting tracks and competitor groups, not necessarily only sedans, assistance with the conduct of race meetings by providing technology, planning and human resources. The QSCA takes this part of their role very seriously to ensure that all of its members receive the best possible conditions for competition.

The lack of new officials entering the sport is one concern that continues to plague our state. Most of the current group of track officials are no 'spring chickens'. This is one issue that will need to be addressed if we are to continue to grow in the future.

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

COMMENTS: None

VSCF

It is with great pleasure that I submit my report.

Victoria has been going along well with all our titles being run and won. I was most fortunate to attend all of our titles except Production Sedans.

We had only one problem at the Junior title, the car that won was found to have illegal components in the engine. The driver was suspended for 12 months and fined \$1000.00, the head was confiscated. Our titles for the next year have been allocated and they are as follows:

Street Stocks	Hamilton	26 & 27/12/10
Production Sedans	Portland	12/2/11
3 Litres	Horsham	5/3/11
Super Sedans	Rosedale	19/3/11
Modified Production	Ballarat	9/4/11
SSA 1200 Juniors	Alexandra	23 & 24/4/11

Victoria's Committee seems to be working well, our new president Grant Bird is doing a good job. Di Lauder our ever efficient secretary seems to handle whatever she comes up against without effort. Neville Pike is settling into the job of chief scrutineer, a big learning curve, but we believe he is enjoying it and has the support of the rest of our committee. The title co-ordinator Cheryl Corbett has been to every title we had running the A&B Timing system and doing a great job (we need more training in this area as transponder operators are in slow supply). The rest of the committee work really well as a team and generally get on well together.

I went to 2 titles in Tasmania, where as part of the team at the Junior title I was appointed Assistant Steward, working with Alan was great and I was impressed by his attitude and demeanor. I think all the team had a good time and all worked well together.

At the Modified Production title I was asked to run one line of scrutineering, working with Peter Theyer was really good, when racing started I was asked by Phil (steward) to be infield steward, which I was glad to do. All went well with no problems.

I was really disappointed with the promotion in Tasmania. I believe our contract called for top billing (please correct me if I'm wrong) but at both titles Sprint Cars had top billing. At the Junior title there were no pre organized activities i.e.: dinner or BBQ on Thursday night for the draw to be done. Our people SSA rescued the day by doing this we also did the Calcutta for Modified Production as nothing was organized by the promoter. I believe we were conned by the promoter into paying for wine and chocolates for Modified production title, this was not part of our contract.

It was also disappointing that the promoter chose not to stick to the payment plan as per contract and that our people (board members) did not do their job as far as keeping the other board members informed as to the problems. (Communication is the name of the game) I would recommend that this promoter is not awarded any more titles.

As for my board portfolio I put out a list of questions when I received them and working with Alan we have asked our stewards for any input. I have got an extension of time for suggestions for the rule book until after our meeting. At the time of writing this report I have not received anything back.

I believe the SSA is the controlling and promoting body for sedan racing in Australia.

My position as the Board Member representing the SSA with the Racing Rules portfolio is an active and ongoing position which is very productive and ever-changing with implementation and interpretation of the rules.

We in Victoria, particular Di & I are privileged to have been able to actively participate in the National Titles. We both have enjoyed our roles at these prestigious events, and are only too willing to assist and participate as part of the Title teams.

Comments: Guy was not happy that his state was targeted. Paul interrupted and stated that this should be a State report and anything in Titles should be heard in Titles.

TSCF

This year has seen a very successful season in Tasmania

We have operated to our new racing and rules with great success and have found all our officials working well from it

As all will now know we have run two Australian titles and I believe they were a great success and congratulations to all involved, especially the officials that donated their time to make them a success. It was pleasing to see so many make the effort to run our state titles and again that made our title a great success. I found that at all times all entrants and teams conduct was professional.

I know that some planning is in place for the super title and we should see some great racing, with the Latrobe promotions running grand prix and grand national for supers on the lead up racing with a combined prize money including our national with over \$100,000 dollars up for grabs.

On a national level I will deliver financial report that will show we have had a good year, this has been assisted by the new racing and regulations. The clauses added for technical have removed the cost to our national body.

On titles our teams we now take to our national titles have beyond a doubt removed the normal complaints we have had for titles for years and again congratulations to the people that have given time to make this happen

COMMENTS:

Paul comments that this report has wandered out of the State.

NASR SA

Since the last Board Meeting the racing season has been run and won. The Street Stock class has once again run a very successful series, with car counts up in the division; the MJS Series is a very professional and financially run series. The Junior division has also run a very good series racing around the state. The Modified production class is down on numbers from previous years. Super Sedans once again ran the JD Series in Adelaide and also competing at other venues around the state.

The Australian Championship was the highlight of the Super Sedan season with many competitors coming from around Australia to compete and to watch. The Super Sedan Club worked with Speedway City to make this event one of the best titles ever, with a number of things arranged such as having breakfast available for competitors camping at the facility. The Promoter also gave each competitor 2 bottles of commemorative port and a framed poster. The Calcutta/Dinner was very well attended by approximately 400 people. There was a comedian and an Auction to make the night more entertaining. The Sedan Club also raised an extra \$4000 in prizemoney which was paid out by the way of \$100 lap money. Rain on the second night delayed the start. The competitors and the track crew did a fantastic job to get the track back to a raceable condition. The C Main was cancelled due to time and the threat of rain, with drivers still waiting to be paid. One competitor also missed out on starting the B Main as the tied points were decided by passing points and not the fastest lap time as the nomination form stated. The A Main was an excellent race, congratulations to Jamie McHugh, Dave Gartner and Wayne Randall.

State Titles were also run successfully around the state, with Street Stocks being the only class to have good numbers. Class numbers overall remained the same, with some classes dropping off but others picking up.

NASR SA will be financially facing some challenging times in the season ahead due to loss of income from licensing.

Communication still seems to be the biggest concern of competitors, e.g. National Titles.

I also attended a NSSS Working Party Meeting in Adelaide during the National Title, items discussed were code of conduct, car numbers in feature races and also about going to Western Australia.

The adverts in "Oval Express" have been running for the past 8 months, also the Junior National Title was advertised in the magazine "Inside Speedway" with a poster produced for the competitors at the Title to give away.

Comments:

Rod asked why they were losing money on licences, reply was that licences go straight to the office which incurs a loss for the state.

SSA OF NSW

We have managed to survive another good season although it may be referred to as one of the most weather affected seasons of late. The rain gods were not kind to us and caused a number of cancellations around the state during 09-10

We were pleased to finally run our Modified title recently at Lismore after our first attempt in February was washed out. Congratulations to Tod Doyle Rodney Pammenter and Robert Trapp for their 1-2-3 finish on a very challenging track affected by a deluge of rain earlier in the week. Some great driving by a lot of drivers who were presented with a rough race surface.

April 24th saw the running of our Production title in Leeton where good numbers saw some very quick cars provide great racing for the spectators. Congratulations to Trevor Mills, Brenton Mills and Ron Watts. At this meeting the drivers had time to get together for a discussion on the future of their division and they were quite clear to the Chairman John Gore that they wished to continue supporting the Production Sedans class.

Earlier in the season we held our Super Sedan title at the Dubbo Speedway and by all accounts it was well supported. The title was won by Darren Kane, Garry Pagel took out second, and third place went to Ian Brims.

NSW is continuing with the class rationalisation program and look forward to the meeting with SSA representatives next month.

COMMENTS: None

NTSCI

Due to availability and cost of airfares I am unable to attend this board meeting. I will however be available by phone if needed at any time during the weekend. As most will be aware I have had some personal issues which have needed my commitment and I would like to take this opportunity to thank all who sent their well wishes to Peter during his recent set back. Due to this I have not been as involved as I should have at SSA and state level. I am now back on track and would like to thank Angela Menzies who has continued to assist me at state level. Bec and Di for taking over the titles thank you and a job well done from the both of you. The extra commitment shown by both of these people is not seen and a lot of people would not be aware of the effort put in.

At state level I am happy to advise that we have just got another one of our tracks back up and running, this is Katherine Speedway who are in the process of affiliating with the NTSCI, they have street stocks waiting to compete. Tennant Creek is hosting the 2010 NT Street Stock Title to be held on the 14th August. I am still attempting to find a venue for the Junior Title but this is getting harder every year. I hope that I will have a contract from Alice Springs in the near future, and if this happens it may be held in November. Numbers in both Street Stocks and Junior Sedans classes have remained stable. This time of the year sees the north of the state holding their opening meetings and the southern just ending their season.

This year saw Bec take over the nominations, scrutineering times, payouts, contracts etc that in the past has been done by NASR. This is a time consuming job and with back to back titles it is not easy to get everything done within the recommended time frame. This should be considered when we allocate title dates.

We had one title secretary for all of the titles this year, I attempted this to slim line the procedure and I am happy to report that this was successful and would like to thank Di for the effort that she undertook to ensure that everything ran smoothly. It was proved that the title secretary does not necessarily need to attend all of the titles.

To all the people who took the time to officiate at the national titles thank you. Some of these people were put in some uneasy positions from time to time and we as a board need to make their jobs easier and protect them against the abuse and legal threats, no other form of sport tolerates this behaviour. It is making it harder to secure officials for these events.

We are so fortunate to have Jason Crowe as our media person; he has lifted the bar on promotion of our national titles. People are still talking about the professional manner in which Jason has conducted interviews, live commentary, updates etc.

Di Lauder will do an overview of the national titles and title report on my behalf later in the meeting. We have both had input to this.

On a negative note the National Production Title is again without a venue. I don't like to see this but would recommend that we put this title on hold for this year and see if we can get some more commitment for 2012. The reason for this statement is to hope that we have been able to do some more work with rationalization of the class and make it an attractive and affordable event.

I have done some homework on the date that Murray Bridge Speedway has recommended for the running of the National Junior Sedan Title being the 31st December and 1st January 2010/2011. We can't secure the appropriate officials to run this title at this time. I would recommend that the national secretary attempt to secure a new date that is beneficial to all as soon as possible.

I would like to suggest that at this meeting the board discuss the amount that is paid to our national secretary as this has not been reviewed since she started and the hours that she is required to put in to keep this association running smoothly have increased.

I was also fortunate enough to sit in on the Technical meeting held last weekend, the meeting was conducted in a professional manner. It was noticeable that under Paul's guidance the technical committee has an improved understanding of what is required of them when submitting recommendations to the board. This should make the report presented to the board by Des easier.

In answer to the questions asked by the CEO I think that Speedway Sedans Australia is the organization who provides unified management for five national classes of speedway sedan racing in Australia. As a member of the board of management I consider my position is to assist the other six board members, the CEO and National Secretary with all aspects of managing the day to day running of the Association, and to relay communication from board level through to state level, club level and competitor level and the reverse. My job has been sometimes more difficult as the NTSCI has only two classes and a small competitor and official level but my input to the board is still as important as the larger states.

Comments: None

**That we accept all Board Reports
MOVED TSCF 2nd NSW CARRIED**

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

1. Board Meeting August 2009

**That we accept the previous minutes
MOVED WASCF 2nd VSCF CARRIED**

8. Business Arising From Previous Meeting Minutes

Paul states that there are errors in the minutes

There were issue with his Board Report, and there were no resolves. Paul will sit down with Beckie and Neil later to go through these perceived issues.

Guy raised up an issue with GST and that he has no record of where it was discussed and prices quoted need to be + GST. Prices quoted on all correspondence going out of the office must be inclusive of GST. This will mean a price increase to accommodate the inclusion of GST in SSA nomination forms, title contracts and literature etc.

Everything that a decision is made on should have a Motion. A suggestion was put forward of digitally recording the minutes from all meetings.

The Board Members need to be more diligent with reading the minutes. Board members are to communicate with the National Secretary / CEO immediately after reviewing the minutes if there are any perceived issues.

Bill wants to know why the R & D Committee were not selected by the Board, there was a list sent out and no Board Member made any comment about the small amount of people that applied. Guy asks if Bill was not happy with the people on it, he is happy just not happy that the Board did not partake in the selection.

MOTION 2

**THAT BOARD MEMBERS PROOF READ AND CORRECT WHERE NEEDED THE MINUTES FROM BOARD MEETINGS BEFORE MINUTES ARE OFFICIALLY RELEASED.
MOVED VSCF 2ND QSCA CARRIED**

MOTION 3

**THAT AT SSA BOARD MEETINGS ANY FINAL DECISION FROM ANY DISCUSSIONS IS TO BE CONFIRMED BY A MOTION, TO BE RECORDED IN THE MINUTES.
MOVED VSCF 2ND QSCA CARRIED SSA OF NSW AGAINST**

Paul asked Alan why he did not vote on this and he stated that we already have it in place.

9. Financial Report

*Guy discusses the budget and finances
Guy recommends that we should not change the fees for this season.*

MOTION 4

**THAT THE FINANCIAL REPORT BE ACCEPTED AS PRESENTED WHICH INCLUDES NO INCREASE IN SSA FEES FOR THIS SEASON
MOVED TSCF 2ND VSCF CARRIED**

***To accept the financial report and the budget
MOVED TSCF 2nd VSCF***

Comments: Paul thought that a small increment would be a good idea so that there is not a lump sum increase later. Guy believes that we are going into a more stable period now. Jason needs to do a media release to state that fees are staying the same.

MOTION 31

THE SSA SPONSOR NATIONAL SUPER SEDAN SERIES UPTO \$15,000 FOR THE SEASON 2010/2011

MOVED TSCF 2ND NASR SA CARRIED

10. Business Arising from Financial Report

None

11. NASR Report

Dale Gilson is introduced to the meeting

- **New staff – since July 2009**
- Dale Gilson – General Manager
- Steven Green – WSS Manager
- Warren King – Marketing Officer – New initiatives
- Sonya Carbone – Accounts Administrator
- Monique Cameron – Administration Assistant
- Ashleigh Goldsmith – Administration Assistant

- **Existing Staff**
- Paul Trengove – Competition and Operations Manager
- Sharee Wilden – Finance and Administration Manager
- Tony Parkinson – NSS Manager

NASR MEETINGS

- ACCC Notifications
- Federal Sports Minister – Kate Ellis
 - Future funding
 - Awareness
- Australian Sports Commission
 - Support
- CAMS
 - Medicals and funding

NASR Licence Holders

- Licence Holders to end of April
- 10,527 - slight increase
- Licence Prices for 2010/2011
- New Licence forms
- Send in direct option

Early Bird pricing by September 15

New Licence Prices 2010/2011

- | | | | | |
|--------|--------|-------|----|---------|
| ■ AA | Driver | \$250 | to | (\$280) |
| ■ A | Driver | \$195 | | (\$225) |
| ■ ASCF | Driver | \$160 | | (\$190) |
| ■ B | Driver | \$160 | | (\$185) |

- JD Junior Driver \$70 (\$95)
- V Vintage Driver \$100 (\$120)
- C Mechanic \$90 (\$115)
- D Official \$90 (\$115)
- JM Junior Mechanic \$45 (\$70)
- Less early bird discount \$20 by September 15
- Personal Accident Insurance
- Initial indications small increase possible depending claims still pending
- Number of claims lower than in season 07/08 and 08/09
- Combination of 2 years prior – poor result but this year better
- Current negotiations positive

National Super Sedan Series

■ 2009/2010 SERIES REVIEW

- 5th year for Carline National Super Sedan Series
- Another year of a great presentation of Super Sedan racing
- 25 Drivers contracted for Series
- 10 Rounds scheduled
- Rockhampton and Dubbo washed out
 - First time NSSS has had washed out rounds
 - Financial impact on Series
- Rounds completed
 - Gympie, Toowoomba, Hamilton, Mount Gambier, Warrnambool, Avalon, Speedway City, Murray Bridge
- Teams were competing for almost \$150,000 in cash, goods or services
- Television coverage
- 1 hour Series Preview show on Fox
- 4 one hour shows covering 6 rounds on Fox
- 1 hour Review Show on SBS
- Series not possible without the great commitment and contributions of Series officials
- Series Results
- Overall
 - 1st Matty Pascoe
 - 2nd Darren Kane
 - 3rd David Gartner

- **Ocean Tyres Queensland Cup – supported by QSCA**
- Darren Kane

- **APCO Warrnambool Tri City**
- Matty Pascoe

- **Clearview Towing Mirrors Rookie of the Year**
- Kevin Purton

- **Carline NSSS Constructors Championship**
- Dominator Race Cars

- **NSSS Working Party met in Adelaide after final round**
- Reviewed series
- Working Party membership re-elected
- 64 page Series Magazine produced
- Good response by sponsors for advertising
- Poor sales at \$5 a copy
- Heads Caps produced a very good range of NSSS merchandise
- Caps, shirts, polos, jackets etc

- Travelled to all rounds
- Sales were not very good
- 2009/2010 Financial Results
- Total Income \$201,956
- Total Expenses \$196,372
- **Net Profit \$5,584**
- *Some contracted drivers did not finish series and attend Presentation Dinner – not eligible for Appearance Money

■ **2010/2011 SERIES**

- Carline Mufflers have agreed to a further 2 years of sponsorship
- Draft Series Schedule - Brisbane, Gympie and Dubbo to be confirmed
- Toowoomba 1 Jan 11
- Tri City
- Hamilton 7 Jan Avalon 8 Jan
- Warrnambool 9 Jan
- Negotiation with Parramatta, Mount Gambier, Murray Bridge, Speedway City
- Major factors influencing dates
- WSS in MB/ Speedway City on 14 and 15 Jan
- Super Sedan racing in Tas for three weekends in Feb
- Working Party to meet in June 2010
- NSSS will need to find a transponder/point score official
- Australian Speedway Racing Rules
- ASRR Advisory Committee reviewing rules.
- Paul Trengove waiting recommendations
- Rulebook will not be reprinted this year

Dale took away some things to work on for future.

TSCF

1. One Day Licences be reviewed or clarified in the respect to the following items
 - With the options of applying for the license directly to NASR how is that then connected back to the relevant clubs in regard to notification of the license being issued to the applicant and that the club receives no financial benefit from the issuing body for that license.
 - If no infringement card is issued for that day license then how the officials/clubs to deal with offenders are should they commit an offence?
 - Other license holders are required to have a medical but for a day license there is no requirement should they be required to do so.
 - How can the clubs check/be certain of the individual's integrity if they are not involved in the issuing process?

Guy will write formally to NASR via the SSA office, and Dale will review all items.

12. Technical Overview

Des discussed the SFI issue with Impact and reiterated that they cannot be used and hence why they have been banned. Guy read out the latest information from an email sent to him dated 19th May 2010. Impact does not have a date of manufacture on any of their suits etc or any serial numbers; this causes a massive problem with the legality of the product. Under our duty of care to our members it is too much of a risk for the SSA to take.

This committee supports the actions of SFI, NASR and all groups regarding Impact Racewear.

MOTION 7

THAT THE SSA BE GUIDED BY SFI AND THE NASR SAFETY COMMITTEE WITH REGARD TO THE USE OF IMPACT RACING APPAREL.

MOVED WASCF 2ND TSCF CARRIED

Steward and Technical accreditation needs to be refined as it is on the understanding that they can just send in an application to NASR and received a licence. Des to take up this matter at the next NASR Council Conference.

A process needs to be put in place to make sure that we have control over officials getting issued licences

MOTION 38

THAT SSA SUPPLY THE NASR OFFICE WITH THE PROCEDURE TO ISSUE ACCREDITED OFFICIALS LICENCES.

MOVED QSCA 2ND VSCF CARRIES

Process for applying for an officials NASR registration – Stewards/Scrutineers should be as follows:

1. The applicant is to have attended a state officials accreditation within the past 2 years.
2. To be the holder of NASR officials or higher insurance or to be applying for this insurance.
3. To be a current financial member of an affiliated club
4. To complete an application form and lodge with their club or state body
5. This form is to be endorsed by their state body and lodged with NASR
6. The card is then to be issued and return to the state body for distribution

Resolve – send as a recommendation to NASR for implementation.....

Due to the lateness of the Junior and Modified Production books being processed the Board has requested that the book is not implemented until Sept and the Technical committee think it should be held until next year as you can not implement a book mid season.

Paul adds that there is a process that we need to follow.

MOTION 8

THAT WE HOLD OVER THE IMPLEMENTATION OF THE JUNIOR AND MODIFIED PRODUCTION BOOKS UNTIL JULY 2011

MOVED SSA OF NSW 2ND QSCA CARRIED

Page 37 Section 22 SUSPENSION

All cars with McPherson Strut type front suspension, AS AN OPTION, may replace the front strut assembly, with a coilover shock absorber, spring and top A arm. The lower end of the coilover must mount directly to the bottom suspension arm, and to the inner guard skirt at the top. Holden Commodore VT-VZ to use a Howe or similar top A arm, with inner mounted directly to the OEM inner guard skirt at a point 165mm from the lower edge of the front subframe. Outer of A arm to mount, in a similar position to the OEM spindle via a remanufactured ball joint mounting. Technical Committee approval to be sought for other individual vehicles as they are brought forward. **Proposed specification withdrawn**

Comments:

As this states above it is only optional.

Paul discussed that after speaking to the drivers in QLD and the general consensus was that the class is not broken so leave it alone, as this is outside the concept of a mono car.

RECOMMENDATION 1 Modified Production – SUSPENSION

In the new Modified Production Draft, the section 22-F is withdrawn from the draft. Reason Drivers have indicated they don't want this in their class of racing
LOST NTSCI, TSCF, WASCF, SSA OF NSW Against

MOTION 9 TO ACCEPT RECOMMENDATION 2

**RECOMMENDATION 2 Modified Production and Production
For Safety**

That disc rotors not be altered by drilling of rotor surface * NOTE dome discs are supplied from the factory as drilled disc (ie DBA, Wilwood)

IMMEDIATE IMPLEMENTATION

MOVED QSCA 2ND WASCF CARRIED

MOTION 10 TO ACCEPT RECOMMENDATION 3

RECOMMENDATION 3 ALL MONO CLASSES

Dash panel is not permitted to continue past the forward most point of the steering wheel across the width of the car.

MOVED WASCF 2ND SSA OF NSW CARRIED VSCF AGAINST

MOTION 11 TO ACCEPT RECOMMENDATION 4

RECOMMENDATION 4 Modified Production Book

Remove Table 3 manifold list from Spec Book

Reason manifold has been removed from all other spec books.

MOVED VSCF 2ND WASCF CARRIED

MOTION 12 TO ACCEPT RECOMMENDATION 5

RECOMMENDATION 5 ALL MONO SECTIONS

Add sheeting to cover exhaust to be within 50mm of exhaust or oil cooler hoses, no other extra sheeting allowed in cabin area.

Juniors P31 21E

Production P31 20C

Modified Production P33 18C

Street Stock P28 21C

MOVED TSCF 2ND SSA OF NSW CARRIED

MOTION 13 TO ACCEPT RECOMMENDATION 6

RECOMMENDATION 6 MODIFIED PRODUCTION

P36 SUSPENSION RULE 22C

Front wheel bearing carrier mounting support may be fabricated from mild steel minimum.

MOVED WASCF 2ND TSCF VSCF AGAINST

Rescind Motion 13

MOVED WASCF 2ND TSCF

MOTION 25 TO ACCEPT RECOMMENDATION 6

RECOMMENDATION 6 MODIFIED PRODUCTION

P36 SUSPENSION RULE 22C

Front wheel bearing carrier mounting support may be fabricated from high grade aluminium or steel.

MOVED TSCF 2ND WASCF CARRIED

MOTION 14 TO ACCEPT RECOMMENDATION 7

RECOMMENDATION 7 Modified Production

Front wheel bearing carrier on VR - VZ commodore may be replaced with after market type carrier. (ie harrop). Reason Safety OEM Bearings collapse.

MOVED WASCF 2ND TSCF CARRIED

MOTION 15 TO ACCEPT RECOMMENDATION 8

RECOMMENDATION 8 All Mono Sections

No extra decking or internal sheeting permitted in cabin.

Junior Book section 14J page 17

Modified draft section section 11J page 16

Street Stock section 14J page 15

Production Section 11J Page 15

MOVED VSCF 2ND NSW CARRIED

MOTION 16 TO ACCEPT RECOMMENDATION 9

RECOMMENDATION 9 All divisions

That the minimum size of battery hold down be 8mm bolts.

For safety immediate implementation.

MOVED VSCF 2ND QSCA CARRIED

MOTION 17 TO ACCEPT RECOMMENDATION 10

RECOMMENDATION 10 ALL CLASSES

Foot protection bar and brace bar is mandatory if drivers feet are past the "A" pillar bar whilst the driver is seated in the car in race position.

MOVED TSCF 2ND WASCF CARRIED

Rescind Motion 17

MOVED TSCF 2nd WASCF CARRIED

MOTION 26 RECOMMENDATION 10 ALL MONO CLASSES

Foot protection bar and brace bar is mandatory if drivers feet are past the "A" pillar bar whilst the driver is seated in the car in race position.

MOVED WASCF 2nd TSCF CARRIED

MOTION 18 TO ACCEPT RECOMMENDATION 11

RECOMMENDATION 11 All Classes

Transponder location to be a max of 450mm forward of the front axle centerline.

MOVED WASCF 2ND NASR SA CARRIED

MOTION 19 TO ACCEPT RECOMMENDATION 12

RECOMMENDATION 12 Street Stock

Add wording strut tower brace bar may extend forward down to chassis rails or lower.

Optional Bar Work

NEXT DRAFT

MOVED WASCF 2ND VSCF CARRIED

MOTION 20 TO ACCEPT RECOMMENDATION 13

RECOMMENDATION 13 Street Stock

That all pulleys other than Harmonic Balancers to have no restriction on sizes. ie Power Steering, Water Pumps and alternators.

NEXT DRAFT

MOVED WASCF 2ND VSCF CARRIED QSCA ABSTAINED

MOTION 21 TO ACCEPT RECOMMENDATION 14

RECOMMENDATION 14

Update and reprint Production Specification book with all previous Board approved clarifications and recommendation. Front of Specification book to have "2005 Update" printed on it.

Reason – Drivers would like to have complete book with updates until direction of class is decided. Allowing drivers not yet involved in racing with the SSA to join Production Cars instead of State registered class specifications

MOVED VSCF 2ND WASCF CARRIED

Des and Paul had a short meeting with a Queensland 4 cylinder class on Saturday. The class rationalisation is an ongoing process, possibly embrace these other divisions as a separate division. The 4 cylinder class is not an answer to help the Production Class.

Alan has people ready in NSW to have meetings regarding the rationalisation. Kevin has requested that there is a sub committee that helps the rationalisation guys, we need to get

things on the way first.

Paul does not believe that this class has anything to do with Production and rationalisation has nothing to do with 4 cylinders.

MOTION 27

THAT THE ASCF/SSA IN PRINCIPAL ACCEPT THE ADDITION OF A 4 CYLINDER SEDAN DIVISION.

MOVED QSCA 2ND VSCF CARRIED TSCF ABSTAINED

MOTION 28 TO ACCEPT RECOMMENDATION 15

RECOMMENDATION 15 ALL SECTIONS

For all books as they are reprinted

The use of a full containment seat is recommended or at least the use of a seat with head and shoulder supports.

MOVED TSCF 2nd WASCF CARRIED

CLARIFICATIONS

Rub rails and minimum of 4 bolts need to be evenly spaced.

CLARIFICATION 1 All sections

Rub rail mounting bolts to be evenly spaced.

PASSED

CLARIFICATION 2 All Sections

Measuring Engines

When measuring engines bore and stroke this must be done by removing at least 1 cylinder head so bore and stroke can be measured correctly. If valves and ports are to be measured both cylinder heads will be removed for inspection on V type engines. As per policy Section 14 PASSED QSCF Against

CLARIFICATION 3 STREET STOCK

A pod type air filter in front of the standard air filter be accepted standard air filter must remain. PASSED

CLARIFICATION 4 Junior Sedans

The use of multi key way timing gears or recut of OEM keyway or dowel be allowed. Offset key may be used. No other gears or modification allowed.

PASSED

Vacuum hoses to carburettor are being altered. Too hard to police. To be opened.

CLARIFICATION 5 Junior Sedans

Vacuum hoses to carburettor fitment is not restricted.

PASSED

As per other Juniors. Swept manifold to be used on Charade.

CLARIFICATION 6 Junior Sedans

Remove 21J from Junior book

Daihatsu Charade must have catalytic converter as part of manifold, visually standard and the exhaust flange is below the catalytic converter, with outlet size original.

And take out words base model in item A and a now reads

Exhaust manifold – to be OEM standard

PASSED

MOTION 29 TO ACCEPT CLARIFICATION 6

TO GO INTO THE DRAFT

Remove 21J from Junior book

Daihatsu Charade must have catalytic converter as part of manifold, visually standard and the exhaust flange is below the catalytic converter, with outlet size original.

**And take out words base model in item A and 'A' now reads. Exhaust manifold – to be OEM standard
MOVED QSCA 2ND WASCF CARRIED**

CLAIRIFICATION 7 STREET STOCK & JUNIOR

Fuel cells that hold 8 US Gallons are permitted in Street Stocks.

Add to next book

Junior add to section 32A – or 8 US Gallons

PASSED

CLARIFICATION 8 Street Stock

Street Stock p31 section 27

If using proprietary fuel cell it must be mounted against rear fire wall and may protrude past rear wheel arch and must be mounted in a cradle.

Add to next book

PASSED

CLARIFICATION 9 Street Stock P30 section 25

The use of wheel spacers not permitted

PASSED

Fuel Injector list was given to the Technical member's at the most recent technical meeting. A copy of this list will be forwarded to all states to pass onto relevant people.

There was a discussion on Super Sedan roofs, this need to be forwarded to the R & D Committee along with the foot protection bar information needs to come back before the next Technical meeting.

Des discusses the computer suggestions for Street Stocks and investigation is happening about changing computers to help competitors not having to repair engines so often.

Bill suggested that we purchase some and distribute to the states to test on our behalf.

Alan has asked that Des put the principal in writing with the benefits and disadvantages for this item with prices so that they can survey their competitors to get the feeling from everyone.

Des discussed the piston issue with street stocks and again this is being investigated due to the pistons being extremely hard to find as ACL pistons are becoming scarce.

MOTION 30

ALL CLASSES

THAT FOR ALL BATTERIES MOUNTED WITHIN THE CABIN AREA BE HELD DOWN BY AN ANGLE IRON FRAME (IE 25MM X 25MM) BOTH TOP AND BOTTOM WITH MIN 8MM BOLTS ON RODS

MOVED VSCF 2ND QSCA CARRIED

MOTION 33

ALL CLASSES

THAT THE FUEL TANK MUST NOT BE MOUNTED USING BRACKETS WELDED TO THE FUEL TANK CELL

MOVED WASCF 2ND VSCF CARRIED

MOTION 34

ALL CLASSES

RE COOLING SYSTEM PRESSURE RELEASE

COOLING SYSTEM TO HAVE A MANUAL PRESSURE RELIEF TAP/CAP FITTED. LEVER VENT TYPE MAY BE USED. TAP TO BE FITTED WITH A HOSE TO DIRECT STREAM TO THE GROUND.

MOVED VSCF 2ND WASCF CARRIED

Des reiterated the 255mm outrigger rule for super sedans on page 18 and needs to be put into Tek Torque. It is mandatory for all technical people and chassis builders to enforce the 255mm body rule..

13. **Stewards Overview**

TSCF

1. Grid Draws in Rule Book the TSCF respectfully request that the Motion number 4 from April 2009 minutes be represented for review.

We put Motion 4 below from the April 2009 minutes forward to the rules committee and the rules committee did not accept it.

This is not fair to the spectators as potentially you can have 7 cars in 1 row and 2 cars in another row

MOTION 4 from the April 2009 minutes

That at all race meetings on the dummy grid line up, cars will still be allowed to cross over to facilitate missing cars

MOVED VSCF 2nd QSCA CARRIED as per April Conference 2009 (section 13 Stewards Overview) be revisited and if it has not been passed at the National level TSCF would like to be able to use this motion as a Supplementary Regulation.

MOTION 5

THAT WE RESCIND THE PREVIOUS MOTION 4 FROM APRIL 2009 MINUTES

MOVED VSCF 2ND QSCA CARRIED

MOTION 6

THAT FOR ALL ASCF CLASSES ON ALL DUMMY GRID LINE UPS, CARS WILL CROSS OVER TO FACILITATE MISSING CARS.

TO BE PLACED IN ASRRR ANNEXURE E PART C REFERENCE TO BE MADE IN RULE 4.3.1

MOVED QSCA 2ND VSCF CARRIED

There was a debate over the legality of using roof numbers when used with transponders. No resolve was forthcoming out of this debate....

14. **National Titles (report tabled by Di Lauder)**

I have been asked to present this report on behalf of Michele who couldn't attend this Board Meeting. All the Titles this season have been successful, both with the numbers of competitors entering and financially for the SSA.

The most successful would have to be the Production Sedan title in WA. This is usually the case when this class has a National Title in WA.

Nominations have been impressive across all classes:

Production Sedan 87

Street Stock 80

Modified Production 53

Juniors 54

Super Sedan 61

The presentation of the drivers and cars has reached an excellent level and all drivers should be congratulated on the pride that they have shown especially this season.

The parents at this year's Junior title were a pleasure to deal with. The feedback that has been received has been positive, which is great to see and hear because that means that the SSA have also lifted the bar on the way that we present ourselves at these events.

Several parents came up to the team at the Junior Title and thanked us for the way the event was run and how the atmosphere was energetic and friendly.

Scrutineering at State levels needs to be improved as too many cars are still being found with faults that should have been picked up at State/Club level.

Safety attire is an area that needs to be addressed better at State level as many drivers had their race gear confiscated due to being the wrong SFI rating or being well below standard.

What I noticed at the Titles that I have attended is the lack of promotion for these Titles from the tracks. On both occasions in Tasmania, the SSA Titles were second billing to the Sprintcars. I understand that they bring the crowds and money, but the SSA Titles are what we are there for and that is our primary concern.

It was disappointing at the Modified Production Title on the Saturday night, to have the Modified drivers asked to park down the back of the pits, so the Sprinters could be in the well lit areas.

The Street Stock Title definitely showed the benefit of the 4 heats and C, B, A main format. I don't believe it has ever been done before that a driver has come from the C main, thru the B main and win the A Main. It was an excellent effort that is for sure.

Jason Crowe has done an excellent job, especially with the live feeds that he has started.

I worked with Jason at two Titles and he spends most of the day interviewing drivers and getting as much info he can on the competitors. Once the racing starts he is right there working away and usually calling most of our races. He is a credit to the SSA.

I would like to congratulate all the drivers for attending and especially congratulate all the placegetters from all the Titles.

I would also like to thank all the Title teams for their help and input this season.

We have definitely broken down some of the barriers that were there between the drivers and the SSA. Let's hope we can continue to improve on this.

There needs to be serious thought go into how we can promote ourselves better and get these Titles to reflect what they represent.

It has been a pleasure to be involved again this season with these Titles and I hope that I will be considered to do them in the future.

Suggestion:

With all the work that Jason does for the SSA as the Media person, I would like to suggest that the SSA reimburse Jason for the cost of his internet plan that he is on. He spends a great deal of time on the internet and it must cost in a considerable amount each month.

I believe that if we were paying an independent person to do this job, the cost to the SSA would certainly be more than a monthly internet plan fee.

Regards Di Lauder

On behalf of Michele Harris.

Jason Crowe Media Report (report tabled by John Purser)

23000 Hits Can't Be Wrong

The induction of Live Audio of National Titles and that of WA Titles to the speedwaysedans.com site this season has exceeded all expectations.

A staggering 23006 hits to the live audio were received over the 5 National Titles and four WA State Titles using live audio.

The Australian Street Stock Title had the highest listening audience to the final, just ahead of the Super Sedan Title, while the Super Sedan Title, over the three days of the event had the highest overall listening audience, accounting for 20% of the overall numbers.

Last weekends State Production Sedan Title had by far and away the biggest figures for a State Title held in WA.

The Live Audio has also significantly increased the number of people who are now accessing the number one Sedan Website, with a staggering 45601 unique users logging in since 1 January 2010. In total 84468 hits have been recorded in the first 5 months of the year, almost double that of last year.

Outside of Australia, the most users visiting the website are from the United States, followed by the United Kingdom, then Russia, India, Ukraine, New Zealand and Ireland.

Stats Per Title

Australian Junior Sedan Title - Latrobe

- * Peak listening audience to final - 248
- * Total hits -3423
- * Total number of unique listeners - 865

Australian Production Sedan Title

- * Peak listening audience to final - 100
- * Total hits - 2673
- * Total number of unique listeners - 426

Australian Super Sedan Title

- * Peak listening audience to final - 298
- * Total hits - 4815
- * Total number of unique listeners - 1261

Australian Modified Production Title

- * Peak listening audience to final - 233
- * Total hits - 2809
- * Total number of unique listeners - 884

Australian Street Stock Title

- * Peak listening audience to final - 306
- * Total hits - 2975
- * Total number of unique listeners -1017

WA Street Stock Title

- * Peak listening audience to final - 102
- * Total hits - 1089
- * Total number of unique listeners - 490

WA Super Sedan Title

- * Peak listening audience to final - 111
- * Total hits - 1124
- * Total number of unique listeners - 327

WA Junior Sedan Title

- * Peak listening audience to final - 97
- * Total hits - 2246
- * Total number of unique listeners - 473

WA Production Sedan Title

- * Peak listening audience to final - 194
- * Total hits - 1852
- * Total number of unique listeners - 564

This was a media release I sent out last week to drivers in Western Australia, as well as a copy onto our website, speedway sedans.com.

The live audio has become an integral part of our Titles both Nationally and State, and from its humble beginnings two years ago, where 40 people were lucky to hear the Super Sedan Title on a restricted site, to now, where hundreds listen to every event.

For those who have not heard the broadcasts, practice and the two nights of competition are all broadcast live, along with a replay of the final on the following Tuesday.

Early in the season, I thought that was great and so did the audience listening, but then came the Super Sedan National Title. This changed the way I do the broadcasts forever, as the rain delay meant we had to fill in time. If it was cricket, they would replay old matches, but all I had was myself and Paul Trengove and you can only describe the rain, the grader and the weather so often. Paul came up with the idea of an online quiz, while I came up with an idea to do phantom race calls.

Since that date, we now have a two hour live broadcast with the preview show prior to the first night of competition, with drivers, sponsors and guests able to talk for 5-6 minutes, either in an interview situation or promote themselves and sponsors. It also includes a preview of the event and the Online quiz, which has been won by listeners from all around Australia. This has been a huge success, with drivers extremely appreciative of the opportunity. Should it rain or there be a power failure or a delay, I now have three hours of race calls to fill in time, as you simply just can't turn off the live audio. Plus of course there is the music. All in all, the listening audience get the full package, with the Street Stock National title, having 10 hours of continuous live audio, with many listening from start to finish.

The popularity can only be good for our organisation, and although there are sceptics, that popularity is the next step to failure by believing in your own publicity, surely the fact 23006 people hit our site is proof enough, we have a product that is now the envy of all other sections. I was not aware until recently, but a face book fan club has been set up in relation to the live broadcasts. Currently it has just under 600 members.

The reason it is also very popular is because it is free. It must remain free, because it is the one avenue we have to promote our product to all, which can only be seen as a benefit to all drivers. I understand there are costs associated with Internet, which so far is paid by the WASCf, and the broadcasts are done with my equipment. The way to keep it free and to promote responsibly is to attract sponsors. Currently we have three sponsors, those being JD Couriers, Australian Speedway Products and Torque Wear Motorsports. We can all assist by attracting sponsors, or sending me details of those interested, so I can discuss one on one, to win the deal. Currently I am liaising with David Knight who approached me this week, Metabo Power Tools and also Westpac. If the Westpac deal comes off I will be very pleased and it will use my name, around being local. With the use of sponsors, and giving them the opportunity to be a part of the broadcasts, we can keep costs down or alternatively run the broadcasts at a profit.

The popularity is not just because it is free, but also because it is interactive, with the chat room available as well, where people can send in questions which I can answer on line. This is not available with all services. This is where we conduct our online quiz competitions.

Through the popularity of the internet live broadcasts, as per my media release, the site in general is likely to double the number of hits that it had last year, which is truly amazing.

For the record, 845 articles went on the site in the calendar year, while I am pleased to say I have made huge inroads into the driver profiles which take on average 7 minutes per driver to complete. Sadly there is still a lot of work to be done in this area, with plenty of prominent drivers on the east coast, either without a profile or a blank profile. Help in this regard getting the information from either state Secretaries, Presidents, Registrars would be greatly appreciated. The same too with drivers who are no longer competing, I don't know everyone, and this will also go along way to getting the information correct.

I was fortunate enough to be the only member of the ASCF/SSA team to attend all the titles around Australia, and I would like to thank the ASCF/SSA for the opportunity to travel and report on the events, be apart of the events with the live broadcasts and promote the events on behalf of the ASCF/SSA. By doing so, most drivers now know who I am, and I must say, I have only been rejected by two drivers when it has come to asking for an interview, either live or recorded, and most drivers have been more than obliging. In fact those who get the biggest buzz at being interviewed are the lesser known or budget drivers, who have almost all said they don't get interviewed for that reason. I try not to discriminate, as they all have family and friends who may be listening, and they all have or want sponsors.

I never encountered any issues this year in relation to access to do the broadcasts, and especially in the eastern states where I am as well known, Wendy Turner and John Carr could not be faulted for their access they allowed me, with John allowing me to broadcast live with the local commentator at both events.

I would like it placed somewhere in the contract for future titles that states there will be live audio of the title, as I have felt from time to time, this has been missed till late in the piece in telling the promoters, that this is going to happen. I am also happy to help out with calling the titles at the track as well, but I do understand the politics with upsetting local commentators, but some simply are not up to the task.

(This is NOT a reflection on any one, but more to say, some don't know the drivers and get lost after the leader, and don't promote the ASCF/SSA message). We must remember this is the SSA Title, and we only get five cracks at promoting the events each year.

With the overwhelming popularity of the live broadcasts, I have now been asked how others can use the service to broadcast live on our site. The requests have come from Western Australia, via Grant Woodhams to broadcast his two series live during the Winter months, and from Dean Thompson who wants to promote the Victorian Titles live. Currently the system can only handle one event per night, and I will be working with Darren on this over the Winter months to make some enhancements to the site. The only concern I have is similar to that of when I took the reigns of the Website, is of the SSA having control over our service. I have no doubt both Dean and Grant would do a great job, but there would need to be the level of professionalism and promotion that is currently given to ensure we are providing the listener with what is currently on offer. At the moment I am the only person with the program within the SSA to do the broadcasts. This may wish to be discussed as to what we do in this area, as obviously I can't be everywhere all the time, although I am willing to go anywhere to do a live broadcast, but interstate would be at the host associations cost.

Not that it affects titles in 2010 2011, but when a Title comes to Western Australia, a Title Manager must be sent to WA. I understand the costs and the reasons for not sending one, but it is not fair on myself to have this role, and try and do the media and commentary as well. Although a lot is done by Di before the title, the time taken at the title becomes prohibitive. This did restrict the number of interviews I was able to do at both events this year, and especially after the meeting at post race scrutineering, I was absent from both and had to pass the paperwork to others.

I would like to thank all persons who have provided me with information over the last twelve months, but especially to Beckie for her support and to Darren Shaddock, who does work tirelessly behind the scenes, and has been instrumental in getting the live audio online. Thanks everyone.

Finally, and I am sorry this has been a long report, but everyone knows I can talk for ages, I apologise for not being in attendance this weekend at short notice. I am currently in the middle of a massive move in my life, transferring with work from Geraldton 4.5 hours north of Perth, to Busselton, 2 hours south of Perth. I have been working in Busselton for three weeks, living in a one bedroom unit, while my furniture is still in Geraldton. The move has been brought forward and Settlement happens shortly and the stress and pressure of living out of a suitcase will soon be over.

Once again, thanks for the opportunity to represent the SSA and hopefully I am given the opportunity to continue the position into the future.

MOTION 22

THAT JASON CROWE SUBMITS AN OUT OF POCKET EXPENSE SHEET FOR HIS INTERNET USAGE FOR REIMBURSEMENT 2009/2010.

MOVED VSCF 2ND TSCF CARRIED

MOTION 23 WAS A DUPLICATE OF MOTION 22.

Des commented regarding legal threats.

MOTION 24

THAT IF ANY PERSON OR RACE TEAM OWNER/MEMBER FROM A RACE TEAM THAT THREATENS LEGAL ACTION IN WRITING TO ANY SSA OFFICIAL OR SSA ITSELF BE PENALISED AS FOLLOWS:

THE CAR OR TEAM THAT PERSON IS INVOLVED WITH BE SUSPENDED AND THEIR CAR AND DRIVER NOT BE ALLOWED TO RACE UNTIL THE FINALIZING OF ANY LEGAL ACTION OR WRITTEN WITHDRAWAL OF ANY ACTION.

MOVED WASCF HELD OVER PENDING LEGAL ADVICE

Items from Title & Jasons report

Guy wants to talk about promotion on the titles

Guy states that it has made the Junior class grow in Tasmania, the Juniors raced in front of a huge crowd, and there was lot of TV coverage prior to the meeting.

Rod also mentioned that contracts were not being adhered to, and this needs to be addressed.

Leeton have forwarded a submission to host the Production Title 2010, their submission meets the recommendations for a title.

**That we accept the Production Title in Leeton date 14th, 15th and 16th April 2011.
MOVED TSCF 2ND VSCF CARRIED**

Question raised regarding Murray Bridge dates for the Junior Title. The new dates are not acceptable so can we go back to the original dates 27th, 28th and 29th January. A phone call has been made to Murray Bridge and the dates of 30th, 31st December 2010 and 1st January 2011 are the only dates available..

15. Policy amendments

Paul went through the additions from previous minutes that need to go into the Policy.

**That we accept the policy amendments from the previous minutes
Moved QSCA 2nd TSCF CARRIED**

16. General Business

Bob Worling was welcomed to the meeting to discuss current the point scoring and grid draw system within titles and at general race meetings. Bob felt that there are many draws are being done about a week prior to the meeting which means that when cars pull out prior to the meeting grid draws are then not fair in some heats. Neil wanted it noted that draws are done after scrutineering at Australian Titles. Draws should be done across the board by all states working on the same page. After hearing the pros and cons we think that it is a point allocation issue and not a grid draw problem. National Super Sedan Series uses a different point score system which works very well, but the problem is the amount of cars that are entering nowadays.

Below is the point score allocation that Bob proposes to be used

1. 32, 2. 27, 3. 22, 4. 17, 5. 13, 6. 10, 7. 8, 8. 6, 9. 4, 10. 3, 11. 2, 12. 1

We will do an analysis on the points system and produce some figures to see if there is any merit

MOTION 32

WE REVIEW THE DRAW AND POINTS SYSTEM FOR ALL SSA EVENTS. TIME LIMIT: BY NEXT MEETING.

**MOVED WASCF 2ND SSA OF NSW CARRIED
BILL AND GUY WILL TAKE THIS ROLE ON.**

MOTION 35

THAT KEVIN THEYER AND/OR TONY O'NEILL PRESENT A WRITTEN PROGRESS REPORT ON CLASS RATIONALISATION AT THE NEXT BOARD MEETING.

MOVED VSCF 2ND WASCF CARRIED QSCA AGAINST

Constitution Review

Diane Lauder tabled proposed changes to the constitution....

Proposed constitution changes to be reviewed and voted on at the next AGM...

David Atherton (Tennecco) arrived at noon to discuss a controlled shock absorber program for Juniors. Monroe is the largest manufacturer of shock absorbers in the world. The controlled shock absorber project is in the very early stages and David will be having a conversation with the engineering department and product management team and his manager in regards to the structure of the program going forward.. On each SSA shock absorber there would be a disclaimer on stamped the product in case it is used for road use.

The program will take at least 6 months to organize so this could give the SSA a chance to introduce a phase in period. This program should be more cost effective for all competitors.

TSCF

1. There was a discussion at our last State meeting on Cameras in race cars. The TSCF request clarification on the ruling of cameras in race cars, it was asked at the meeting if these cameras are mounted correctly do they become a data logging device.
A discussion on the safety side of this due to some not being mounted securely

MOTION 36

WE REFER TO THE NASR SAFETY COUNCIL WITH RESPECT TO CAMERAS MOUNTED IN CARS.

MOVED WASCF 2ND TSCF CARRIED

QSCA

2. The proposed 4 cylinder class - discussed earlier and resolved....

Belkblast Pty. Ltd. Have put forward a submission

They would like to organise a series of New Zealand v Australian Super Sedans based on 10 drivers on each team over 7 proposed tracks, the teams have already been organised and they are seeking approval for the 2 classes to compete together.

The board felt this was a great promotional tool provided the specifications were not too far removed from Super Sedan Specifications.....

If approved the licences and logbooks etc. would be restricted to the period of the series. NASR SSA safety specifications is a compulsory condition of competition

Rod is going to write up a set of supplementary regulations for approval

Bill has been asked to investigate all aspects of the Australia v New Zealand test team further and come to a compromise with the specifications. Bill to report back with the compromise....

MOTION 37

THAT WE THE SSA ISSUE AN INFRINGEMENT CARD TO VISITING NEW ZEALAND DRIVERS FOR THE AUSTRALIA V NEW ZEALAND CHALLENGE AS A ONE OFF.

MOVED VSCF

HELD OVER UNTIL BILL MILLER COMES BACK WITH AN ANSWER RE SPECIFICATIONS.

Bill questioned the prize money for the C Main on the Super Sedans Title. It has been requested that we ask the transponder operator for a report on the meeting, also it has been raced and won and monies all paid out so this is a lesson for future titles.

Resolved – as there was only 17 cars available for the “B” main there was no way of finding out who / who was not still mobile for the “C” main. As this is the case no further action is required...

Dual registration - SSA 13.1c in policy states you have to nominate your division, as long as it meets specifications and has relevant paperwork.

Question raised on issuing receipts for nomination fees.

Resolved: Beckie to speak to Sharee re the issuing of receipts for title monies.

Nomination form needs to be changed with the 21 day payout and include subject to fuel test results.

Question raised regarding scrutineering on NSSS Series.

Resolved: The NSSS machine examiner due to time restraints has only enough time to do safety and basic specification checks...

Rod asked the question as to whether Norman had approached the SSA regarding receiving his ticket back. Norman was requested to send more information into the SSA and to date nothing has been received.

Policy - Paul found a few issues with policy and these will be put forward for the next meeting.

Grant Bird has commented that Alan Jones contacted him with a request regarding Mick Bagorski 's Super Sedan Nomination regarding that they want something to show that they had done nothing wrong with their engine. The VSCF office want it noted that they know nothing about this request.

Neil responded that there was every opportunity for Mr Bagorski to have this matter sorted out prior to the title. Mick needs to pursue his grievance with South Australia who actually sealed his engine and wrote down the wrong information.

Rod asked if it is possible to hold the next stewards meeting in another state.

Resolved: in the affirmative. Stewards to organise meeting location...

MOTION 39

THAT WE INCREASE THE SECRETARY HONORARIUM TO \$500 PER WEEK. EFFECTIVE IMMEDIATELY.

MOVED VSCF 2ND TSCF CARRIED

17. *Date and Venue of Next Meeting*

Board Meeting 11th & 12th September 2010
28th & 29th August 2010 Technical & Stewards meeting

18. *Close of Meeting*

at 2.40pm