

Speedway Sedans Australia Inc

Board Meeting

Old Adelaide Inn, Adelaide, SA
11th & 12th September 2010

Minutes

1. Open Meeting – 9.00am

2. Introduction of Board Members

Neil Sayer - CEO
Alan Edwards – NSW of SSA
Bill Miller – NASR SA
Greg Lynd – TSCF
Rod Meakins – VSCF
Michele Harris – NTSCI
John Purser – WASCF
Paul Gannon – QSCA

3. Introduction of Delegates and Attendees

John Gore – NSW of SSA Delegate
Moss Buchanon – NASR SA Delegate
Sharni O'Donnell-Brett – TSCF Delegate
Grant Bird – Observer
Di Lauder – VSCF Delegate
Des Alfirevich – Technical Director
Matt Flynn – WASCF Delegate
Kevin Theyer – Observer
Terese Lange – QSCF Delegate
Beckie Jones – Secretary

4. Apologies

Jason Crowe

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 the organisation and the pressing matters as they are presented.

Before we get down to the business of the day, may I wish Guy Thompson all the best in his new role at Latrobe and Hobart Speedways and thank him for his ongoing contribution and support over the years whilst he was a board member, Guy will be sadly missed but on a more positive note I would like to personally welcome Greg Lynd or chief as he is affectionately known as to this board.

Finances – Sharee Wilden will be presenting the auditors and financial report. From a quick observation of the auditor's report we are in a very good position going forward.

Stewards – Alan Jennings will be here and in conjunction with Rod Meakins give us an update on any stewarding issues or major concerns raised from the most recent stewards conference held in Melbourne.

NASR – unfortunately Dale Gilson cannot be with us today but we will have Paul Trengrove and Warren King attending the meeting to present the NASR report... Paul will be going through the latest changes and initiatives put forward by the NASR Board. One of these initiatives is the new handbook which is designed to dispel all the myths and mistruths out there about NASR and its structure. The booklet is not only about NASR but is about speedway in general and how to go about joining and being part of speedway for the initiated and the uninitiated. There will be an update on the new building and what if any will this move mean to speedway...

Website – I am working with Warren King from the NASR office with the revamp of our website. Once completed this will give us a fresh look along with the wish list that Jason and myself have put together... We will also be looking at Facebook & Twitter as a means of further enhancing our communication.

Titles – Michele Harris will be here to bring us to date with all aspects of next years and future titles and any requirements that maybe required making our titles more users friendly.

NSSS – organisation of the 2010 – 2011 NSSS Series is all done and ready for another successful series... Tony Parkinson will be in attendance to present the report on the NSSS on what is in store for this season series.... Warren King from the NASR office has developed an Apple I Phone application for the WSS to which I have requested he do for the NSSS... The app gives up to date information as it happens.....

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. Please think them through and consider, if any, what effect this will have on the sport.

Class Rationalisation – Kevin Theyer will be in attendance to bring us up to date with class rationalisation and the two meetings he Tony O'Neill and Di Lauder attended on our behalf. Alan Edwards maybe called upon to give an update on the follow up meeting held in New South Wales on the 4th of September....

Secretaries Seminar – as agreed from the last meeting Beckie has held a seminar of the state secretaries and from all reports was a very successful meeting... Beckie will give us an overview and update on this meeting....

Board Portfolios – with Guy no longer a board member has brought about a vacant financial portfolio position.... Are the current board members comfortable with their portfolios or do we need to reshuffle the portfolios as we are in need of a person to oversee the financial portfolio....? I welcome your input on this important issue..!

Members of the board delegates and observers, we are here this weekend to represent not only our sedan competitors from our relevant but we are here to represent the future of sedan racing within Australia... We have to be seen as a cohesive team and not only working for the betterment of sedans but the betterment of speedway in general.

Over the next two days we will be called upon to debate and make hard decisions on the betterment of the sport and as such we should always be looking at the big picture of where we need to be going forward. We need to put our prejudices and our own personal agendas to one side and think as one for the betterment of the sport....

Now down to the agenda...!!!!

Comments:

Portfolios will be discussed at the end of the reports.

Discussion on Facebook and Twitter with concerns that it could get out of control. We need to move forward for the betterment of the sport.

6. Board Member Reports

QSCA

It is very pleasing to report that the number of SSA licence holders within the state of Queensland increased in number again over the last season. A 10 percent increase in numbers of competitors lead to healthy fields being available to all tracks in all divisions. This has had a flow on affect for our divisions as promoters, always keen for large fields, are eager to programme our classes.

The large fields of cars lead to close exciting racing which ensured that the paying public got value for their entry fee and returned for more action at ensuing meetings.

With a brand new season only just around the corner, all tracks are well advanced in their planning and some exciting programme formats are planned for the upcoming season. All divisions will be well catered for with series events, blue ribbon events and club shows planned to produce a jam packed season for everyone.

The Super Sedan State Title is set down for March at the Maryborough Speedway. This venue seems to be favoured by competitors and so the title should attract a large nomination list. The Carline Super Sedan Series will again be a highlight with the Queensland Cup again being contested over the Queensland rounds of the series.

The Super Sedan Association Series continues to grow in strength with this year eventual winner taking home a brand new car from major sponsor Ian Boettcher Proton.

The Modified Production State Title is to be run in Toowoomba and is sure to be an exciting spectacle as these titles always are. The numbers of modified production cars within the state continues to expand almost beyond belief. To cater for this expansion, there is a modified production series being conducted in the central and north of the state, as well as a series in the south.

The Junior Sedan State Title is to be conducted at Gympie's Mothar Mountain Speedway. The unique nature of this track is well loved by all junior competitors and the wide open spaces available on the circuit offer plenty of passing opportunities and will ensure an exciting junior event.

The junior sedans also have series events programmed at all of the tracks.

The newly formed national four cylinder sedan class will be involved in their State Title in Gympie in February. This will be conducted as an 'open' event, as it was last season and which proved to be an enormous success.

The QSCA will continue this season with junior competitor training, which proved very successful last season with the assistance of a large number of senior drivers.

The continual training of our officials will again be a major focus of the QSCA activities this season.

Let me please conclude this report by sincerely thanking all of the members of the QSCA, our wonderful club officials and volunteers for their unrelenting efforts to continue to promote our sport both within our own state and beyond. For the competitors, who continue to come back to each race meeting, I thank you for your continued love and involvement in our sport.

With such a mammoth Queensland season planned, I can only say- **Bring it on!!!**

Comments:

Question was asked regarding numbers and reply was that SSA numbers have increased by 10%.

WASCF

Since our last meeting all has been very quiet in W.A. The Northern Clubs have been running with annual major events happening in Karratha, Carnarvon, Shark Bay and Broome. Many of the southern competitors now make annual trips north to participate in these championships. This has been an advantage to the sport in W.A. as now all cars in the north now meet the specifications to the same standard as the rest of the state.

Ellenbrook in Perth has had a very successful winter season following on from the excellent National Title held at the venue. Kellerberrin in the eastern wheatbelt have also hosted a number of successful events over the winter season.

At our state conference in June we had thirteen clubs represented. It was very good to receive input from such a large number of clubs which are divided by huge distances.

Discussion on the Production Sedan division led to some fairly healthy debate with many drivers concerned about the future of the division and what may occur with specifications. We in W.A. will watch with interest the future direction in class rationalisation as there are approximately 150 competitors in this division.

Reaccreditation of officials is becoming more and more of a logistic problem in our large state. We have lost some officials simply due to the distance and time required to attend courses sometimes thousands of kilometres from their home. Whilst the W.A. Speedway Commission has been extremely good in providing instructors and carrying out courses in remote areas not everyone can attend. I believe that we need to pursue online reaccreditation as a matter of urgency, this would ease the burden on our hard working volunteers.

Clubs are starting to prepare for the coming season with the Super Sedans releasing their calendar for the Southside Engines Summer Series. Likewise the Modified Sedans have released the calendar for the CWN Metabo Series. JSRA (Junior Association) are also working towards their series calendar. These series run by the different divisions have become very popular with no shortage of tracks wanting to run rounds.

The sport in our state continues to thrive and I believe this will result in more competitors over the next couple of years.

Comments

Rod commented that Allan Jennings has a good proposal to put forward tomorrow that will solve the stewarding issues.

NTSCI

At Present I am pleased to advise that Katherine Speedway are continuing to support the SSA and are getting their officials up to speed with what is expected of them, this has been helped by the Darwin drivers and officials who have been supporting their club. Tennant Creek hosted another state title in August I must commend them on their hospitality as nothing was any trouble. Congratulations to Colin Green from Darwin who took out the NT street stock title after post scrutineering. I would like to thank Peter Griffith and Dave Helyer for their time to come and officiate at the title.

I have just received a signed contract for the 2010 NT Junior Sedan Title. Nomination form is now on the SSA web site. It is to be held on the 30th October 2010. This will be a one night title as we don't get enough entries to host a two night event. I have found it very challenging to find a host club to pick this title up. Hope we can get one of the northern tracks to host the 2011 title.

The Northern Territory Speedway Council Inc is losing its longest serving committee member. Our state technical officer Peter Harris has advised that he will not be standing for the position next season. Peter has been on the committee of NTSCI for nearly two decades starting as the Vice President, then the President and serving as the State technical officer for approx fifteen years. We thank Peter for his dedication to the sport.

No comments

VSCF

The off season in Victoria has been fairly busy. Specification/drivers meetings were held for both the Modified Productions and Juniors at Avalon on the 22nd August. Both meetings were well attended and constructive. The general feeling from both meetings was that the drivers are reasonably happy. Several recommendations were put forward which Neville took to the Technical Conference on the 29th August.

An Accreditation Training was held in Ballarat on 29th August, thank you to Alan Jennings and Selina English for conducting the training for us. Alan was extremely surprised by the excellent attendance which included Stewards, Scrutineers and Officials

Victoria is very fortunate, as in the past 2 years we have had several new people, male & female, step forward to become Stewards.

The Speedway Victoria Stewards Board is unique in Australia and now has 50 plus registered Stewards, incorporating all levels of experience ie. Trainees, Assistants, Club and Chief.

The date for the Street Stock State Title at Western Speedway Hamilton has been changed to the 7th & 8th January. All other title dates are as previously advised.

The Modified Productions, Super Sedans and Juniors have finalized their series dates for the new season, all are looking forward to some great racing.

All tracks have completed their calendars with racing beginning for most during October.

Unfortunately the proposed New Zealand v Australia Super Sedan challenge will not take place in the original format which we discussed at the last conference. It was apparent that due to both time and financial restraints an insufficient number of Super Sedans from within Australia would be available to compete. The event will now be staged with Late Models

replacing the Australian Supers. We congratulate Wayne Belk for his efforts in organizing the event and hope that the Australian Super Sedans will have the opportunity to participate in the future.

No Comments

TSCF

In opening, I must first and foremost emphasize my gratitude and thank the sedan people of Tasmania for having the confidence to place myself not only as their elected board member to the ASCF/Speedway Sedans Australia, but also as State President of the TSCF.

With this being my first report, yes! You all ask yourselves what is he most likely to talk about, well! I asked myself the same question and without going over the top first off, I would just like to keep it brief and continue to build on it in the formidable future.

Whilst we continue to emerge from our off season, and as a lot would say it never stops, and rush deep into the forthcoming season there seems to be quite a buzz in the apple isle. Whether it be the change in directorship at our tracks, the magical month of super sedan racing, the implementation of a state series for street stocks or just a general good feel about racing a sedan! We hold our breath and wait in anticipation.

From a TSCF point of view I look forward to the season ahead and the opportunity of working with our new executive, our new state secretary Sharni and also our other state delegates in pushing forward and building on what had come before us.

I cannot go past without having to thank Guy Thompson for his service, his effort and commitment not only at state level but also to this board Speedway Sedans Australia, also to Bev Thompson in retiring as state secretary of the TSCF once again we thank you very much.

In closing I would just like to take this opportunity to say that I look forward to working with each and everyone in this room and the broader speedway community in fostering and progressing our member's organization.

No comments

NASR SA

Once again the speedway season is upon us. NASR SA has been holding many meetings including dates meetings, with State Titles being allocated to:

Modified Sedans at Waikerie on 12th February
Street Stocks at Bordertown on 5th March
Production Sedans at Renmark on 12th March
Super Sedans at Murray Bridge on 23rd April.

Des also gave up his time to hold a scrutineers and engine sealers accreditation course. This was well attended by most of the scrutineers and engine sealers from around the state, and the ones that could not attend will now be accredited by a trainer from our state. The night before a drivers forum was held with Des and Dave answering questions from competitors and car owners. It was not well attended but for those who did it was a worth while exercise.

I also attended the Working Party meeting for the NSSF, where a number of things were discussed such as driver contracts, code of conduct etc. Race dates also took a long time to

finalise, with now the final to be at Parramatta for the first time. The format for the Tri City will be a major change away from the conventional 3 heats and a final to a "happy hour", 1 heat and finals. I also attended an appeal in Adelaide, the appeal needs to be looked at by someone and make the decision if the appeal should be heard or not. This will take away a lot of time and money wasted by everyone.

NASR SA was also asked to write to one of our clubs concerning the ACCC, resulting in a letter back to NASR SA telling them that they could be fined a lot of money for sending the letter to that club.

Once again a sealed engine was found to be outside of the engine specs, with having the incorrect valves fitted for the model of the car it was in. The problem with this, is that everybody has done the correct thing, by the driver buying a car with a sealed engine etc. The main concern is the penalty does not fit the crime with the driver receiving a 12 month suspension and a \$1000 fine. Where as some competitors from another division can assault somebody and receive a lesser penalty, or no penalty at all. This really must be fixed.

Murray Bridge is well underway with plans for the Australian Junior Sedan Championship, such as displays on the World Series Sprintcar night and a band for New Years Eve. Camping will also be allowed but only by prior arrangement. The MJS Street Stock Series will also be running again this season, this series seems to be going from strength to strength. Junior Sedans will also be running their state series with good fields expected, gaining valuable track time before the Australian Championship. The JD Series is also running for the Super Sedans. Murray Bridge are also looking at running a bigger and better championship for all classes.

With Murray Bridge putting in for the 2011/2012 Modified Production Australian Championship, this should also give the class a major boost.

Good luck to all competitors for the upcoming season.

Comments

Question was asked regarding the appeal that Bill had to attend and he explained the situation. This was more of a NASR issue.

The stewarding issue needs to be rectified with the Stewards panel. This can be raised tomorrow with Allan Jennings

SSA of NSW

Another off-season has come and gone, and I look forward to the challenges ahead in 2010/11.

In the state of NSW we have observed a small reduction in the number of competitors preparing for the new season. Some of these competitors have stated that a general increase in costs combined with some tracks inability to provide prize money equal to that of recent years, has taken its toll. Added to this, sponsorship is very limited in most areas.

On the plus side we are pleased that the Modified State Series and the four cylinder series are both gearing up for what will be another successful season.

Our rationalization program that has continued in this state over the last 3 years received a terrific boost recently when Kevin Thayer and Tony O'Neil travelled to NSW and QLD to conduct a seminar on behalf of NASR and SSA. Kevin will present his findings here this week-end, but from our point of view it was very successful. The co-operation from all

three associations within NSW allowed for some great debate on these specifications. Our State has invested a substantial amount of time and money in this venture and we have made the commitment to continue in the seasons ahead.

Once again our relationship with NASR NSW has continued with the re-appointment of our State secretary John Gore to the NASR State Board for another three years. A good working relationship has developed and we were again successful in obtaining a grant to support our State Super Sedan Series.

Allocation for our State Titles for the 2010 / 11 season are as follows :

Super Sedans	Parramatta	October 30 th
Modifieds	Nowra	January 29 th
Junior Sedans	Goulburn	April 23 rd
Production	TBA	

At our recent State Conference the Standing Committee were re-elected unopposed, and we look forward to continuing to represent our drivers and their interests during the coming season. My only wish is that there were some younger volunteers who would take up the challenge, to gain the experience, so as to take over from those of us who are almost due to take a back seat in the administration of our sport.

No comments

**To accept CEO report and all Board reports
MOVED QLD 2nd VSCF CARRIED**

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

1. Board Meeting May 2010

MOVED WASCF 2ND NASR SA CARRIED

8. *Business Arising From Previous Meeting Minutes*

None

9. *Financial Report*

Sharee Wilden arrived at 10.00 and put forward the financial report

**That we accept the financial report
Moved WA 2nd VSCF Carried**

10. *Business Arising from Financial Report*

11. *NASR Report*

Paul Trengove attended at 10am and presented the NASR report.

Insurance

- ⊙ No increase on PA Insurance and policy remains AFA Pty Ltd.
 - 1st year seems to be reasonable

- ⊙ No increase on Public Liability Insurance and remains QBE London.
 - Track Grant Scheme doubled to \$30,000

Television

- ⊙ Television Budget to include:
 - WSS, NSSS, National Titles, major events

Staff

- ⊙ Dale Gilson – General Manager
- ⊙ Paul Trengove – Operations Manager
- ⊙ Sharee Wilden – Finance Manager
- ⊙ Warren King – Marketing & Comms
- ⊙ Monique Cameron – Administration Officer
- ⊙ Steve Green – World Series Sprintcars
- ⊙ Tony Parkinson – NSSS
- ⊙ Vacant – Accounts Assistant

Future Staff

- ⊙ Risk Management Officer - Interviewing
- ⊙ Club/State Development Officer - Proposal
- ⊙ Junior Development Officer - Proposal

New Building

287 Payneham Road,
Royston Park SA 5070

Recent Events

- ⊙ Minister for Sport – Kate Ellis
- ⊙ Australian Sports Commission
- ⊙ CAMS – CEO David Morgan
- ⊙ Sport Business World Conference
- ⊙ CAMS Delegation Review

Challenges

- ⊙ Communication – handbook, website
- ⊙ Lack of Resources - staff and funds
- ⊙ Complacency – what we have is good enough

Communication

Facebook
Twitter
My Space

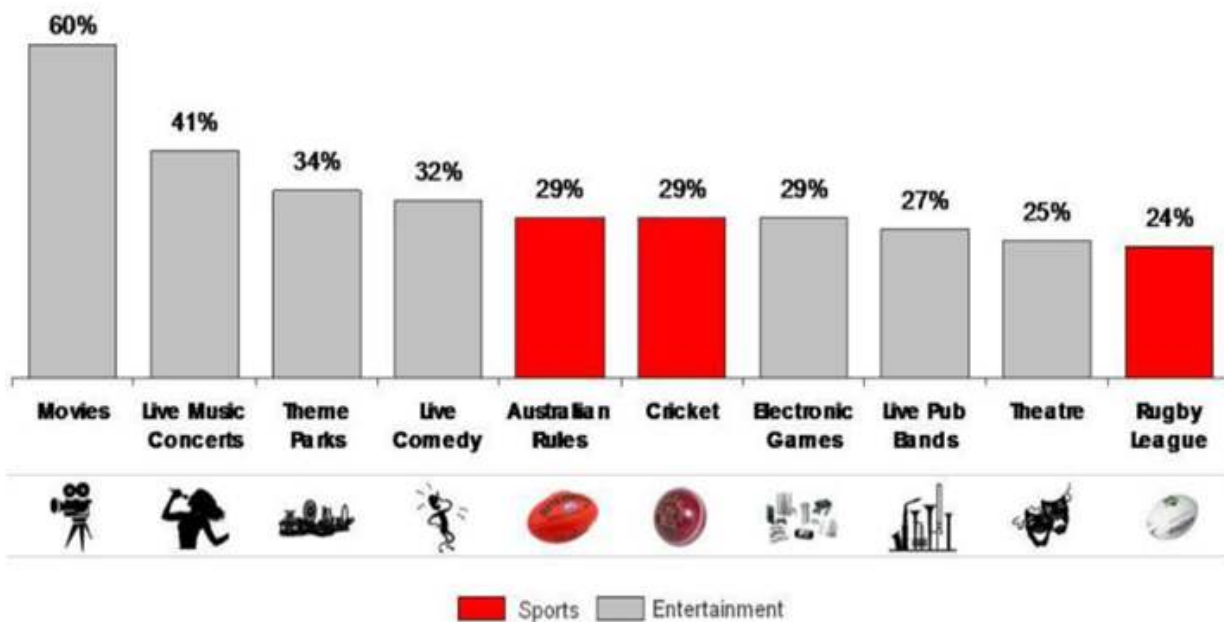
Sport Business World

- ⊙ Adrian Anderson - AFL General Operations Manager
 - ⊙ Tony Cochrane - V8 Supercars
 - ⊙ John Buchanan - Former Australian Cricket Coach
 - ⊙ Lyall Gorman - Head of A-League
 - ⊙ Greg Nance - Aust Sports Comm
- ⊙ NRL, NRU, Golf Australia, Surfing, Netball

Challenges facing other sports (and ours!)

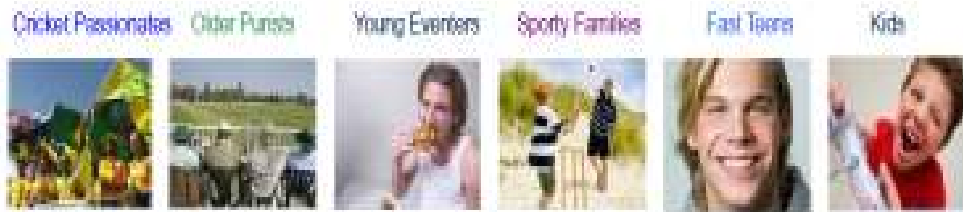
- ⊙ Everyone out there is fighting for a share of the pie.
- ⊙ Who is our competition? Other sports or more?
- ⊙ How do we stand out in front of them?

Fanatic Passion Levels All People (Top 10)



Source: Gemba

- ⊙ Who has our sport captured?

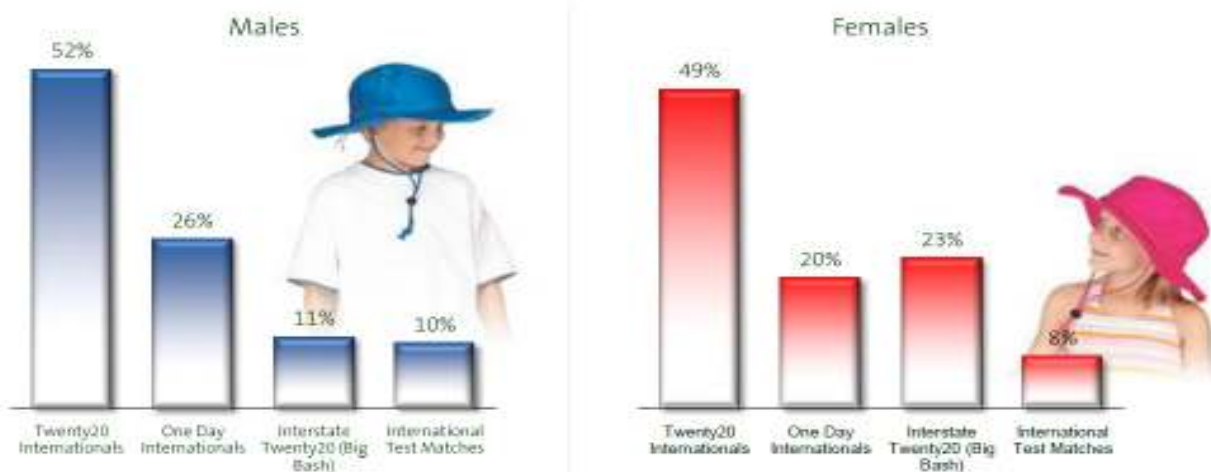


	Cricket Passionates	Older Fans	Young Eventers	Sporty Families	Fast Teens	Kids
TEST	58%	70%	21%	28%	27%	9%
ODI	23%	13%	41%	24%	13%	24%
T20	11%	11%	31%	32%	43%	67%

Source: Sweeney

- ⊙ What do the people really want?
- ⊙ What do we give them?
- ⊙ Do we listen?
- ⊙ What about the Gen Y, the Gen Z?
- ⊙ What about males *and* females?

Q. Overall, what is your child's favourite format of cricket?



- ⊙ Moving forward we need to learn more about our fans and participants.
- ⊙ We need to consider moving on from the “normal way” of speedway.
- ⊙ We need to start listening to what people want.
- ⊙ Our speedway purists are older and ageing. We need to be attractive to the youth.

Licences

- ⊙ New Forms
 - First time ever all divisions were displayed.
 - Direct send to NASR
 - Licence back through club.
- ⊙ Challenges

- Major issues determining recognised divisions
 - Clubs concerns over membership
 - Anomalies with certain classes and clubs
- ◎ Online Licensing
 - Faster and more efficient
 - Better Reporting
 - Less Paperwork (A Go Green Strategy)
 - ◎ Challenges
 - There will be issues!
 - Clubs and associations need to accept change
 - Technology

Comments:

Rod asked when Juniors could be allocated TV time and explained that they are our future. Paul is aware of this and SSA need to put in a request to have titles televised and NASR are looking to see if there is anything they can do.

Question raised as to why CAMS would issue licences if we had suspended them, at this stage there is nothing in place with either side allowing this but it is something that we can work on.

Bill asked that NASR put something on their website to clarify the Super Sedan prices in the handbook are incorrect and it is as per the licencing form.

A discussion on the licencing procedures and online licences are going to be the future. Is there a possibility of a 2 year licence to try and streamline things? NASR are looking at this possibility and also discounted end of season licences.

There are issues within States and tracks that people are not checking for example fire extinguishers, it is not being policed which NASR are working on.

There will be a national structure on track visits, when the new risk manager is employed.

When the insurances all went up there was a discussion on an annual deductible fee for the tracks, when is this likely to happen as SA tracks have been asking the question, Paul did not know the answer to this as that was Dale's department.

NSSS Report

Tony Parkinson presented the NSSS Report

Approaching sixth year!

- Working Party
- Schedule
- Format
- Contracted Teams
- Television
- Sponsors
- Summary

Working Party

- The NSSS Working Party met in Melbourne on Wed 9th June at Melbourne Airport
- Attending:
 - David Knight (Qld), Tony Barklmore (NSW), Ron Bergmeier (Vic), Brad Smith (Tas), Bill Miller (SA), Dale Gilson (NASR General Manager), Paul Trengove (NASR Operations Manager), Phil Richardson (NSSS Chief Steward), Tony Parkinson and Jeff Drew (Avalon Promoter)
 - Apologies: Neil Sayer, Jon Evans
- Items discussed:
 - race schedules, financials, racing format, nomination fees (which are unchanged), team agreements, sponsorship, promotion, and television.
- Schedule
 - Series going to Parramatta for first time
- Financials
 - There was a small profit of \$5,584
 - Very good result given the financial impact of the two rounds which were lost because of rain
- Sponsorship
 - Carline Mufflers signed up for next two years
 - Ron Bergmeier following up sponsorships

Schedule

Brims Coastal Cement Queensland Cup with QSCA Trophies

- Round 1 Brisbane Mon 27 Dec 2010
- Round 2 Gympie Wed 29 Dec 2010
- Round 3 Toowoomba Sat 1 Jan 2011

Ian Boettcher Race Parts Tri City

- Round 4 Mount Gambier Fri 7 Jan 2011
- Round 5 Avalon Sat 8 Jan 2011
- Round 6 Warrnambool Sun 9 Jan 2011

- Round 7 Murray Bridge Sat 22 Jan 2011

- Round 8 Dubbo Fri 25 Feb 2011
- Round 9 Parramatta Sat 26 Feb 2011

Format

- Jeff Drew (Avalon) addressed Working Party on revised format
 - Need to improve entertainment
 - Proposed new format – Happy Hour Qualification
 - Only one round of 3 heats – 15 laps
 - Inversion of 80% of cars
 - First 5 in each heat qualify into feature
 - Start feature in qualification time order
 - Top 6 Dash
 - Last Chance Qualification – start in qualification time order
 - Feature race – 40 Laps

- Working Party agreed to trial for Tri City only

- Format to be reviewed at end of series
- Remaining rounds to retain current format

Contracted Teams

- 25 Teams responded to Expression of Interest
- 15 Teams selected to receive Appearance Money
 - Selection based on performance in series over last two years
 - Ensure balanced geographic representation
 - Tas – 4
 - Qld - 4
 - SA – 3
 - Vic – 2
 - NSW - 2
- All 25 Teams offered Team Agreement
 - Provisional start, series awards
- Other Teams can sign Agreement prior to commencement of series

Television

- Television Package confirmed
- Episode 1 - Series Preview Show – 15 Dec
 - Hosted from Carline Mufflers store in Brisbane area
- Episode 2 - Racing from Brisbane - 12 Jan
- Episode 3 - Overview from Gympie and Toowoomba, and racing from Mt Gambier - 26 Jan
- Episode 4 - Racing from Avalon and Warrnambool - 9 Feb
- Episode 5 - Overview Murray Bridge and Dubbo, and racing from Parramatta - 12 Mar
- Episode 6 - One Hour Series Review (on SBS) - end Mar

Sponsorship

- Carline Mufflers partnership
 - Carline Mufflers are very happy
- Brims Coastal Cement
- Ian Boettcher Race Parts
- Monroe Shockers
- Lukey Mufflers
- Elf Fuels
- Bergmeier Engineering
- American Race Tires
- JD Couriers
- Super Charge Batteries
- AFCO Shock Doctor
- Oval Express Magazine

- Art by Mickey

Summary

- Merchandise
 - Heads Caps attended every round last year
 - Financial struggle – will not travel again this series
- Series Magazine
 - Advertising covered printing cost of 2000 magazines
 - Produced in-house
 - Very limited market for quality product
 - Looking at program viability
- Series equipment - promotion and operation
 - Drivers from SA carried equipment
 - Need to address issue of mobile office and transportation of series equipment
- Financials
 - Series relies on SSA and NASR commitment
- Objective of Series
 - To promote and develop Super Sedan Racing

No questions.

12. *Technical Overview*

Des Alfirevich went through the Technical report

CLARIFICATION 1

Street Stock page 25

The use of adjustable lifters are permitted. (Saves 2 days labour at times)

PASSED Tek Torque

CLARIFICATION 2

All divisions Rollcage

Roll cage cross brace section rollcage 15 N (ii) change heading “cross braces” to read “cross braces/spreader bars”. (To avoid confusion in wording)

PASSED Tek Torque

CLARIFICATION 3

Street Stocks P35 Table 5

Modified P 44 Table 6 VS – VY commodore throttle body butterfly ID 64mm

PASSED Tek torque

CLARIFICATION 4

All mono classes

Metal sheeting only in the drivers foot well may be fitted under the drivers feet, which is also covering the front roll cage spreader bar, so drives feet do not get tangled in the barwork. (Has been allowed previously)

PASSED

CLARIFICATION 5

Junior P19 Section 14 cc

That scrutineers need to be more vigilant on the rule of lifting device to be fitted. i.e. Override bar or chain to lift with.(on going must keep on to drivers)

PASSED

CLARIFICATION 6 P34 Sect 25 Rule B Junior Draft

Add the following wording

Koni and Bilstein O.E.M. street replacement shock absorbers allowed. No competition aftermarket derivatives. E.g. .AFCO, Bilstein, Koni, Pro, etc.

PASSED

CLARIFICATION 7

Super Sedans

The use of a fibreglass copy of an approved SSA aluminium roof not be accepted. (Must get away from Late Model look)

PASSED Tek Torque

CLARIFICATION 8

Super Sedan

255mm rule, cars must move the waistline of the body inwards to comply with the 255mm rule to outrigger measurement Fig 6 (i) Page 18

Also waistline to base of rollcage main hoop measurement is 257.5mm max page 23

No welding of a "C" section or box section onto the outside of the outrigger.

PASSED Already in book with these measurements (**SSA Board agreed to enforcement change refer constructor bulletin 24 September 2010**)

QSCA did not vote as had already left the meeting.

To accept clarifications 1 – 8

MOVED NTSCI 2nd VSCF Carried NASR SA were against Clarification 7

TECHNICAL RECOMMENDATIONS

RECOMMENDATION 1

Nigel Reichstein's Submission to mount fuel cell in boot spare tyre well not allowed as it is outside specification book. (Tank too far back to fit rule)

PASSED (Not to allow)

This was for information and it is outside the specification book

RECOMMENDATION 2 ADD TO SECTION 22A

Street Stock

Rear radiator to be mounted rearward of the main rollcage hoop.

For safety (At least one car has LHF radiator hard to get in & out. Safety for crash crew or ambulance people)

PASSED

MOTION 1 to accept recommendation 2

MOVED NTSCI 2nd VSCF CARRIED

RECOMMENDATION 3

All mono cars

Street Stock P 19 15H

Modified P20 sect 13D

Production P21 13D

Junior P20 15D

The base of the main rollcage hoop to be fitted square in car. (to stop offset of hoop across car to move radiator forward)

PASSED

**MOTION 2 to accept recommendation 3
MOVED VSCF 2ND TSCF CARRIED**

RECOMMENDATION 4

Street Stock P25 18

A SSA designed aftermarket controlled computer be allowed as an option.

Reason – current sealing process is seriously flawed.

PASSED

Further research required on this into costings to the driver etc and bring back to next meeting.

RECOMMENDATION 5

Street Stock P29 23i

Cast Iron diff hats mass produced will be permitted for use.

PASSED

**MOTION 3 to accept recommendation 5
MOVED VSCF 2ND QSCA CARRIED**

RECOMMENDATION 6

The SSA look at talking in the QSCA 4 cylinder class as is and move it to a National Class with a name change.(Good starter division)

PASSED

Already accepted in MOTION 27 from the May 2010.

RECOMMENDATION 7

The board run a competition within the existing 4 cylinder competitors nationwide to determine a name for the 4 cylinder class including juniors to operate under, within the SSA organization with a prize or reward being offered for the winning decision.

(suggestion to give a 1 year free registration) as prize

PASSED

**MOTION 4 to accept recommendation 7
MOVED QSCA 2ND VSCF CARRIED**

Bill Miller to deal with the above Motion

RECOMMENDATION 8

We recommend that in view of recent engine sealing problems being created, that Bernie Challen be stopped from acting on behalf of the SSA in the process of engine sealing and be removed from his positions.

All technical people signed this (won't fill in forms properly. Keeps saying that drivers want to keep others from knowing their engine size)

There was a long discussion.

MOTION 13

MOVED VSCF 2ND WASCF LOST

FOR QSCA, WASCF, VSCF AGAINST NTSCI, TSCF, NASR SA, SSA of NSW

Neil suggests that we write to SA and ask them to explain and to make sure that the engine sealer in question and all engine sealers are aware of the engine sealing procedure and their responsibility to the competitor and the sport.

MOTION 5

That SSA no longer seal engines as a mandatory process. Cars may be selected at random to be pulled down throughout the year

MOVED NASR SA 2nd QSCA LOST

FOR QSCA, NASR SA and NTSCI, Against TSCF, SSA of NSW, WASCF and VSCF

RECOMMENDATION 9

Street Stock

Front Radiator, if used, to remain in original position. Rear radiator to be rearward of rollcage main hoop mounted in the rear cabin area but the top section of the radiator must not obstruct vision through the upper half of the rear window. If radiator is mounted against rear firewall, it shall be against the firewall in total with the core forming part of the firewall.

PASSED

MOTION 6 to accept recommendation 9

VSCF 2nd WASCF CARRIED

RECOMMENDATION 10

Street Stock Section 22 D Delete the words 'tap fitted to the top tank of the radiator'(has been in books for a long time and nobody has a tap in the top tank of the radiator)

PASSED

MOTION 7 to accept recommendation 10

MOVED WASCF 2nd NASR SA CARRIED

RECOMMENDATION 11

That submission to use a G202 Charade in Junior Sedans with measurements for wheelbase being 2340 and track front 1435 and rear 1440 both measurements with plus 50mm already added, measurement be accepted.

PASSED

MOTION 8 to accept recommendation 11

MOVED QSCA 2nd WASCF CARRIED

RECOMMENDATION 12

Junior P37 Vehicle dimensions.

To introduce KE70 to Junior car list with 1200 engines. (4 coils etc too much advantage already given etc)

LOST

For information only

RECOMMENDATION 13

Modified Production Front suspension

Section 22 F

Remove from draft Section F and pictures

PASSED

(Reason Majority of drivers don't want this suspension option allowed.)

MOTION 9 to accept recommendation 13

MOVED QSCA 2nd TSCF CARRIED

RECOMMENDATION 14

That States forward a list of engine sealers to Beckie also with scrutineers list with all contact details. (To start off National Database, email tek torque etc)

PASSED

**MOTION 10 to accept recommendation 14
MOVED VSCF 2nd WASCF CARRIED**

Des went through information that he had received from the R & D Committee just for information. Mrs Vaughan attended the Technical Meeting and she presented an apology verbally on behalf of Mr Vaughan. They also put forward a roof for approval which the Board discussed. Further discussion required.

MOTION 11

**That the Junior and Modified Production Specification books be amended with the latest accepted motions. Once completed the books will be ready to go to print.
MOVED VSCF 2nd WASCF CARRIED**

MOTION 12

**That the National Technical Advisor and National Steward Advisor attend each full board meeting.
MOVED QSCA 2nd NTSCI CARRIED**

13. Stewards Overview

Allan Jennings attended on Sunday at 11am and reported on the recent Stewards Meeting.

This motion was put forward in the May meeting

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

The stewards are not happy as the drivers are not being told about the rule and it is not in the rule book which is not going to be rewritten for a couple of years. This rule was to go to the Racing Rule Committee to be accepted and until it is it is not valid.

This motion needs to be on the nomination, websites and Allan is going to ensure that all Stewards are notified.

These recommendations are being sent to the review committee.

8.1.1 Recommendation that the words 'for which an infringement notice was served' be added to the rule – clarifies the intent of the rule – Take to review committee

6.1.7 Recommendation that the rule be changed to reflect 3-5 years suspension not the 10 years as currently. Take to review committee

6.2.4 – this rule needs to be linked to Rule 7.4.3 (m) – review committee

6.5 – Link to rule 7.4.3 (m) review committee

2.3.1 – Need to take out the work theoretical exam as NASR do not have a theory exam

3.4.3 Has a typo – should read DMA not DMS

Rule 7.9.2 (needs to have rule number corrected) Does this rule prevent a car from taking part in competition, what happens if it is sold ? Clarification required

Recommendation new rule – to become Rule 4.24.3

Where a race meeting is called off/postponed/delayed only those competitors who would have been able to restart on the green light in that particular event, will be deemed eligible to continue in the remainder of that race or the rescheduled event. Position as per transponders/lap scorers and subject to any penalties imposed by the chief steward

Recommendation – Suspension period to commence from when the fine is paid – not when the penalty is imposed – this may see fines being paid earlier rather than at the end of the suspension period. To review committee

A letter from Maryborough Speedway was discussed about single file restarts being replaced by double row restarts and taking the cone away was discussed and rejected. They must run by the rulebook.

Suspensions should start when the fine is paid not when they receive the penalty.

MOTION 22

Cars that receive the green flag to start the race but are non finishers may be eligible for points and/or prizemoney (rule 4.23.7 would be removed and the change made to 4.23.6)

Immediate implementation

MOVED QSCA 2nd NSW CARRIED

MOTION 23

That SSA endorse the implementation of an official's refresher accreditation course by correspondence. This is to be managed by the National Steward's Advisor or State Trainer as applicable. All officials will be required to attend a full training course every 4 years. All new officials must first complete the face to face accreditation course. To be implemented immediately.

MOVED WASCF 2nd QSCA CARRIED

To accept Stewards Report

MOVED NTSCI 2nd VSCF CARRIED

WA did not vote as not in attendance.

14. *National Titles*

Title Report from Michele Harris

The 2012 Australian title submissions have been sent out and we are waiting for them to come back. When the closing date has been reached we will assess them and will call a phone hook up with the board to go through the ones that meet the guidelines. I am pleased to report that there has been a lot of interest from venues to host the Super Sedan Title. I would like to thank Bec and Di Lauder for their input into making the title process easier for me. I am close to completing the officials for the 2011 Titles. This is getting harder each year as we don't have too many suitable people offering to take on these positions. To all the officials, host clubs and Promoters from the 2010 Australian Titles thank you for putting in the effort to ensure they ran smoothly. We have completed two years of our title team concept and I am pleased to report that this has worked very well. We still have some that can't understand that they are not just there in the roll that they have been chosen and are required to assist in any form needed.

They are team players and as such need to be ready to assist anywhere they see needs help.

I will be working with Bec and Sharee to do a title budget and attempt to keep it on track for next year's titles. Sharee was going to add some extra columns to the accounts so that we can dissect the title income and expense to give us more indication of where we can improve on spending. One area that we should not be cutting costs is airfares and accommodation for officials. This is very important to making or breaking a title.

Comments

Contracts and submissions need to have food and drinks available for scrutineering added.

15. Policy amendments

Paul is going to update Policy

16. General Business

Rationalisation – Kevin Theyer reported on rationalisation meetings

I would like to thank the SSA board for allowing me to continue on with the work that was started on class rationalisation some three years ago.

The response from competitors outside our ranks so far has been exceptional with all associations willing to work together to form a workable class that can embrace different sections to form a strong class that can take sedans into the future and at the same time cull some of the like classes that are so similar but with very slight differences.

The compromising balancing act for all parties will be where we all sit with the ongoing specification changes for the future. I believe we can create a compromise position for all parties and that this can be done in a similar way to the setup of the Super Sedan Series (NSSS) working party.

Using much the same model and where all of the competitor groups will come together with a representative and form a committee to set down a set of specifications that will be accepted by the relevant technical / competitor groups. Although this will be seen as a change as to how the SSA tech committee currently operates, I strongly believe from all of the vibes I have received of late it is absolutely necessary for it to operate this way for rationalisation to succeed.

In the short term it is imperative that we return to Queensland and Victoria before we take the next step to get a consensus of opinion regarding rationalisation.

After these states have been visited a national meeting will take place where we will work to bring all the associations together for a meeting to discuss the feasibility of holding a national title where all cars can compete under a common set of agreed specifications

Our visit to Queensland was not as successful as far as driver input was concerned but with new information being put out there as to the real reason for our visit we are confident that a good response will be achieved next time around.

For class rationalisation to succeed we need support from NASR in both financial and moral terms. The NASR board has indicated their full support of the SSA in its rationalisation program.

To take the next step after when we have the next round of meetings particularly in Queensland and Victoria we will need representation and support from NASR. This will give us the kudos to help make these proposals acceptable and credible.

I believe we are heading in the right direction and all that I ask of this board is your ongoing support in this program.....

Comments:

Sydney meeting was very well represented and Kevin gave a brief overview of things discussed at the meeting.

Qld was not very well represented by drivers but a very productive meeting.

NSW have already had 1 meeting since the initial meeting and have another one arranged. At the Leeton Title we would like to invite some of the other classes in the State, we would have to look at being a little lenient on specifications but not on safety. We should be actively encouraging new drivers and classes into Sedans.

**That we accept the minutes from 3 rationalisation meetings.
MOVED WASCF 2nd VSCF**

**That we accept Kevin's Report on Rationalisation
MOVED TSCF 2nd NSW**

**Constitution Review which was held over from last meeting, that we accept the changes put forward.
MOVED VSCF 2nd WASCF CARRIED**

Secretary's Meeting Information and recommendations

MOTION 14

**That we accept the National Infringement Card/Log Book form. To be distributed to all State Secretaries.
MOVED VSCF 2nd NTSCI CARRIED**

MOTION 15

**That we accept the minutes from the Secretaries Meeting held 14/8/10.
MOVED VSCF 2nd WASCF CARRIED**

QSCA

Motion from recent meeting in Qld

That Speedway Sedans contribute towards the cost involved with the running of Australian titles, Speedway sedans to pay to the host state body a fee of \$20.00 per nomination.

Delegates felt that the cost to the host state, in ensuring that sufficient personal were available to assist had continued to rise with no return to the state hosting the national title. Host state bodies fund travel and accommodation of such officials as required to ensure the title is a success

MOTION 18

**That Speedway Sedans contribute towards the cost involved with the running of Australian titles, Speedway sedans to pay to the host state body a fee of \$20.00 per nomination.
MOVED QSCA 2nd WASCF LOST**

VSCF

1. Norm Fisher would like his suspension from SSA to be on the agenda. We don't have any further correspondence to support his request.

Rod read out a letter received from Speedway Victoria Stewards Board.

MOTION 16

**That the SSA send a letter to Norm Fisher inviting him to make application for a scrutineers and stewards ticket. If accepted by the SSA Board this would be for a probationary period of two years and be for club level events only. Probation period from date of acceptance by the SSA Board.
MOVED WASCF 2nd NSW CARRIED
QSCA against**

A discussion on R & D Committee's and what the idea was as to why they were formed.

Paul asked to go over something from yesterday the Mick Bagorski engine sealing form, the form was found and passed onto South Australia

MOTION 17

That the Super Sedan R & D group meet before the start of the upcoming season preference to be held by the end of October 2010.

MOVED NASR SA 2nd TSCF CARRIED

Portfolio role for Finance Board Member has been given to Greg Lynd.

Motion 24 from May meeting was held over pending legal action and we need to add officials in the motion and Beckie to send to Kelly and Co.

The blue office shirts need to be investigated Beckie to come up with some designs and costs.

Bill had a look at the point systems as requested from the last meeting and Michele had asked Di to look at it also. Di is going to incorporate Bill's sheet into her spread sheet and revisit next meeting.

Advertising in the Oval Express magazine we received 70 pages of publicity last year which is an increase from the previous year.

MOTION 19

That SSA continue the Oval Express magazine advertising commencing October – May 2011 Cost at approx \$800 per edition (Bill to confirm cost)

MOVED NASR SA 2nd TSCF CARRIED

Totally Speedway – Daniel Powell advertising for Junior Title

MOTION 20

That SSA accept Totally Speedway proposal for advertising of Junior Title cost \$900 + GST. This includes 1 page before title, centre spread and 4 pages after the title.

MOVED VSCF 2nd WASC F CARRIED

Thursday Thunder had over 8000 hits on the first show, John Gore has received an email which was read out and it is an option to discuss with Thursday Thunder as to whether we can achieve any National Title Coverage.

The Junior chassis car was discussed and Neil will get a progress update.

MOTION 21

That the SSA continue TV coverage of Australian Titles for Modified and Super Sedans with Power Production.

MOVED NASR SA 2nd TSCF CARRIED

Cameras in cars are being taken back to the safety committee.

Rod is going to write a criteria for blue ribbon events.

Question on Fuel sampling as to if there is a procedure, there is and it is in policy.

NSSS utilising our radios and transponders during our titles, we do take priority on this.

NSSS going to WA, Kevin is going to the next working party meeting to put forward that a NSSS round is held in WA. This body needs to get more information out of the NSSS meetings that they have because at present we do not receive anything.

Junior class of cars needs to be looked at, cars are harder to find Paul is going to follow it up with the possibility of forming a R & D Committee.

17. *Date and Venue of Next Meeting*

Friday forward planning day 27th 28th and 29th May 2011 pending venue in Sydney

18. *Close of Meeting 1.30am*