

Speedway Sedans Australia Inc

Board Meeting

Sydney, NSW
28th & 29th May 2011

Minutes

1. Open Meeting – 9.00am

2. Introduction of Board Members

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

3. Introduction of Delegates and Attendees

John Gore – SSA of NSW
Rod McLennan – TSCF
Jamie Oldfield – WASCF
Moss Buchanon – NASR SA
Denise Garret – Observer Saturday
Peter Garret – Observer Saturday
Kevin Theyer - Observer
Allan Jennings - Steward
Diane Lauder - VSCF
Grant Bird – Observer Saturday
Jim Cowley - QSCA
Beckie Jones – Secretary
Ron Pyne – Saturday Afternoon
Paul Trengove – Saturday Afternoon

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.

Finances – Greg Lynd will be presenting financial report and from what I have seen of all the emails going back and forth Greg is coming up to speed very quickly with his board portfolio Greg will, besides presenting the financials, also be presenting an update on our budget...

Stewards – Alan Jennings will give us an overview and update on any stewarding issues or major concerns raised from the national titles. A stewards meeting is planned prior to the printing of the new book this year and Paul Trengove should be able to give us an update on where we are at and what date and where the meeting will be held..

Speedway Australia – unfortunately Dale Gilson cannot be with us today but we will have Paul Trengove attending the meeting to present the Speedway Australia report... Paul will be going through the latest changes and initiatives put forward by the Speedway Australia Board. One of these initiatives is the on line licensing system which is to replace the manual system and all things being equal remove the debacle from last year.

Website – I am working with Warren King from the Speedway Australia office with the revamp of our website Warren has sent through a link on where he is at thus far. It looks very impressive and will have all the features we are looking for. I had a meeting with Warren in Adelaide earlier in the month to go over further requirements we may need. With the online title nominations Warren is going to look at utilising the online licensing system by creating a seamless link. The new online licensing system will enable us to provide a secure site for credit cards.... Jason the live audio section of the site looks very impressive.

Titles – Michele Harris will 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.

The Production Title which was meant to include other sedans of similar specifications was hijacked by certain parties in our organisation which at the end of the day made us look ridiculous to say the least.

NSSS – organisation of the 2011 – 2012 NSSS Series is basically all done and ready for another successful series... Tony Parkinson will not be in attendance but has submitted a report. The NSSS tried a new format at the Tri City Series at the request of the Avalon promoter which gained mixed reviews and I don't believe the working party will use or recommend that format again....

This year we should see the series expand into Tasmania and Western Australia making it a truly national series.

Technical – During the year the board removed Des from his position and as such some members of the Technical Committee have taken up the challenge to respond to technical issues as they arise. Paul will be presenting their report from the recent technical meeting. By now you should have a copy of the recommendations and clarifications that were discussed and being put forward at this meeting. Please think them through thoroughly and consider, if any, what effect this will have on the sport.

SSTAC - Ron Pyne will be in attendance to bring us to speed where the SSTAC committee is at with the revised draft of the Super Sedan specification manual and to discuss the results of the survey.

Regarding the rest of the classes Peter Harris has put his name forward to head up the Street Stock Division when the timing is right to go ahead with this concept.

Another class of Super Sedan we should seriously consider introducing is the older type of Super Sedans, similar to the 6 Super sixes in Tasmania. Chassis style cars with steel wheels etc.

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 represent competitors and stakeholders financial interests in our decision making and as such we the SSA are a big business unit representing millions of dollars of investment into our

great sport. 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: Paul would like to have a further discussion on the Production Title, this will be done with the rationalisation.

6. Board Member Reports

SSA of NSW

This season has been a challenge for most of our tracks in NSW. The poor weather has caused numerous cancellations, thereby making it very difficult for any of our state sedan series organizers to complete sufficient rounds to satisfy all concerned. Our local club shows were affected to the point where almost 50% of scheduled events became washouts at some tracks.

Having said that our Super Sedan, Modified Production and Four cylinder sedan series Competitors were successful in completing sufficient events to gain a respectable result.

The state of NSW was fortunate enough to host two National titles this past season.

The township of Leeton in the riverina was the host for the Production Sedans, and by all accounts a great time was had by all. Some minor adjustments need to be made for future events but all in all the Leeton club and its volunteers rose to the challenge.

The northern rivers town of Lismore hosted the Modified Productions and once again provided all the excitement that we have come to expect at this great venue. To quote the track promoter " it was the best racing he had see from this division in quite some time "

The NSW State Title for Super Sedans was held at Sydney Speedway and numbers were a little lower than in previous titles. The track promotion has pencilled in 7 meetings for next season but again has asked for the car count to increase.

Unfortunately our State Title for Modified Productions did not eventuate. After attempting to run this event on the south coast at Nowra we were forced to abandon all hope after being washed out. With so many events being washouts during the season the Nowra club were not in a position to re-schedule the event.

Corowa on the NSW / Vic border played host to the Production Sedan State title. This event turned out to be our most successful title for the season. As with the National Title at Leeton the competitors in this division are very keen to maintain their existence and are prepared to except change to retain their position within the SSA. The local club is to be congratulated for the effort they put in to make this event the success that it was.

Our Junior Sedan Title was held at the Goulburn track, and by all accounts was well received by all. To be able to run this division with no ongoing issues after the event is a measure of the success of this title.

During the off-season we have a number of meetings planned for our State. In the coming months we will once again hold an officials accreditation course for all our Stewards and our scrutineers. This will be a two day course and all aspects of their rolls in speedway will be covered.

We will also be holding a meeting with interested parties within the three state associations where we will be discussing the four cylinder specifications. This meeting will hopefully put to rest any concerns that competitors may have with the introduction of the National 4 cylinder class.

On behalf of NASR NSW I have been asked to conduct a Training seminar where we will be bringing together all of the club registered “ Junior Training Officers “ from around the state with a view to improving our training procedures, communication and consistency in technical and stewarding matters.

Here in NSW we are still struggling to increase our competitor numbers in each of our divisions. The cost of running a race car and the unavailability of sponsors is taking its toll. We will continue to push forward in the hope of a better time ahead.

Comments: None

TSCF

As the “Thunder from down under” has once again been silenced with the 2010/2011 season coming to a close. With a bout of the cold and the flu fast approaching, I must congratulate those track operators who were willing to push our season deep into the month of April.

A rain effected season throughout Australia many would say as a very, very large understatement, with our season being somewhat sanctioned to minimal impact I must certainly sympathize with each and every individual affected in any way shape or form across the country.

The first state title held this season was the modified production title held at Cranes Combined Carrick Speedway on Boxing Day. With the best Tasmania had to offer, the racing was as it is across the country when it comes to modifieds, hard, fast and very enjoyable to watch. Andy Russell would take the win with Craig Williams and Brett Tatnell filling the minor places.

The street stocks a week later held their title at the Bendigo Bank Arena, Latrobe. With an increase in numbers once again for streeties in Tassie a good field had gathered for what was going to be a great nights racing. A mixed bag of results throughout the heats was recorded, but it was Todd Auton who eventually went onto win his eleventh state title, Mathew Templar and Brett Waddington filling the minor placings respectfully.

Our Junior title this season coincided with this years Grand Prix for super sedans at Latrobe. I must add that our junior competitors grasped the opportunity to race and perform as one would say on the big stage, in front of one of the largest and most appreciative crowds seen at Latrobe this season. For Micheal Gorman from Victoria to make the trip down under and who showed a magical display of driving and sportsmanship in winning his first state title, congratulations to Micheal and also to Dion Bellman, Josh Smith and to all that participated.

As the season continued into the huge month of super sedan racing in Tasmania we were blessed with the running of the national title, although numbers were down, “wow” what a weekend! A full on, flat out, terrific display of super sedan racing at its best. A title that was most enjoyable to be a part of, congratulations to all that participated and to those individuals a big thank you for making it the weekend it was.

Going into the state title a week later the scene was set with a number of interstate competitors who had remained in Tassie to contest what would have been another terrific weekend up north at Carrick

Speedway. Unfortunately the rain gods shifted and once again it put the weekend out of reach. Eventually the title was run and won in March with Jarrod Harper finding his feet with an all the way win, a gallant effort by the Insane Devil Brad Smith into second and the Donut King Adam Beechey finishing third.

I can't go past with out congratulating Luke Gunn and Josh Knight on winning their state titles in their respective state classes.

In general, the Tscf has continued along the path, in putting one foot in front of the other as we continue to push and implement a number of changes throughout our organization! We are far from where I would like it to be, but with the continuation of hard work and commitment by a number of individuals involved success will be forthcoming, keep up the good work and thank you very much.

Comments: None

WASCF

Once again it has been a busy summer of Speedway in the West.

Four of our State Titles have been run with good numbers in all division. We have our Modified Production Sedan State Title in Brome next weekend. The distance has affected numbers attending, although we do have one competitor travelling from Queensland.

The Super Sedans have had a very successful series. They have consolidated their position as regulars at the Kwinana Motorplex which is a plus for the sport in WA.

The Modified Sedan Series was also successful with numbers increasing and more quality cars appearing.

The Production Sedans Triple Crown Series was also very well supported by our competitors.

Grant Woodhams once again ran the Northern Street Stock Series which as always was very well supported at the tracks involved.

Many feature events for the various divisions were also programmed by our clubs giving our competitors plenty of opportunity for high class racing.

The JSRA Junior Sedan Series also went well over the summer with the normal high standard of junior competition providing a fantastic stepping stone to senior racing.

In conjunction with Speedway West accreditation of officials has continued with good numbers attending most courses. It appears that more people are happy to gain accreditation even if they are not currently officials.

The biggest concern our drivers have is with specifications in their respective divisions. Most are happy to see small improvements to but not wholesale major changes.

We have a challenge with the Production sedans, of which we have more than a hundred registered cars. Some competitors want fuel injection and others are totally opposed to it.

The direction we, the SSA, take in this issue will test us either way.

We look forward to the NSSS visiting WA this year. It will be the highlight of the coming season.

Each year the board seems to face bigger and higher hurdles. I think through cooperation, commitment and communication we as a group can work through the issues for the betterment of this association.

Comments: None

NASR SA

The 2010-11 racing season is almost over, and started off with small car counts, but grew as the season went on. Car registrations over the season were:

Modified Productions 8 with only 6 competing

Production Sedans 1

Street Stocks 73, slightly down from 81 last year

Junior Sedans 30, down from 39 last year

Super Sedans 25 similar to last season

Street Stocks ran a very successful MJS Series again with 52 drivers competing and more than \$16,000 in prize money paid out. Supers again ran the JD Series. State Titles were also ran for all senior divisions, congratulations to all the competitors for making them great events.

There was also some appeals held, some were dismissed before starting, we need somebody to read the appeals before they get to a tribunal to make sure they will be heard so people are not wasting their time. The state continued to run its monthly meetings in which the CEO attended, and saw how they worked and also gave some input of what is happening at NASR.

I also attended a NSSS working party meeting in Melbourne, the biggest topic is race dates and venues. this seems to be a problem with some venues. The ads in Oval Express ran through the season continually showing the race dates and winners after the National Titles.

The TV shows on Speed also seem to be getting good reviews.

I would like to congratulate the officials and track promoters and team at Latrobe for one of the best run Super Sedan Titles, right from the start of scrutineering to the chequered flag, it was run very well

Comments: Have we looked at Totally Speedway. Billy has used them for the Junior Title and is in talks with them for future information

NTSCI

Both North and South are busy preparing for the next National Street Stock and Junior Sedan Titles. Northline Speedway is currently looking at freight rates to try and entice competitors to Darwin in May for the Street Stock title. Northline and Katherine Speedways are kicking off there 2011 / 2012 season this weekend. Tennant Creek already have one meeting down and Alice have just finished a busy year which was plagued by rain on numerous occasions something that is unusual in the red centre.

Shortage of officials is still a major problem; clubs are utilising officials within the state to for fill their club meeting commitments. We have not had anyone stand up and take on the State Technical position.

The ochre card (working with children's card) was finally made mandatory within the Territory and has been in place since March 2011. The NTSCI will not issue any official's licences to anyone in the 2011 / 2012 season that does not hold this card.

Street Stock numbers have dropped off in Darwin but in general we are stable with numbers in both Street Stocks and Junior Sedans.

The State Titles have been allocated with the Junior Sedan Title being held in Darwin on the 13th August 2011 and the Street Stock title being held in Alice Springs on the 26th November 2011, with some work from a couple of the Street Stock drivers they have already created a lot of interest from down south.

Comments: None

VSCF

"Mother Nature" has caused havoc across Victoria this season with a huge amount of rain outs that have in some way affected every track. In January we saw the Mortlake track inundated with water to such an extent that a boat was the only usable form of access to reach the power pole on the infield to remove a light control box. The damage to the pit and track area was enormous and I commend the Mortlake members on their efforts to carry out the required repairs, enabling them to continue with their season. Several club/tracks are suffering as the financial burden of lost earnings is huge added to this is of course the personal toll that rainouts take on the loyal band of volunteers, who in most cases complete their tasks, only to have the meeting called off. Naturally the situation in Victoria isn't unique and our thoughts are with the other states who have suffered so much of the same fate.

A large contingent of drivers have represented their class and our state at the National Titles this season, we congratulate and applaud everyone on their efforts. Special congratulations to our Australian Champions Brad McClure (Street Stocks) & Jacob Mills (Production Sedans). Congratulations also to Michael Clarke (Aus2 Street Stocks), Stephen Laidlaw (Aus2 Production Sedans) and Michael Gorman (Aus2 Junior Sedans).

There is concern amongst our Committee and drivers in relation to the inconsistencies on the technical side of the National Titles this year. The Junior Title at Murray Bridge saw drivers refused the opportunity to fix or address discrepancies with their cars. Competitors were disqualified from the event and sent home. The Modified Production title at Lismore however saw several drivers given the opportunity to fix problem areas, 1 of which was an undersized roll cage. Our Committee believes that it needs to be the same rule for all, not single out and penalise certain classes.

The VSCF Committee is also concerned with the direction the SSA/ASCF is taking and the fact that it has lost its' independent identity, culminating with the fact that most of the speedway fraternity now believe that NASR/Speedway Australia is the controlling body of all Speedway. The SSA/ASCF needs to create a higher profile in regard to sedan racing, it needs to again take control of and build on its image, so that when people think of sedan racing, they immediately think of the SSA/ASCF not NASR/Speedway Australia. We are also gravely concerned about the new licencing procedures and ask what part, if any the SSA/ASCF has taken in formulating this procedure. The online licencing system may well be beneficial to NASR/Speedway Australia, however the ramifications of a licence expiry 12 months from date of purchase is forecast to create horrific problems for our state and club secretaries.

Our state titles have all been completed and although competitor numbers were down for all classes the titles themselves were successful with excellent racing in all divisions. The Modified Production title at Redline had to be rescheduled due to heavy rain on the day and the advertised rain out date. This highlighted the fact that we did not have a procedure for a complete rain out included in our State Policy. This oversight has now been addressed, although we would of course hope that it will not need to be used.

The 2011/2012 State titles have been allocated for 5 of our 6 divisions. The response from the clubs was outstanding and some tough decisions had to be made. After many years of submitting for the Junior Title the Horsham club were successful and are thrilled to have the opportunity to stage the event. Set down for January it is hoped that some WA, Tasmanian & SA competitors will stop off on their way to the National title and join the regular strong numbers from Victoria and Queensland.

Victorian State Title Dates:

SSA Juniors – 7th & 8th January, Blue Ribbon Raceway Horsham

Production Sedans – 18th February, Rushworth Speedway

Street Stocks – 10th & 11th March, Redline Raceway Ballarat

Modified Production – 17th March, Western Speedway Hamilton

Super Sedans – 24th March, Timmis Speedway Mildura

3 Litre Sedans – TBA

Victorias' portfolio of the Racing Rules & Regulations has become an area of concern to me as repeated requests to NASR/Speedway Australia for a meeting date to review the rule book have gone unanswered. There are several unworkable rules contained in the August 2009 rule book that need to be addressed, however if my requests for a meeting are ignored that makes the job impossible, obviously we need fix this situation. I have an excellent working relationship with our National Steward Alan Jennings and remain in constant contact with the Stewards from other states.

Comments: The technical concern will be discussed in the Technical Report
We agreed some time ago to be part of NASR/Speedway Australia.

QSCA

It is always very pleasing to be able to begin a QSCA Board Member's Report by stating that the numbers of registered licence holders within the state has remained at a constant level. This is again the case this season in Queensland, even though the economic climate has not been kind to the sport of speedway sedan racing. I do not believe that this just happens, but rather, a very large and dedicated group of people, in all levels of the sport, right throughout the state work tirelessly towards the betterment of the sport that they love. I would take this opportunity to thank each and every person who has contributed in any way to the speedway season in Queensland.

The weather conditions throughout the season have proven a major problem for all tracks and competitors. Some how, though, everyone has managed to get through the difficult times and there are many new and exciting plans in the winds for the future.

The insistence on raising the profiles of our state titles and offering some substantial benefits to the eventual winners has been successful in attracting good numbers of competitors to title events. This has ensured that the title competition is exciting and has attracted large spectator following at all title venues. This fact keeps promoting bodies happy as well as building on the prestige of the event keeps the ball rolling in the right direction increasing the public awareness of the state titles.

The Super Sedan division continues to thrive in Queensland. Steve Jordan's win in the National Super Sedan Title leading home fellow Queenslanders Jamie McHugh and Darren Kane, exemplified the strength of the division in the state.

Darren Kane's victory in the Carline National Super Sedan Series was just rewards for the efforts put in by the whole Ian Boettcher Team and their totally professional approach to racing.

With such a powerful field of the best competitors available, the Queensland Super Sedan State Title was always going to be an unforgettable experience. Even persistent rain could not detract from a magnificent final race. Congratulations are in order for the final place getters in Matt Pascoe, Darren Kane and Brad Smith. A massive thank you to the local street sedan competitors needs to be advertised for their efforts in assisting to return a completely saturated track surface back to usable racing conditions.

My thanks to the Super Sedan Association for their continued high quality programme presentation of a two-tier competition that ensures the best exposure for the division within the state.

Modified Production Sedans have continued to enthrall speedway spectators as only modified sedans can do. The numbers of competitors at race meetings remains astounding and the various series conducted during the season have all been huge successes.

A record number of nominations were received for the state title. Interstate driver numbers were possibly assisted by the National Title being run just the week before.

The final of the Queensland State Modified Production Title will go down as one of the great races that one has the privilege of witnessing. Congratulations go to all of the competitors for a wonderful show. Placegetters were Todd Doyle, Mark Carlin and Rodney Pammenter.

The Junior Sedan division continues to grow from strength to strength with new drivers continuing to boost the numbers of competitors. In just a few short years, this division has exploded onto the scene in Queensland. In 2004 there were just 7 licensed drivers; now there are 68.

The Junior Sedans have become an important part of the programming on most tracks throughout Queensland, and the future prosperity of the class seems to be assured.

The state title needed to be rerun because of rain. It was a real pleasure to see interstate drivers return for the rerun of the event.

Congratulations go to the eventual place getters-

1. Michael Learoyd.
2. Michael Gorman.
3. Will Muir.

The National Four Cylinder Class continues to grow rapidly. Since the step was taken to run an open four cylinder state title in an attempt to bring all of the various four cylinder groups together, the numbers of cars within the division just continues to multiply. This year's state title attracted over 50 cars from Queensland and New South Wales.

Congratulations go to the place getters-

1. Russell Cowley.
2. Al Mathers.
3. Kurt Wilson.

Along with national recognition, the upcoming King of Australia event should further raise the profile of the class. All that remains now is to run that inaugural National Four Cylinder Sedan Title.

The QSCA has committed increased funds to the conduct of official accreditation courses throughout the state. These courses are, in the main, well attended and provide an excellent forum for discussion and learning.

The junior driver training programme continues to provide learning opportunities for our young drivers. I thank all of those senior drivers who assist with the programme.

State meetings have been well attended by representatives of all of our affiliated clubs that allows for an open discussion on all matters concerning members.

I would like to conclude this report by thanking all of the members of the QSCA Committee of Management, club officials and volunteers and all competitors and crews for their undying efforts in ensuring the continued growth and prosperity of our sport.

Comments: None

**Motion to accept CEO and Board Reports
MOVED TSCF 2nd SSA of NSW CARRIED**

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

1. Board Meeting September 2010

MOVED VSCF 2nd WASCF CARRIED

8. Business Arising From Previous Meeting Minutes

Fire Extinguisher – This needs to be taken more notice of as people are not adhering to the rule.

P17 – Competition for 4 cylinder Sedans – National 4 Cylinder Sedan is a suitable name.

Regarding the Court proceedings from drivers etc, we had an email sent to the board member from the lawyer that the below was put forward to us.

"If any Driver or any member of a race team (including its owner) takes legal action in a court of law against NASR or an affiliated association (including against any official or office holder of NASR or an affiliated association) which NASR considers to be vexatious and/or without any reasonable basis then the Driver and or member of the race team may be suspended until the legal action is resolved or withdrawn."

It is the decision of the Board that the Motion is rescinded.

Withdraw Motion 24 From May 2010

WASCF have rescinded the above motion.

Junior Chassis car has not been developed. This will be further discussed during Technical

9. Financial Report

Greg Lynd put forward the financial report and budget.

A stock take is to be conducted each year.
Sanction fee to go up 5% for titles.

MOTION 7

The increase in prices for all stationery as presented be accepted as of 1st July 2011.

MOVED WASCF 2nd NASR SA CARRIED

Alan Edwards to investigate shirts for titles and meetings.

MOTION 8

That a new computer, printer, scanner, fax unit for secretary use up to \$3000.00.

MOVED VSCF 2nd NTSCI CARRIED

A phone & wireless internet card is to be provided for the secretary.

A discussion on whether we need to continue with utilizing the NASR Office. Neil is going to discuss with Dale regarding this, but in the mean time we need to utilize their expertise.

Kevin has asked that as the NSSS is heading West this year can they have assistance and support from this Board. Kevin has proposed that the money will be utilized for assistance to the teams. It is also about the long term stability for this event.

MOTION 9

National Title Sanction Fees to increase yearly as per CPI. The next Sanction Fees be increased by 5%

MOVED NTSCI 2nd VSCF CARRIED

MOTION 10

That we accept the request from WA for \$5000 to assist with the initial first NSSS rounds in WA to assist with the teams going to WA for season 2011/12. Money payable to NSSS budget.

MOVED VSCF 2ND NTSCI CARRIED

That we move the finance report as presented.

MOVED WASCF 2nd VSCF CARRIED

10. *Business Arising from Financial Report*

11. *NASR & NSSS Report*



Other National Bodies

- ◉ Cricket Australia
- ◉ Hockey Australia
- ◉ Basketball Australia
- ◉ Netball Australia
- ◉ Squash Australia
- ◉ Swimming Australia
- ◉ National Association of Speedway Racing

New Building



Staff – April 2011

- ◉ Dale Gilson – General Manager
- ◉ Paul Trengove – Operations Manager
- ◉ Robin Pearce – Finance Manager
- ◉ Warren King – Marketing & Comm.
- ◉ Shane Collins – Risk Management Officer
- ◉ Tony Parkinson – NSSS & Hall of Fame
- ◉ Steve Green – World Series Sprintcars
- ◉ Kerri McGrath – Level 4 Accounts Assistant
- ◉ Chris Ashworth – Licensing Officer
- ◉ Dani Teasdale – Receptionist

Meetings/Events

- ◉ Minister for Sport
- ◉ Australian Sports Commission
- ◉ CAMS – CEO David Morgan
- ◉ QBE London presentations

Aim : To develop stronger working relationships
with relevant stakeholders.

Speedway Challenges

- Unifying State Branches & National Office
- Continue to gather acceptance as peak body
 - ACCC Issues
 - Splinter Groups
- Staffing/Resources matching industry expectations

Marketing & Communication



Marketing and Communication

- ◉ Support Divisions to grow
- ◉ Use our economies of scale
- ◉ Website set up for tracks and divisions
- ◉ Attract young people
- ◉ How can Speedway Australia assist
- ◉ We are a customer support organisation

Risk Management

- ◉ New position – October 2010
- ◉ QBE - \$15k to \$30k Track Safety grants
- ◉ Coordinate Track Inspections
- ◉ Coordinate State Safety Days
- ◉ Work with Competitor Divisions
- ◉ Manage Speedway Australia Insurance program
- ◉ Implement Speedway Australia safety policies
- ◉ Member of the Speedway Safety Advisory Committee (SSAC)

NASR Public Liability

- Renewed with QBE London
- 84 NASR Insured tracks and growing!
- \$50 million indemnity limit
- Track Grants – Risk Management
 - 3rd Year offering tracks grants for risk management projects
 - Tracks to apply based upon safety improvements
 - QBE London doubled commitment to \$30,000

Personal Accident Insurance

- 2009 & 2010 tender processes saw AFA Pty Ltd offer the best terms.
- Capital Benefit maintained at \$100,000
- Other benefits rolled over include:
 - Weekly benefit maximum \$800
 - Benefit Period up to 104 weeks
 - Ambulance benefit up to \$5,000
 - Non-Medicare benefit up to \$5,000
 - Funeral benefit up to \$7,500
 - Rehabilitation up to \$25,000
 - Lifestyle modification up to \$15,000
 - Broken Bones Benefit-up to \$10,000

Speedway Australia State Branches

- More financial support in the future
- More resources means more support at ground level
- Better relationship with Head Office
- Using Speedway Australia's economies of scale to support state activities

New Branding



CAMS Delegation



- ◉ Why is it so important?



- ◉ Where is this at?



- ◉ Speedway Aust. pays \$14k per year



- ◉ CAMS increased to \$32k

- ◉ What do we get for our money?

New On line licensing

- ◉ Speedway Australia's biggest current project.
- ◉ Based on the highly successful AKA system.
- ◉ Secure Payment over the internet or by cheque.
- ◉ A \$10 discount available off their licence
- ◉ Licences will be valid for a full 12 months from the *date of issue*.
- ◉ The online licensing system will allow for several levels of user access.
- ◉ NASR Branches, Associations and Clubs will have varying levels of access.
- ◉ Club Membership Management

On line licensing

- The status of an applicants licence will be updated to the system in real time.
- Hard copy applications will be available in limited quantities for the 2011/12
- Intended roll out July 1st 2011.
- The Future
 - Tracks able to see the current status of a drivers licence. (Ie. Paid for / Pending / Expired)
 - No internet required at track.
 - Suspended/disqualified from competing.

NASR Licensing Fees

- 2011-12 Fees
- \$10 increase across all categories
 - On line Discount \$10
 - Licence Forms still to be sent out during transition

Time to Consolidate

- ◉ Marketing & Communications Officer
- ◉ Risk Management Officer employed
- ◉ Other part time staff – now full time
- ◉ Magill rd sold, new building bought and moved into
- ◉ Update and create new policies
- ◉ New branding complete – ready to roll out
- ◉ On Line Licensing – May 2011
- ◉ Met with all Stakeholders

A New Beginning

- ◉ NASR as Speedway Australia is not who it was in July 2009
- ◉ We are not an organisation who provides insurance only
- ◉ We are here to grow and support Speedway
- ◉ We now have the resources to match the expectation.
- ◉ 2011 2012 High Expectations



Comments:

Paul explained the new online licencing and showed a demonstration. A lot of discussion and questions which Paul answered.

Question: Whose problem is it when people are driving around without helmets on as is the requirement?

Answer: The track would need to enforce it as Speedway Australia can not be at all the tracks all the time.

ASRR&R book is hopefully planning to have a new book available in August, a meeting is being planned soon when everyone is available.

Fire extinguisher rule is not being enforced. This will hopefully be discussed and reiterated when Shane Collins goes to the tracks etc.



NSSS REPORT – May 2011

INTRODUCTION

2010/2011 was the 6th year for the National Super Sedan Series, where Carline Mufflers have been sponsors for the last 4 years.

Darren Kane won the series for the second time maintaining the Qld dominance of winning all 6 series. However, it was a close battle to the end with both Trent Wilson and Brad Smith able to win the series at the final round.

The series this year was clearly the most challenging.

Of the scheduled nine rounds, three meetings were lost (because of weather in two cases and unsafe race track in the third case at Dubbo), two meeting ran on re-scheduled dates, and only four were run on the scheduled dates.

Dubbo had resurfaced the track with additional clay which contained large quantities of hazardous debris which could not be cleaned up in time.

Losing 33% of the meetings has had a significant impact on the Track Promotion Fee income resulting in a \$45,000 loss in revenue.

In addition to the lost income at these cancelled meetings, in two cases all the series expensed had accumulated as the meetings had got to the stage of parade laps. The third lost meeting at Dubbo resulted in additional costs due to changed travel arrangements.

In this situation where meetings have been cancelled Speedway Sedans Australia had an agreement to increase its NSSS contribution to \$15,000.

SERIES NOMINATIONS

25 Teams signed Team Agreements to compete in the series and paid the \$600 series nomination fee. Of these 25 Teams, which was a slight increase on previous year, 15 Teams were offered Appearance Money.

Teams wishing to compete in selected rounds of the series paid a \$150 nomination fee per round. There were an additional 32 Teams that competed in one or more rounds during the series.

NAMING RIGHT SPONSORSHIP

The 2010/2011 Carline Mufflers naming rights sponsorship was the first year of the current two year agreement.

Carline Mufflers were active throughout the series. David Atherton, Carline Mufflers National Manager, plus eight guests attended the Brisbane round.

David Atherton held a meeting of his NSW Store Managers in Sydney Speedway corporate facilities on the Saturday afternoon of this round and then many stayed for the race meeting.

David attended the presentation dinner and presented series awards. At this time David expressed his thoughts on the naming rights sponsorship where he stated that the series was exceeding his expectations through the promotion efforts and television coverage.

Throughout the series we had Carline Muffler give-a-ways such as Frisbees where the car numbers were marked on the Frisbees. The person with the feature race winner numbered Frisbee received a pack of NSSS poster, cap and stubbie cooler.

FORMAT

The series normally runs a 9 heat format, three rounds of three heats.

This year at the tri-city series a qualification time trial format was used. After Mount Gambier it was agreed to vary the qualification process. At Warrnambool (after Avalon was lost to weather) cars were timed in groups of 5 over two laps with each car getting two runs.

The fastest time car got points equivalent to a heat race win and so on down with points allocated as per time order.

There were two rounds of heats, fastest to front in first round and fastest to rear in second round.

The top six point scorers raced in a 6 lap dash to determine the first six feature race starting positions, the next eight positions were determined by heat points, and the B main decided the last eight starters. The feature race was over 40 laps.

This format worked pretty well although some drivers who were not able to record a fast time in two laps were negative.

SERIES VEHICLE

Largely due to the efforts of Neil Sayer NASR and SSA jointly purchased a long wheel base Mercedes Sprinter van in Queensland for the series and SSA use.

The van is needed to carry series equipment such as banners and signs, radios, PR material, merchandise, radios, portable gazebos, scrutineering tool box, tables and trophies.

When the van returned to Adelaide for a break in the series it was fitted out with two caravan style bench seats (including correctly mounted seat belts) and table, large storage racks down right hand side, electrical power inlet to get power into van, lights, power points and air conditioner.

The van will require re-registering by early April and with assistance from company which fitted out the van we will be attempting to get the van registered as a Camper vehicle which should be cheaper registration.

SERIES MAGAZINE

Previously NSSS has produced a full sized 64 page colour magazine. While there was reasonably good advertising support it proved to be very difficult to sell.

This year thanks to the efforts of Warren King a series information booklet was produced. This consisted of 24 A5 size pages which cost about 75cents per copy when printing 3000 copies. Advertising largely offset this cost and as a result the series was able to give 300 booklets to each track to add to their track programs.

TELEVISION COVERAGE

Power Productions has again produced NSSS five programs for Speed and a one hour review program for SBS as per the following schedule:

- | | |
|---------------------|---|
| • Episode 1 15 Dec | Preview Show (being filmed at Carline Mufflers store at Caloundra |
| • Episode 2 12 Jan | Racing from Brisbane |
| • Episode 3 26 Jan | Overview from Gympie, racing from Mt Gambier |
| • Episode 4 9 Feb | Racing from Warrnambool |
| • Episode 5 12 Mar | Overview Murray Bridge, racing from Sydney Speedway |
| • Episode 6 end Mar | One Hour Series Review on SBS |

Because of cancelled speedway meetings the Sydney meeting will be covered over two one hour shows to fill available times on Speed.

At no additional cost Power Production produced a five minutes highlights video for the Presentation Dinner.

While in previous year there have been some questions raised regarding the quality of the speedway shows being produced, this year has seen a marked improvement.

MERCHANDISE

In previous years Heads Caps has produced and sold series merchandise at the tracks but it had not been viable due to the travelling costs.

For the series this year a limited range of merchandise was produced to be sold by the NSSS team. This included t-shirts, polos, crew shirts, caps, and stubbie coolers.

Despite losing three of the nine rounds nearly all of the t-shirts, caps and coolers were sold and over half the polos and crew shirts sold. This remaining stock can be sold next year as it does not have the year printed.

POST SERIES MEETING

The NSSS post series review meeting was held at the Mercure Hotel, Rosehill on the Sunday morning after racing at Sydney Speedway. Over 40 drivers, officials and members of teams attended this meeting which reviewed the series awards, promotion, format and venues.

Teams were advised that due to the number of lost rounds that the series prize money paid out was going to be reduced – as specified in the series Supplementary Regulations – while Appearance Money would be retained.

Improving the promotion of the series and of the teams was discussed. Teams agreed that they should all be involved in a form of roster to ensure all teams participated in pre event promotions. Drivers agreed that autograph sessions should be held at tracks prior to racing.

The revised format was discussed with the clear majority of teams supporting the nine heat format.

In addition the driver view was that publicity activities such as pre Feature Race introductions were important.

The introduction of two wide restarts was discussed and there was some support for this with the proviso that only the race leader started on the front row.

2011/2012 SERIES

I have started negotiations with tracks regarding the 2011/2012 series.

There has been strong interest from both Tasmania and Western Australia. Both of these States are very strong in Super Sedan racing.

The planning in Tasmania is to link the rounds of the NSSS with the Grand Prix meeting at Latrobe (which pays \$12,500 to win and would still run as a separate event) for the one trip across Bass Straight.

Current planning has the series finishing in WA. While it is not viable for all contracted teams to travel to WA, a proposal is being considered where the top 10 teams after the rounds are finished in the eastern States will be offered increased appearance money for the final three rounds in WA.

Tracks expressing interest to date:

- Brisbane
- Toowoomba
- Gympie
- Rockhampton
- Dubbo
- Sydney Speedway
- Hamilton
- Carrick
- Latrobe
- Kalgoorlie
- Albany
- Kwinana

Comments: The dates and tracks have not been finalised as of yet. Can we have more signage at the track, some more flag banners need to be discussed in the finance section?

MOTION 5

**That the SSA financially support NSSS up to \$15,000 for the season 2011-2012 series.
MOVED NASR SA 2nd WASCF CARRIED**

12. Technical Overview

Paul Gannon put forward the Technical report

CLARIFICATION 1 ALL CLASSES 4 CYLINDER SECTION 13 RULE E

For driver side – a minimum of two spacer bars evenly spaced between front and rear rollcage leg are to be fitted with each opening from the cage subframe and top nascar bar with a minimum of 6 bars fitted.

MOVED WASCF 2nd NASR SA CARRIED

CLARIFICATION 2 – ALL CLASSES

Nascar door bars.

On the drivers side nascar bars, one of the 3 horizontal door bars may run straight through. Eg. From front wheel arch to rear wheel arch and then have 2 separate pieces of 38mm x 3mm turning at 90 deg to the nascar bar connecting onto the rollcage A and B rollcage pillar bars.

4 Cylinder section 13 (E)

Street Stock Section 15 (M)

Production section 13 (F)

Junior Section 21 (F) OLD BOOK

Modified Section 13 (F) OLD BOOK

Super Section 22

MOVED NASR SA 2nd NTSCI CARRIED

CLARIFICATION 3 – ALL DIVISIONS

That the top nascar bar, lower windscreen car and passengers top nascar bar, maybe formed in one continuous bar. This entails the “A” pillar bar to be formed in 2 pieces. One from the rollcage base to this hoop with the upper section from this hoop upwards to the top hoop..

MODIFIED 13

JUNIOR 15

PRODUCTION 13

STREET STOCK 15

4 CYLINDER

SUPER SEDAN

MOVED NASR SA 2ND WASCF CARRIED

CLARIFICATION 4 – ALL DIVISIONS MOD PROD P22 13H

The anti spear plate be fitted on the outside of the nascar bars.

MOVED VSCF 2ND NASR SA CARRIED

CLARIFICATION 5 – MODIFIED PRODUCTION

OEM rear firewall must not be removed or relocated, except for any material removed to allow the fitment of the radiator. Replacement of OEM firewall will be necessary prior to re registration. OEM rear parcel shelf to remain as per specification book.

MOVED WASCF 2ND NASR SA CARRIED

CLARIFICATION 6 – JUNIORS SECTION 28

That wheel spacers may be used in Juniors.

MOVED NTSCI 2ND WASCF CARRIED

CLARIFICATION 7 ALL MONO CARS

ROLLCAGE MODS 13A, JUNIORS 15A, PRODUCTION 13A, STREET STOCK 15A

Rollcage to be full width of the cabin area.

TO GO INTO TEK TORQUE

MOVED SSA OF NSW 2ND VSCF CARRIED

CLARIFICATION 8 PRODUCTION

To allow the use of ballast weights.

INSERT WORDING FROM MODIFIED PRODUCTION BOOK PAGE 23J PART A,B,C,D AND E. INTO PRODUCTION BOOK PAGE 22-J

MOVED WASCF 2ND NASR SA CARRIED

CLARIFICATION 9 ALL MONO CARS

Headlight apertures and grill to be filled in. Take out word “MAY” and add the word “MUST” be filled using max 1.6mm sheet fibreglass or plastic P19 SECTION U.

Needs to be clarified further before acceptance

CLARIFICATION 10 P17 14T Street Stock

As per FIG (I) insert wording at end of paragraph. Front spreader bar between bumper mount/chassis rail permitted. Reason no wording in book to support picture.

MOVED NTSCI 2ND SSA OF NSW CARRIED

CLARIFICATION 11 ALL CLASSES

Cabin mounted radiator tanks to be totally covered.
SAFETY ITEM

MOVED VSCF 2ND TSCF CARRIED

CLARIFICATION 12 – STREET STOCK

Intake manifold/plenum chamber to remain OEM STD this means no machining, no welding, no extra vacuum ports or redrilling for sensors

MOVED TSCF 2ND WASCF CARRIED

This needs to be put on the website with a picture

Clarification on tow hitch requirement.

TO BE TAKEN TO THE BOARD REGARDING LEGISLATION

Resolve: This is to be referred to the Safety Committee and send request to NASR (Paul Trengove)

MOVED WASCF 2ND VSCF CARRIED

RECOMMENDATION 1 ALL DIVISIONS

Protective clothing in spec books eg. socks with no tagging in books, boots tagging on 1 boot only, gloves tagging on 1 glove only. SSA to recommend to NASR to add this to their listings to make it clear for the drivers. NASR to show clear direction on expiry dates of eg. Helmets and apparel and their website must be kept up to date.

Paul Trengove to supply proof that helmets were given a grace period

MOVED WASCF 2ND VSCF CARRIED

RECOMMENDATION 2

That the 4 cylinder specification draft be accepted to be used for the new SSA 4 cylinder class. We accept this draft pending their view by the board and there answers within 14 days.

MOVED WASCF 2ND VSCF CARRIED

Name is National 4 Cylinder Sedan Class

RECOMMENDATION 3 – MODIFIED PRODUCTION

To change name of class to MODIFIED SEDANS – to be added to new draft of spec book –
REASON – Remove Production name to not confuse with Production Sedan Class
MOVED NASR SA 2ND SSA OF NSW CARRIED

RECOMMENDATION 4 PRODUCTION

Change to allow maximum 7” wide rims and +75mm track measurement from OEM.
MOVED SSA OF NSW 2ND VSCF CARRIED

RECOMMENDATION 5 – PRODUCTION, STREET STOCK & JUNIORS

To allow the use of “V” rated tyres, with a maximum cost of \$180 per tyre. The retail price is determined by State Tech Rep in which car is registered. A list of 3 major tyre retailers is compiled. From these outlets a retail price inc GST is obtained for the tyre brand and size in question. These prices are added together and divided by 3. If the amount is less than \$180 then the tyre is compliant.

This is to be sent back to Technical for further clarification

RECOMMENDATION 11 – PRODUCTION

That Production have a phase in period until 1st July 2012 for the \$180 tyre to become relevant refer to recommendation 5.

This is to be sent back to Technical as per recommendation 5.

RECOMMENDATION 6 SECTION 19 H

In Junior Sedans the use of O.E.M carburettor to manifold heatshield only be permitted to be used. From the Technical Bulletin #1102-2.
MOVED VSCF 2nd WASCF CARRIED

RECOMMENDATION 7 SECTION 19 B

To remove carburettor part number listing from Table 2 on page 37 for Toyota, to be replaced with carburettor maximum venturi size all makes.

DATSUN SUNNY & 1204	PRIMARY 20MM
	SECONDARY 26MM
DAIHATSU CHARADE	PRIMARY 18MM
	SECONDARY 25MM
TOYOTA COROLLA	PRIMARY 21MM
	SECONDARY 25MM
SUZUKI SWIFT	PRIMARY 18MM
	SECONDARY 25MM

MOVED VSCF 2nd WASCF CARRIED

Carburettors need to be returned to the competitors from the recent Junior Title – Bill Miller is going to organise the return of the carburettors back to the competitors.

RECOMMENDATION 8 – JUNIOR SEDANS

Bumper bars front & rear to be max 38mm x 3mm.
MOVED VSCF 2nd WASCF CARRIED

**RECOMMENDATION 9 – MODIFIED PRODUCTION for the draft
CLASS IDENTIFICATION**

To let drivers in this section have 3mm thick clear lexan rear door side windows inserted in place of the OEM glass. This lexan window to have below info

“CLASS MODIFIED PRODUCTION

RACE NO 88 IN FLURO ORANGE

DRIVERS SURNAME SMITH”

MOVED WASCF 2ND SSA OF NSW CARRIED – Sizes of number to be approved.

NAME CHANGE: MODIFIED PRODUCTION OR MODIFIED SEDANS,

RECOMMENDATION 10

That the SSA Technical Committee work towards the implication of a single specification manual covering all divisions with the safety compliance section being at the front of the book and class specifications at the rear.

MOVED WASCF 2ND SSA OF NSW CARRIED

RECOMMENDATION 12 – JUNIOR SEDAN

To allow the use of OEM fuel injection with a limit of 1600CC engine for the following cars, to be fitted with a SSA supplied air intake restrictor plate. Engine to be as listed for vehicle.

TOYOTA COROLLA FWD

NISSAN PULSAR FWD

NISSAN STANZA RWD

FORD LAZER FWD

MITSUBISHI LANCER FWD

MITSUBISHI GALLANT FWD

FORD ESCORT RWD

TOYOTA COROLLA RWD

HOLDEN GEMINI RWD

VW SUPERBUG

HONDA CIVIC FWD

HYUNDAI EXCEL.

REASON:- Current specification engine ruling restricts the use of all newer cars. newer cars are of a larger engine capacity and of an efi configuration. older cars are unavailable in any great number. The use of a restrictor plate in the air intake allows later engines to be restricted to comparative power of current engines. An SSA approved restrictor plate in the air intake is the easiest way of restricting power in a way that may be easily checked by a SSA machine examiner. A more refined list of approved model and year and engine type will follow after further research has been done by the SSA technical committee.

MOVED WASCF 2ND VSCF CARRIED

This is to be implemented in the next book after the 2011 book. July implementation in 2012. Technical people to investigate any perceived problems for the next meeting.

RECOMMENDATION 13 – JUNIOR DRAFT

During the life of this book a controlled tyre maybe introduced.

REFER TO RECOMMENDATION 5

REASON – the cost of tyres being used by some teams are very expensive so cost can be more even for competitors.

LOST

RECOMMENDATION 14 – PRODUCTION P28 SECTION 18 NEW EFI SECTION

To allow EFI Engines with open computers, using Street Stock EFI engines. Engines limited to VY Commodore ecotec and AU Falcon. No variable cam timing.

Implementation Date 01/07/11

REASON NATIONALLY DRIVERS ARE ASKING FOR EFI ENGINES – TO ALLOW QLD STREET STOCK SEDANS TO JOIN PRODUCTION CLASS AND STREET STOCK MAY MOVE UP TO PRODUCTIONS.

To allow EFI engines into Production Class add new sections to specification book 18.1EFI, 18.2

18.1

- a) Open computers injectors and ignition systems allowed
- b) Engines to be limited to vy commodore ecotec and au falcon. no variable cam timing. inlet manifold to oem for model of engine. no high output or tickford heads allowed. original casting number on front of head must remain. el not to use au engine.
- c) All standard sensors must be fitted and be operating including fuel pressure regulator except oxygen sensor and coolant sensor.
- d) All air intake and air filter not restricted.
- e) Header tanks for fuel pumps not allowed.
- f) No adjustable fuel regulations.
- g) Harmonic balancer not restricted.
- h) Flywheel and clutch assembly not restricted.
- i.) Cam shaft and cam shaft timing parts are not restricted. Cam shaft lifter to be solid or hydraulic. the use of performance parts in the valve train is prohibited e.g. roller, rockers, cam followers etc.
- j) A standard engine is allowed no more than 0.60” over bore and 0.60” for head facing
- k) Refer Australian standards “as4182 -1994 code of practice for engine reconditioning standards “engine balancing: the balancing of any engine componentry or removal of any balance shaft is strictly prohibited. the only tolerance allowed are the drill holes in the crank shaft as done by the manufacturer (oem) the conrods cannot have any metal removed or polished. the pistons can not be machined or lightened.

18.2

Insert all wording from street stock book parts “a” to “q” with exception part “p” remove lettering OEM only.

page 35 section 29 m

add wording to part m – except efi cars.

wording for new part m – the fuel line to the engine must be fitted with a quick action non-leak fuel tap or valve in working order. except efi cars.

P38 TABLE 2 NEW EFI TABLE

ADD FOLLOWING MEASUREMENTS TO TABLE 2.2

HEADING EFI ENGINES –BORE + STROKE

4.0 LT FALCON	92.26	99.31
3.0 LT RB30 COMMODORE	86.00	85.00
3.8 LT V6 COMMODORE	96.52	86.36
VALVE SIZES	INTAKE	EXHAUST
3.9 LT EA FALCON	EA FALCON	47.00 EXHAUST 39.00
4.0 LTB – EL FALCON	47.00	39.00
4.0 LTAU FALCON	47.00	41.00
3.0LT RB30 COMMODORE	42.10	35.10
3.8LT V6 VN –VR COMMODORE	43.40	37.80
3.8LT ECOTEC VS COMMODORE	45.50	38.50

3.8LT ECOTEC VT – VY COMMODORE	46.63	38.74
TABLE 2.3 THROTTLE BODY EA – AU	OUTER 64MM	INNER 64MM
VL	64MM	54MM
VN-VR	72MM	60MM
VS – VY	72MM	64MM
IMPLEMENTATION 01/07/11		

MOVED VSCF 2ND SSA OF NSW CARRIED NTSCI & WASCF AGAINST AS THEY NEED TO SPEAK TO THEIR DRIVERS

RECOMMENDATION 15 MODIFIED PRODUCTION

That Grant Birds submission dated 9/4/10 be accepted as presented. His stub be accepted.
MOVED WASCF 2ND VSCF CARRIED

Recommendation 15 was rewritten to read

"That AU-BF Falcon stub axle assembly, along with upper AU-BF Falcon standard arm, is permitted for use in EA-EL Falcon. The lower arm will need to be fabricated as per rule 22(b) of the Modified Production Specification Book."

This recommendation allows for a Falcon stub axle to be used in a Falcon and will alleviate the need to cut and weld two stub axles to produce one.

RECOMMENDATION 16 STREET STOCK P30K

Hoses and mounting position of pump is optional. Pulleys optional. Power steering reservoir maybe fabricated to be max 800ml and coolers recommended. Mechanical belt drivers pumps only. All power steering components to remain under the bonnet eg hoses, reservoirs and coolers. Harmonic balancers to be researched.

MOVED WASCF 2ND NTSCI CARRIED

RECOMMENDATION 17 – ALL DIVISIONS

Wheel studs not to protrude further than ½" (12mm) past the outer face of the wheel nut.

MOVED NASR SA 2ND NTSCI CARRIED

RECOMMENDATION 18 – STREET STOCK

ADD TO P26 18-2C

Fuel pumps to be mounted in the boot area.

ADD P26 18G

Flexible fuel line can pass through the cabin area. Must be in 1 piece.

IMMEDIATE IMPLEMENTATION FOR SAFETY

MOVED WASCF 2ND VSCF CARRIED

RECOMMENDATION 19 – STREET STOCK

That the Board accept the draft Street Stock book as presented by the Technical Committee to send out to the drivers for comment.

MOVED WASCF 2ND NTSCI CARRIED

FOR INFORMATION

Dave Hellyer has an issue on work orders not being completed after scrutineering at titles, stewards need to use 7.8.2 to ensure that they complete the order before they can race.

Fire extinguishers rule is not being followed by competitors.

Dave Hellyer is going to look into E85 fuel and the possibility of using it.

Fuel taps on EFI car and in particular the cabin area – NOT ALLOWED

Rear quarter panels. Removed level with rear window. – THIS IS OK

Radiator ducting . many more than 600mm. Does this include intrusion into boot. **Stays as is**

Lightened seats, by holesaw.

OK AS PER LETTER FROM TONY (see motion below)

That we ban all aluminium seats that have been hole sawed for lightening exception mounting points until investigation by the NASR safety committee.

MOVED WASCF 2nd NTSCI CARRIED

Over width car. 100mm over average of other cars.

Something needs to go into the specification book

Technical committee need to investigate and put overall widths in the book, measurements are to be OEM.

MOVED WASCF 2nd SSA OF NSW CARRIED

Juniors: Reinforcement of struts and lower arms

Not necessary

Mat McLure – Submission for 2 seater Modified Production

To be referred to the board, as they want to use it to compete

NOT ALLOWED

All Classes – No longer require Engines to be sealed

This is to be moved to the Board for their advice, consensus of the Technical Committee is mixed, as long as it is done correctly then they are happy but the system is not working at present.

A strong debate on engine sealing was held by the board.

It was resolved that we remain with the engine sealing.

A list from Tasmania was put forward as being possible omissions from the Draft.

They were however already included in a future draft created from previous Technical Meetings.

The State Technical Member needs to supply a State report of their state activities and the minutes need to be distributed to all.

A letter from Peter Theyer was read out. The board would like to continue using Paul Gannon as chairperson for the Technical Committee.

SSA STREET STOCK TECHNICAL DEVELOPEMENT COMMITTEE

We need to have more competitors input into the specifications of the class Street Stocks are one of our largest competitor groups within the SSA.

More investigation and testing by the Street Stock committee will free up the work load of the Technical committee.

Peter Harris who still receives numerous technical phone calls from Street Stock competitors all over Australia on a regular basis and has good knowledge of the Street Stock specifications has offered his services to steer this committee.

Suggested guidelines for the SSTDC.

PROCEDURE:

- Anything technical relating to Street Stocks to be sent to the chairperson who then sends it out to all of his members via email this will be done with a date for replies to be back. Once they are back the chairperson then collates the answer.
- If this is a clarification and is in the book then it is answered directly to the competitor with the Technical Board member, national secretary and the CEO cc.
- If the clarification is not in the book it will be sent to the SSTDC members who will forward back their answers, they are collated and sent to the Technical board member, national secretary and CEO. Once approved then the chairperson then places this on the web site.
- If this is a recommendation, once it has come back from the SSTDC the chairperson will place this on the agenda for the next technical meeting. If a safety issue then it will be sent to the Technical board member, national secretary, and the CEO. The Technical board member and CEO will decide if it needs to go to the board for immediate approval or placed on the agenda.
- Once the board have approved the recommendations then the chairperson will advise the person who raised the issue and his SSTDC members of the result and place the result on the web site.
- The chairperson will attend all SSA Technical Meetings and have input into anything relating to Street Stocks.

The technical committee will need to forward any issues relating to Street Stocks to the SSTDC for their investigation.

The members of the SSTDC will consist of the chairperson, two people from Victoria and Western Australia and one person from Tasmania, South Australia and Northern Territory. If any other states decide to run street stocks then we will be required to revisit this as we require an uneven number.

Recommended persons to be on this committee:

Western Australia	Jamie Oldfield	Greg Avins
South Australia	Lloyd Wallace	
Victoria	Trevor Goode	TBA
Tasmania	TBA	
Northern Territory	TBA	

Issues already waiting to be addressed by this committee include:
VE Commodore sump, Harmonic Balancers and a proposal to run a Magna

**That we accept the street stock Technical Advisory Committee in principal
Moved QSCA 2nd VSCF Carried**

The letter from Oliver Dennis – Reply in writing informing him that we will not be going down the Chassis car route for Juniors and that we are adopting later cars with fuel injection etc. (refer recommendation 12).

The controlled computer from September 2010 in Motion 4 is being sent to the SSTDC.

That we accept the technical report moved NTSCI 2nd TSCF carried

13. *Stewards Overview*

Allan Jennings went through Stewards Report

The last 3 months have been very busy for me having attended 4 national titles and 2 state titles

The National Super Sedan Title in TAS was attended by 33 drivers a little down on previous years but expected due to the extra expense of travel.

Heats went very well with few stoppages the b main saw some crash and bash between two drivers who were disqualified at the end of the race.

The A Main went 30 odd laps without a stoppage and then went the full distance congrats to Steve Jordon for the win.

The only problem on the weekend was the crossover rule which saw a big in the b main and lots of confusion in lining up I have since not used the crossover rule and thing have gone more smoothly.

2011 Production Sedan title Leeton NSW

This title was well received with 43 cars attending, the race track at Leeton was the biggest I have ever seen at 900 m around the pole line.

This produced some very fast and clean racing this title was a pleasure to do the only thing I was concerned about was the lack of help as the club thought that they just supplied the track and we did the rest so the 1st night saw Alan Edwards doing flags and well as myself doing the lights and the one way and trying to watch cars I guess they call that multitasking there were only two stoppages in the a main in which 1 car was disqualified congratulations to Jacob Mills for the win.

Modified Production 2011 Lismore

This was the biggest title this year with 75 cars attending, machinery checks went very well with a minor work orders issued, racing was very fast and for modifieds, very clean even the c main only have 1 stoppage and the b main with 20 laps no stoppage. The A Main saw a few stoppages and many lead changes before local lad Max Clarke taking the wins and only his second win in the senior ranks.

Comments: A recommendation that a rule needs to be put forward to the ASRR&R in reference to that email is accepted instead of registered post in extenuating circumstances as post is not always available due to floods for example.

Recommendation to go the ASRR& R committee

QSCA requested Motions below

MOTION: The crossover rule for starting positions be withdrawn and use Rule 4.3.1 as per the current ASRR&R Book.

Moved QSCA 2nd VSCF **Motion lost**

A heavy debate regarding this issue and the resolve was that we are trying to look after the competitors best interest.

MOTION 1

Re rule 7.5.1/7.5.2

Add after registered mail or by electronic mail

MOVED QSCA 2nd VSCF CARRIED

Social media such as Facebook etc is an issue prior to and during race meetings, this needs to be addressed during meetings.

That we accept the stewards report.

**MOVED SSA of NSW 2nd QSCA
CARRIED**

14. National Titles

Michele Harris went through the Title Report

TITLE PORTFOLIO REPORT

To all the officials who took on a position at the National Titles this year I thank you very much. It has been a difficult year to secure officials for these positions. I spend a lot of time selecting these positions and then the board decides that they don't want the people I have selected which we replace with people that they suggest on a phone hook up without asking them, I then get phone calls advising me that they are not available, this is a waste of effort on my behalf and also the title secretary. To all the people at club and state level that assisted our Title team thank you. It is an important area to assure that the title is successful, just because you don't get selected on the title team doesn't mean that there are no areas that need attention and club officials know their venue better than our team. We had two titles this year where the state and club decided that they didn't need to assist and it caused a lot of work and expense to the SSA ensuring that all the duties were covered.

Thank you to Di Lauder and Bec Jones who worked behind the scenes on the titles, their work load leading up to and post title may not be seen by many but is important to the success of these titles.

We need to make some of the process more slim lined. I have some suggestions of this which I will share later in this meeting.

Title contracts and payments have been another thorn in our side this year. This needs to be reviewed as the current procedure is not working. We have venues paying after the title has been run. This puts strain on our finances, and also competitors are not getting paid out until we have payment. Bec has to make numerous phone calls to secure a signed contract and to follow up on late payments.

I have placed an advertisement on the web site to attempt to secure some new blood for our title teams.

We need to come up with a better way of competitors nominating for these titles, forms are not being completed properly and checked at state level, especially the payment form which holds up the procedure of paying out prize money and tow money to these people. We have to chase these people to get the correct information. The other hold up is the state offices are holding on to all nominations until the closing date and then we get them to the national office when they decide to send them. Some states had to be chased more than once to hand in their nominations. We are sometimes two weeks after nominations close receiving them. With some titles being held within a week or two of each other this again puts unnecessary work load on the national office to get allocated numbers and scrutineering times out. I have a proposal to do this online.

I have dissected the numbers for all of the titles for the past three years

Junior Sedans

2009	Mildura Vic	95 nominations
2010	Latrobe Tas	55 nominations
2011	Murray Bridge S.A	86 nominations

Difference 31 more

Unable to compare with Latrobe as expense to get to Tas. But in comparison with Mildura the numbers are close

Modified Production

2009	Albany WA	37
2010	Latrobe TAS	50
2011	Lismore NSW	72

Difference 22 more

Again unable to compare with Latrobe but increase I would see as strong in the Eastern States.

Productions

2009	Wangaratta Vic	31
2010	Narrogin WA	88
2011	Leeton NSW	42

Difference 46 less

Again unable to compare with WA as WA is the home of productions but in comparison with Vic the numbers are close.

Street Stocks

2009	Carrick Tas.	45
2010	Ellenbrook WA	76
2011	Mildura Vic	93

Difference 17 more

Again to compare WA and Vic travelling is the key factor

Super Sedan

2009	Lismore NSW	54
2010	Adelaide SA	62
2011	Latrobe	35

Difference 27 less

Unable to compare with the water crossing

As you can see the overall difference of car numbers is three, so it has stayed stable for the twelve month period. The only thing that has affected the SSA is the amount that we have paid out on these titles to get officials on the ground. Leeton was our most costly as the distance from anywhere and the lack of local and state support with hosting this event assisting in running at loss.

The Street Stock Title went into the rain out date which made that one more expensive with an extra night of accommodation for officials and some having to change airfares. I remind officials that rain out dates do happen and must be mindful that they may be required for that extra day.

The next lot of Titles are also going to be costly with the Street Stock and Junior Sedans being held in the Northern Territory. Numbers for both of these will be down on this year, maybe halved; hopefully we will pick some numbers up on the Super Sedan Title and Modified Title. The production Title is without a venue once again and I think that we really need to be mindful where we send that after Leeton.

Comments:

Australian Modified Title dates – A discussion with Tim from Murray Bridge regarding the dates for the Title, we are going to send out submissions to Victoria.

PROPOSAL FOR ONLINE NOMINATIONS FOR NATIONAL TITLES

PROBLEMS WITH CURRENT PROCEDURE:

- National office not getting nominations from states until after nominations have closed and sometime having to chase up more than once.
- Getting incomplete nomination forms especially the payment page – aprox 50% of the street stock nominations needed to be chased up prior to payment of tow and prize money. Some still remain unpaid. Someone has to chase these people.
- States are forwarding cheques that they have had for some time and then they bounce.

REASONS FOR SUGGESTED CHANGE:

- Online direct to national office gives us instant income when competitor nominates
- Direct nominations will also give us more indication of numbers earlier. This becomes important especially when titles clash with NSSS as transponders etc, can be sorted saving on freight.
- Forms will be completed in full, competitor is unable to submit if areas are not filled out.
- Nomination form will also double as a Tax Invoice.
- One basic nomination form for all classes

PROCEDURE

- Nomination form is completed online by competitor prior to closing date
- National office to collate list of competitors and email to home states for eligibility once nominations have closed.

- All competitors will be required to have an email address when completing the form.
- Once the national office has the clearance requirements from the states then will email to the competitor roof number allocation scrutineering times and code of conduct, and self scrutineering forms.
- Code of conduct and self scrutineering forms can then be filled out at the competitors convenience and presented at scrutineering.
- All competitors will be required to enter bank details for payment of tow and prize money (to nominate at the Motorplex for a normal meeting you must give these details) this can be either a compulsory field or if optional then no money will be paid if not supplied.
- Payout will be sooner and easier

In conclusion this will give us numbers sooner and money in the bank sooner and cut down on a lot of work at the national office.

PROPOSAL FOR CHANGES TO CONTRACTS FOR HOSTING OF NATIONAL TITLES

REASONS FOR CHANGE

- Signed contracts and money recovery major problem
- Policy has not been adhered to and we have gone into this season's title with money owing. It is too hard to get money once the title has been completed.

PROPOSAL FOR CONTRACT

- Contracts to be sent out to the venues immediately after selection of venue has been completed at board meeting. Successful venues will be required to sign the contract and pay 25% of total monies within 30 days of receiving contract. If this is not adhered to then the title will be reallocated.
- Dates will need to be set in concrete prior to signing of contract as we seem to be changing them way too often.
- Another 25% of total monies to be paid six months prior to title date (giving us then 50% paid)
- Another 25% of total monies to be paid three months prior to title date (giving us then 75% paid)
- Total money to be paid prior to start of scrutineering.
- Title manager will be required to ensure that total amount is paid prior to start of scrutineering.
- If this last payment is not paid for whatever reason then tow money and prize money will not be paid to competitors until this happens.

- Copy of contract once completed, signed and deposit in hand will then be sent to the state office of venue, copy to title manager and title secretary. This ensures that all are on the same page.
- A power point presentation to go to the track along with the contract so that they are fully aware of what they are required to do.

That we accept the Title Reports above

MOVED WASCF 2nd VSCF CARRIED

15. Media Overview

Jason Crowe to go through Media Report – presented by SSA Secretary

Media Report
Speedway Sedans Australia 2010 2011

It is my privilege to report on Media activities for Speedway Sedans Australia for the 2010 2011 season.

My role is basically split into two parts being the electronic media with the website and secondly with the live broadcasts of the National and State Titles.

In the last 12 months there have been nearly 600 articles on the website, which equates to 1.75 stories a day. I still struggle and am amazed by the lack of support and lack of information from so many clubs in relation to self promotion. I understand most clubs have their own internet sites, most of which are not updated frequently or are devoid of information, making it even harder to help promote. I have offered and continue to offer anyone to write articles, regardless of how bad they are and I will fix and make a story of it and place on the site same day. I do have a small band of contributors who regularly send me information, for which I thank them for their support.

I would like to thank Darren Shaddock for his support as the website administrator, who assists with adding information to the site, including a new page to show all titles on one page.

Figures for the twelve month period also show that numbers of readers have also increased from last year, peaking at more than 9000 per month in the peak months.

This leads me to the untapped market of our site, being sponsorship. We have only a small group of advertisers on the site, with the monthly advertising rates more than affordable. With the numbers that are looking at the site, this should be a great selling point for prospective sponsors. If anyone knows of anyone remotely interested please point them in my direction.

I also have been over the last two years, been updating driver profiles, and courtesy of being to State and National Titles I have up to date photos of many of the drivers with profiles, along with current information. This has been a massive job, and I am now satisfied that they are reasonably up to date. Again, if anyone can advise of drivers who are no longer competing I will have them removed from the site.

The other part of my job relates to the Internet and the Live Broadcasts. There are many tracks that have live broadcasts, but nothing like ours. Our live broadcasts are different in that they are interactive. Listeners can send in questions or comments and I can answer them. I

effectively am the eyes of the listener at the event, and portray via the commentary what they can't see, similar to listening to a radio broadcast of a sporting event. Even when I am broadcasting live at the track as well, I ensure I still engage the listener and keep them informed. This is where we are different from everyone else who generally just take a live feed of the track audio. Live and recorded interviews also help differentiate our broadcasts from everyone else.

The broadcasts are extremely popular, with the numbers almost all at record levels.

The Australian Street Stock Title has produced a new record, which had earlier in the season had been created by the Australian Junior Sedan Title at Murray Bridge.

A staggering 907 separate users logged in to the Public Holiday Monday broadcast, with a peak audience of 526 listening to the final, eclipsing the 400 users that had listened to the Junior Sedan Title, with the peak audience being eclipsed by 202 by the Street Stock event.

The number is even more amazing by the fact that the advertised start time of 11.00am blew out to 1.45pm, with the broadcast finishing at 7.00pm, with more than 20 hours of live streaming completed over the weekend.

The figures released today also revealed that 225 were online at the same time to hear Max Clarke win the Modified Production title, while 145 were online simultaneously to listen to Jake Mills lead all the way in the Australian Production Sedan Title.

The figures also reveal, that including all broadcasts, the listening audience is up 38% on last season, with the broadcasts popularity showing no end in sight.

Australian Title Figures

Junior Sedans

Practice 110

Heats 260

Heats & Finals 400 (324 Peak)

Super Sedans

Practice 67

Heats 249

Heats & Finals 371 (285 Peak)

Street Stock

Practice 84 (76 Peak)

Heats 428 (167 Peak)

Heats & Finals 907 (526 Peak)

Production Sedans

Practice 20 (14 Peak)

Heats 148 (83 Peak)

Heats & Finals 233 (145 Peak)

Modified Productions

Practice 47 (28 Peak)

Heats 299 (144 Peak)

Heats & Finals 377 (225 Peak)

* Number indicates the number of individual users that listened, with the peak indicating the number that were logged on at the same time

I received many commendations for the broadcasts, and hope to enhance them further in the future.

It must be noted I have some detractors, and this be because the tracks in some cases are not aware of how we do things. I was publicly criticised in relation to the Junior Sedan Title, as the local track commentator did not know he would not be part of the Internet broadcast. Every venue is different and every box is different and some tracks don't want me doing the track commentary. If this is the case then I provide the Internet commentary separately. I also need to be close to the transponder operator to provide the results on the NET as soon as possible. At Murray Bridge this was not possible. All I ask is, as part of the negotiations with titles, the promoters or tracks are made aware of what I do, how I do it, and if they would like assistants with the track commentary.

There has been some moves to upgrade the Website to a new site under the Speedway Australia (NASR) banner. This site would be a standalone site, and not as now, distribute and share information with other sites. I believe this would be the wrong way to go and having seen the administration site (the site to post information) – I couldn't understand it at all. If it was my decision, I would like to remain with the current site. I know I have previously had discussions with Neil over this, and I know that moves have started, but again I am not sure it is the right way to go.

In closing I love the opportunity to fly around Australia to present the titles on the NET on behalf of Speedway Sedans Australia.

**That we accept the media Report
MOVED WASCF 2nd VSCF CARRIED**

Bill Miller discussed Thursday Thunder and read out a letter from them stating what they are proposing for the next season.

MOTION 11

That the SSA support Thursday Thunder show to the sum of \$5000.00 for this coming season.

MOCED NASR SA 2ND WASCF CARRIED.

16. *Rationalisation Overview*

Kevin Theyer discussed rationalisation

As an organization that elected to take on class rationalization for sedan classes in Australia the time has come to move forward with our commitment to move our Production Class to a position that will allow us to combine a number of Associations into a common specification.

On that statement it must be understood that the SSA will not own the new specification. In order for class rationalization to succeed a M.O.U (Memorandum of Understanding) must be signed and all future specification changes must be done with consultation and agreeance from all parties on that statement.

I would further propose that the SSA contact all interested associations to attend a meeting in Adelaide post haste to set specifications for all associations to move forward. The SSA to allow these specifications to be in force by 2012.

The points of issue that I see that can be of an issue to set these rules are:

- Computers: Whether to have a controlled computer or have them open.
- Suspension: SSA use manufacturer arms where most other Associations use O.E.M.
- Tyres: Racing rubber or radials
- Skeletising: SSA make allowances for substantial removal of body panels in the Specifications.

I feel that all these issues can be overcome and we can move forward with an exciting new combined division that has the potential to be the largest division within the SSA.

MOTION 4

That Kevin Theyer be directed to continue with rationalization by holding a meeting with all parties involved so as to form a specification that is acceptable to all.

MOVED SSA of NSW 2nd VSCF CARRIED

That we accept Kevin Theyers report

MOVED TSCF 2nd VSCF CARRIED

MOTION 6

At the rationalization meeting a MOU be signed.

MOVED VSCF 2nd NTSCI CARRIED

17. Policy amendments

Paul Gannon put forward Policy amendments which had been approved from previous meetings.

18. General Business

SSTAC

Ron Pyne discussed the SSTAC and what they have been doing for the last 6 months. Also put forward the proposal for the new specification book.

The old specification book needs to be refined and simplified to make it easier for scrutineers, constructors, and drivers etc to make it more readable because the way it stands at the moment there are too many grey areas.

A lot of issues were pointed out that have been notified over the years and there have been lots of cars registered that do not adhere to the current specification book.

MOTION 2

We receive the proposal on Super Sedans as presented by the SSTAC. The proposal will be presented to the Tech Committee for comment and within 14 days to the Board. Once the proposal is finalised the proposal should be supplied to all drivers for input and for their comment. SSTAC representative to present at the September 2011 Tech/Board Meetings the 2011 finalised copy of the Super Sedan manual.

MOVED WASCF 2nd NASR SA CARRIED

MOTION 3

That we remove Section 44 Page 46 of the current Super Sedan Specification Manual. It must be fitted so that the centreline of the body coincides with the centreline of the chassis. Refer also to Section 19 Page 17 1960mm maximum width of car. Reason: rule is unworkable.

MOVED WASCF 2nd NASR SA CARRIED

Against SSA of NSW, TSCF & QCSA

That we reinforce MOTION 28 from August 2009, and that we recall for resumes from interested parties to be a part of the SSTAC resumes are to be back within 14 days via website.

We accept Ron Pyne as chairman for the SSTAC.

MOVED WASCF 2nd NASR SA CARRIED

We accept Shane Dryden on the SSTAC

MOVED WASCF 2nd NASR SA CARRIED

We accept David Knight on the SSTAC

MOVED NASR SA 2nd QCSA CARRIED

Greg asked as to who was paying for the SSTAC. We are currently playing it by ear at the moment, and the Board are going to have to consider allocating a budget going forward.

The following were not discussed due to lack of time.

QCSA –

SSTAC Letter from Paul Gannon

Reshelling of racecars – how is this achieved when the State has to supply them at no cost
SSTAC

Junior Sedans

After discussions the feeling of the meeting was that the Junior Sedans could not continue to exist as it does at this time. An increase in engine capacity was accepted in principle however investigation was encouraged for issues of parity. It was suggested that a set number of suitable makes/models of cars be selected and offered as an accepted range available for use in the division. It was also accepted that amendments may be required to the specifications and that allowances for suspension modifications be considered. At the very least, consideration be given to allowing camber adjustments for the front wheels for safety enhancement as a matter of urgency.

Requested Motion: For Junior Sedans: A change to the suspension rulings be investigated to reduce the number of rollovers.

VSCF –

SSA van being utilised for Titles where possible (already being done)...

Technical Faults & Stewards Responsibility Bulletin #1101.

19. *Date and Venue of Next Meeting*

20. *Close of Meeting*

Meeting closed at 3.50pm