

Speedway Sedans Australia Inc

Board Meeting

Old Adelaide Inn, Adelaide, SA
3rd & 4th September 2011

1. Open Meeting

Meeting opened at 9.15am. SSTAC will not be attending until later due to a flight issue.

AGM will be conducted during the Board Meeting
Darren Disbury from Thursday Thunder will be attending on Saturday
Tony Parkinson – NSSS will be attending at 2pm on Saturday
Paul Trengove will be attending at 10am on Sunday

2. Introduction of Board Members

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

3. Introduction of Delegates and Attendees

Jason Crowe – WASCF
Jim Cowley – QSCA
Allan Jennings – Stewards Advisor
Grant Bird – VSCF Observer
Di Lauder – VSCF
Moss Buchanon – NASR SA
John Gore – SSA of NSW
Beckie Jones - Secretary

4. Apologies

None

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: None

**That we accept the CEO Report
MOVED WASCF 2nd SSA of NSW CARRIED**

6. Board Member Reports

WASCF

Since the last meeting in Sydney we in WA have been busy with the normal off season administration meetings.

In May we had the last State Title for the year being Modified Production Sedans in Broome. I would have to say one of the most laid back and relaxing titles I have ever been to. The racing was hard and fast and the Broome atmosphere during the days kept everyone very relaxed.

Peter Theyer and I chaired a meeting of Production Sedans drivers at Collie on 25th June with 48 drivers attending. The new fuel injection rules were discussed with mixed reaction. The drivers against it being far more vocal than the drivers willing to find out more and move on with the new specification.

The WASCF AGM was held on 10th July with delegates from 13 clubs attending. All clubs reported having good seasons with numbers of competitors being excellent. It was interesting to note many of the clubs have received grants to improve facilities during the past year. This being brought about by the Royalties for Regions program in WA. This is where a percentage of the mining royalties is kept in the country areas for the benefit of those communities and residents. Further funding from this source will be ongoing.

The annual Phil Jackson Memorial award was won by Mitchell Hade a very worthy recipient and this years Dedication award went to Graham Genev from Collie.

It was decided at the meeting that the WASCF would purchase a case of transponders which would be available for use by our member clubs.

Our winter clubs have an issue with rule and specification changes happening midway through their seasons. I however, don't see any way around this situation. These clubs ask that it be brought to the attention of the National body.

One club tried to move a motion to adopt a state class for the production sedans with a carburetor. This motion lapsed as there was no seconder. It appears most clubs have accepted the EFI specifications and do not want any more divisions.

The weekend overall was very successful with the accreditation courses held well attended by scrutineers and all other officials and a very positive AGM meeting.

In the upcoming season we look forward to the NSSS visiting WA and offer support personnel to assist with these events. In particular from a technical point of view it would benefit our scrutineers to be involved especially with the National Title for Super Sedans being held in WA the following year.

All our members clubs are currently working on dates for the coming season.

Speedway sedans continue to grow in WA with the coming season set to be another fantastic year.

Comments: None

QSCA

After such a weather interrupted season of 2010/2011, all of the speedway fraternity are looking forward to the upcoming season with the hope of better things to come.

The Super Sedan division seems set for a great season with the highlight being the running of the National Super Sedan Title at Brisbane International Speedway in early May. The State Title for Super Sedans is scheduled for Charlton Raceway in April. The Queensland Super Sedan Association has produced a full series of events for the class to be held over a variety of tracks. Add to all of this, some local shows and the Super Sedans will be busy all season.

The ever popular Modified Sedans seem set for another bumper season with series events being held in both the North and the South of the state for the class. It is gratifying to see a number of track promotions being able to work together to ensure the maximum exposure for this most exciting division. The State Modified Title is set down for Maryborough Speedway in June.

The Junior Sedans continue to thrive with a whole new group of competitors ready for action in the upcoming season. Many of last season's stars are ready to continue their battles with their peers. Most tracks have organised series events for the juniors which guarantee plenty of racing time for these 'champions of the future'.

The inception of the National 4 Cylinder Class has given an opportunity for ex junior competitors to continue a sedan career. A number of last season's junior drivers will take up this challenge in the coming season. The 4 Cylinder Class continues to grow with many new cars hitting the track in the coming season. The open specifications of the class seem to be its major attraction to those wishing to compete. Local Cairns driver, Darren Collins, had the honour of winning the first major event run for the newest of national classes when he won a highly successful North Queensland 4 Cylinder Title. The State Title is set down to be also run in Cairns in June.

The introduction of EFI into the Production Sedan class has triggered an enormous interest in the division within the state. So much interest has been generated, that a State Title for the class has been set down for Gympie in April.

With so much action promised and the winter lull almost concluded; let's get into it again!

Comments: Neil asked if the Production cars are registered as SSA cars and Paul agreed that they were. John was glad to hear that as it was a note of concern in WA.

NTSCI

Both major tracks in the Northern Territory are busy preparing for the National Junior Sedan Title in January and the Street Stock Title in May 2012, with them securing discount accommodation rates. Alice Springs club members are preparing activities for the junior drivers to participate in while not at the track.

Darwin and Tennant Creek are well into their racing season, with Tennant Creek hosting their popular 60 Lapper race this weekend. This draws competitors from all over the Territory. Darwin has had a reduction this season in the Street Stock class, but I would expect that this will pick up again next season with the National Title being held at the venue.

I seem to say this every time I write a report but again we are struggling to secure officials within the Territory, Darwin have had to import a steward to be able to run some of their meetings, I have been asked to request a stewards register so that they can be assured that interstate stewards are

accredited and have the suitable experience required to run a meeting. They were caught out earlier this season with a steward from South Australia. We are without a state steward and Technical advisor. Ian Menzies from Darwin and Grant Harris from Alice Springs have assisted with technical at state level but neither have the time to take on the position full time. I would like to thank Ian for taking on the Technical role at the Northern Territory Junior Sedan Title recently.

Congratulations to Tim Smith from Queensland who won the Northern Territory Junior Sedan Title in Darwin last month. We have had a lot of interest from interstate competitors for the Northern Territory Street Stock Title being held in Alice Springs at the end of November.

Nhulunbuy Speedway have shown interest in coming back on line with the NTSCI. Nhulunbuy is a small community, but they have a good speedway venue. Their vast distance from anywhere makes it difficult for them to secure visiting competitors. I look forward to working with them to get them up to speed.

Comments: Neil asked if all States were up to date with accreditation, which they are. Discussion on the online accreditation which will only be for re-accreditation they still have to attend a meeting every other 2 years if they go down this road.

VSCF

The VSCF AGM was held on the last weekend in July, Grant Bird was returned as President, Cheryl Corbett as Assistant Secretary and Neville Pike as Technical Chairman. Andy Young is our new Junior Sedan Rep and Norm Fisher has taken on the job of Production Sedan Rep. I was again appointed the Board Member with Diane remaining as our delegate. Grant will also attend each conference.

VSCF Season Awards were introduced for last season. Trevor Mills, a well known Modified Production & Production Sedan driver was awarded a plaque for his outstanding contribution to speedway during the 2010/2011 season. Michael Gorman received the Outstanding Junior Competitor Award while the Track Award was presented to Redline Raceway (Belmont Club), recognising the remarkable improvements they have made to not only their racing surface, but the complex in general.

Our state accreditation training was held on 14th August. This was well received by our Stewards, Scrutineers and officials with 72 people in attendance. Our thanks to Alan Jennings and Selina English, for their assistance in making this day such a huge success.

Alan commented that he also found the day very enjoyable.

The Victorian clubs are looking forward to the new season with many beginning their racing in October. The JSPA has dates set in place for a 9 round series to be held in the Western Districts, while the VSSA and VMPA also have their series dates confirmed.

The 3 Litre Sedan State Title has now been allocated and will be held at Sonic Speedway Swan Hill on the 28th April 2012.

The VMPA (Victorian Modified Production Association) in conjunction with the tracks has organised to have SSA Juniors programmed as a support class for all their Association rounds this season. They have gained sponsorship for the kids and are hoping that by programming the classes together, it may encourage the juniors to continue their racing careers in SSA sedans, instead of moving away to open wheel classes, which has been the common practice over the past few years.

The season ahead is packed with several major events including the Super Sedan K Rock Cup, the King of the Mount for Street Stocks and the Modified Production Victorian Open which will be held the weekend following the National Title. The pinnacle event for the state of course will be the National Modified Production Title at Mildura. The amount of interest being expressed by drivers from all states will ensure this is a tremendous event with a high level of entries.

The Stewards conference was held in Melbourne on the 13th August, this was well attended and a very productive meeting. I had obtained a draft of the new book from Paul Trengove the day before, so we were able to work our way through it and put together a list of rules which we believe needed to be altered and also new rules to be added.

With only 3 days before it was going to print, it all became quite rushed, however the list was sent to the Board for comment and then on to Paul. Thank you to Selina for her assistance with the minutes, it was much appreciated.

I later received a query re horse collars and socks requiring an SFI tag.

Paul confirmed that there wouldn't be a ruling included in the new book as it was impossible to set a required thickness or size of the horse collar given that the neck length and thickness of individual drivers varied so much.

The book would state that socks could be fire retardant socks that did not have approvals on them, or could just be woollen socks. As long as they weren't made from a synthetic material, they would be acceptable. The safety committee had apparently looked at the CAMS rules prior to making this ruling.

I have now received the final draft copy of the Rule Book and all except 1 of our requests have been included. This 1 was for a suspension penalty to begin after any fine had been paid. The book will now go to print next week.

Victoria wishes all states and competitors a safe and prosperous season 2011/2012.

Comments

Having the Junior Class run with the Modified Series is a fantastic idea

TSCF

Since the last board meeting it would be fair to say our off season has been somewhat rather busy as most of us could relate to. With a continuous supply of speed humps this winter, it has and continues to have it all.

The uncertainty of direction and livelihood for speedway in Tasmania is somewhat a questionable and well discussed issue at present, so as we push forward hopefully those negatives will soon become positives for the benefit of our sport.

Whilst the Tscf and the member clubs continue the preparation for the forthcoming season, there has been a number of divisional meetings throughout the state with terrific numbers in attendance in which I was able to attend and receive some constructive feedback from all involved.

Currently the Tscf has no elected State Technical Representative as Dion has resigned due to work commitments and I must take this opportunity to thank him for his time over the past Two years and also thank Rod McLennan who filled the interim position at the last technical meeting. Phil Hext has once again been elected as State Chief Steward and continues to create, endure and be a proactive part of the Tscf.

Later this month, the 24th and 25th of September our entire Tscf officials will attend our statewide accreditation day which will be run by Allan and Selina once again. As it is compulsory for all Tscf affiliated officials to attend, we have extended the invitation to other speedway organizations in Tasmania so that they can work with us to maintain a strong and comprehensive official base.

Our State titles for 2011/2012 are set for the following dates,

Modifieds – 7th January – Carrick

Street Stocks – 14th January – Hobart

Tassie 6's – 21st January – Latrobe

Juniors – 11th February – Carrick

At this stage no date has been locked in for Super Sedans and one other restricted class.

Over the next two days, we as the board will be required to consider, collate, resolve and enforce changes that will effect in one way shape or form the future of this organization. All I ask is that we greet it with open eyes and be prepared to stand accountable for the livelihood and the sustainability of Speedway Sedans Australia in its entirety.

Comments: None

NASR SA

During the past months NASR SA has held Tech Accreditation meetings and is working through the Stewards Accreditations.

Car registrations have been coming in slowly. The Street Stock Series is getting stronger with good car counts and prizemoney expected. Super Sedans have some new cars and also new competitors into the section. Modified Sedans still have a low car count, especially with the Australian Title not being in the state. There has been a bit of interest in Production Sedans with the introduction of fuel injection. Junior Sedans look to continue the same as previous years.

State Titles for the upcoming season:-

Street Stocks, Waikerie February 11th, 2012

Modified Sedans, Renmark March 10th, 2012

Super Sedans, Murray Bridge April 7th, 2012

Production Sedans, Broken Hill April 14th, 2012

I have also been in contact with the print media in regards to the advertising of our National Titles and Power Productions for television coverage of our National Titles.

Good luck to all competitors for the upcoming season.

Comments: None

SSA of NSW

The offseason has given us an opportunity to regroup and make preparation for the new season which is almost upon us.

We recently held our Stewards and Scrutineers accreditation course over a two day period. Joining us again were representatives from the NSW / ACT Board and the RSA along with our own SSA officials. A very successful 2 days where all attendees became involved in all discussions. In particular the chance for all Stewards to gain further knowledge in the way they perform their duties at their home track. This was especially beneficial to the track representatives who were joining us for the first time. Special thanks to our State Chief Steward Allan Marskell for his contribution in leading this discussion. I would also like to thank John Gore and Tony O'Neill for their efforts in presenting the seminar over the two days.

NASR NSW the controlling body for Junior Sedans in NSW have held an officials course recently where all tracks and clubs were required to have their Junior Training Officers re trained. The purpose of this was to ensure that all trainers were instructing the junior competitors in the same manner thereby creating uniformity.

As of this season all Junior parents / guardians must be a financial member of club and also hold NASR pit insurance.

On a much sadder note we recently lost one of our states hard working officials.

Bruce Howle formally an open wheel competitor and administrator who has spent many years as the Government Leason officer for NASR NSW representing all divisions of speedway within our state finally lost his battle with cancer. Although he did not spend his time in the Sedan ranks, he was always available in an administratitive role whenever required. He assisted our association on a number of occasions and we thank him for his service to the speedway industry.

Our State Titles this coming season are as follows. Super Sedans at Parramatta on November 12th Modified Sedans for the first time are going to Goulburn on January 28th , and our Production Sedans will be at Gilgandra on the 3rd of March 2012.

It has only been a matter of months since our last conference. As it has been the off season I have nothing further to report at this stage.

Comments: None

**That we accept the Board Reports
MOVED WASCF 2nd TSCF CARRIED**

Rod asked if they could do the AGM as the Board Reports have finished.

**That the AGM is called after morning tea.
MOVED VSCF 2nd TSCF Carried NTSCI, WASCF and NASR SA against.**

Darren Disbury from Thursday Thunder attended the meeting at 10am. Marketing is huge via internet TV and Thursday Thunder use all of this and video racing footage can be sent to them and it will be put on free. Darren@thursdaythunder.com.au if you want to ask anything or send anything that you would like to be utilized.

The General Meeting was closed at 10.30am.

The AGM was opened at 10.50am, the 2 year CEO position is now held by Paul Gannon and the 2 year Stewards Advisor position is held by Allan Jennings. The AGM is closed at 12.06pm.

Paul Gannon has now taken the chair and reopened the General Meeting at 12.15pm. Jim Cowley is now the Board Member for QSCA. Neil Sayer has left the meeting.

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

1. Board Meeting May 2011

**That we accept the minutes.
MOVED WASCF 2nd TSCF CARRIED**

8. *Business Arising From Previous Meeting Minutes*

Speedway Australia need to put some form of contract together regarding the office space utilized by the SSA.

**That Greg Lynd will do research into the agreement between the SSA and Speedway Australia Office.
VSCF 2nd QSCA CARRIED**

Jason has been asked to discuss the new website that has been designed by Speedway Australia.

Jason informs everyone that the previous fears have gone as the new site meets all our requests and is extremely easy to use.

A list of names for the members of the SSTDC (Street Stock Technical Development Committee) needs to be sent to all States.

**That we accept the business arising from previous meetings.
MOVED WASCF 2nd TSCF CARRIED**

9. Financial Report

**That we accept as produced the finance report from the AGM
MOVED TSCF 2nd SSA of NSW Carried**

SSA of NSW - SSTAC representative costs

This includes all the committees when they are up and running – who is going to pay for all the travelling costs. The SSTAC needs to have a structure and this will be discussed later in the meeting.

We need to look at the financials when the structure is decided.

We need to look into this further Greg will work with Beckie on this

**That we need to do further investigation on finances for Technical committees.
MOVED SSA of NSW 2nd NTSCI CARRIED**

10. Business Arising from Financial Report

None

11. NASR Report

Paul Trengove arrived at 11am on Sunday.



Staff – September 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
- Kerri McGrath – Level 4 Accounts Assistant
- Chris Ashworth – Licensing Officer
- Nicole Arnold – Receptionist

Racing Rules

- Printed and released in September 2011
- Definitions clarified
- Drug & Alcohol procedure and penalties much clearer
 - Penalties include minimum & maximum
- Judicial Procedure more comprehensive
 - Process for issuing infringement notice
 - Appeal Process

Racing Rules

- Misconduct – At Race meeting
 - I.e. assault, intoxication, conduct unbecoming to the sport
 - Can be brought on by official, licence holder or Speedway Australia
 - Heard by Disciplinary Tribunal
- Misconduct – Brought by Speedway Aust.
 - Any behaviour prejudicial to the sport of speedway
 - Bringing the sport into disrepute
 - Includes being convicted of a criminal offence, violence, public intoxication, detrimental statements in any media (includes social media) etc.

ASCF/SSA Rules

- ◉ 3.6 – Roof Number Plates
- ◉ 4.3 – Crossing over cars
- ◉ 4.23 – Heat Race Finishers
- ◉ 5.1 – Official Accreditation
- ◉ 7.8 – Protests for a race incident
- ◉ 7.9 – Technical – Driver Appeal
- ◉ Misuse of safety apparel

SSA Website

- ◉ Developed in line with Speedway Australia, WSS and NSSS websites
- ◉ Using Speedway Australia's expertise and economies of scale.
- ◉ Totally self managed – easy to use
- ◉ Launching early September

New On line licensing

- ◉ Excellent feedback from applicants and clubs.
- ◉ Already processed 4000 licences since June 2011.
- ◉ Approximately 66% of applications are online in the first month!
- ◉ A \$10 discount available off online applications.
- ◉ Potential for Online nomination system
(WSS , NSSS, National Titles)

If an issue arises with social websites etc at a race meeting then stewards can contact Speedway Australia to ask advice.

NSSS Report

Tony Parkinson attended at 2pm on Saturday



NSSS REPORT

to

Speedway Sedans Australia

Adelaide

Sept 2011



Overview

- **2011/2012 Schedule**
- **Sponsorship**
- **Financial Support**
- **Supplementary Regulations**
- **Teams**
- **Officials Team**
- **Promotion**
- **Merchandise**
- **Conclusion**



2011/2012 Schedule

- **Round 1** **Gympie** **Thurs 29 Dec 2011**
- **Round 2** **Toowoomba** **Sat 31 Dec 2011**
- **Round 3** **Sydney** **Wed 4 Jan 2012**
- **Round 4** **Mildura** **Fri 6 Jan 2012**
- **Round 5** **Murray Bridge** **Sat 7 Jan 2012**
- **Round 6** **Carrick** **Fri 20 Jan 2012**
- **Round 7** **Latrobe** **Sat 21 Jan 2012**
- **Round 8** **Carrick** **Wed 25 Jan 2012**
- **Round 9** **Kalgoorlie** **Wed 7 Mar 2012**
- **Round 10** **Albany** **Fri 9 Mar 2012**
- **Grand Final Perth Motorplex** **Sat 10 Mar 2012**



Sponsorship

SERIES AND ROUND SPONSORS

- **Carline Mufflers - Naming Rights**
 - 2nd year of current 2 year agreement
- **Lukey Mufflers Western Shootout**
 - 3 rounds in WA - mini series
- **JD Couriers**
 - Murray Bridge round sponsor

SPONSOR WANTED - 3 round mini-series in Tas



Sponsorship

CONTINGENCY SPONSORS

- **Monroe Pole Award**
 - Pole winner at each round - \$150
- **American Race Tire Encouragement Award**
 - First 8 rounds - right rear tyre
- **Hoosier Tire**
 - Right Rear tyre if can wins feature race with 4 Hoosiers
- **Oval Express Best Presented Car and Crew**
 - 12 months subscription each round plus Feature article
- **Super Charge Batteries**
 - Hard Charger at each round - heavy duty battery
- **AFCO Shock Doctor Lucky 7**
 - Shock absorber service for 7th place in all Feature races
- **Bob Jane T Mart Modbury SA**
 - Leading non-contracted car at Murray Bridge



Financial Support

- **Speedway Sedans Australia**
 - **\$15,000 contribution - ongoing**
 - **\$5,000 towards WA travel fund**

- **Speedway Australia**
 - **\$20,000 for television - ongoing**
 - **\$10,000 contribution to Series expenses**
 - **\$5,000 towards WA travel fund**



Supplementary Regulations

- **Nomination fee includes \$1,200 bond**
- **Two wide restarts**
- **Bonus points 150**
- **Right hand rear**
 - **Hoosier 1300 vs American Racer SD44**
- **Chase for NSSS Championship in WA**
 - **Reset championship points**
 - **Bonus points added to reset total**



Supplementary Regulations

- **Appearance Money for first 8 rounds**
 - **12 teams plus 3 wildcards**
- **Tasmanian Travel Subsidy**
 - **\$2,000 per team for 5 meetings**
- **WA Travel money**
 - **Based on distance travelled from home to WA**



Team Contracts

Offered \$2,000 Appearance Money

Darren Kane	Brad Smith
Mick Nicola	Trent Wilson
Shane Best	Sam Hughes
Steve Jordan	David Gartner
Bill Miller	Des Korn
Lucas Roberts	Tony Barklimore

Offered \$1,500 Wilcard

Colin Hoekley	Jarrod Harper
David Mackenzie	

Offered Team Contract - no money

Ash Bergmeier	Lachlan Onley
Wayne Randall	Darren Lester
David Nichols	Steve Latham



Official Team

Manager NSSS	Tony Parkinson
▪ Race Director	
Media	Chris Metcalf
Chief Steward	Phil Richardson
Technical Officer	Paul Broughton?
Timing and Points	Seeking expressions of interest
Series Commentator	Using 4 commentators
SSA Executive	Neil Sayer



Promotion

- **Series Poster - 2000 to be given away**
- **Series Booklet - 3000 given away**
- **SRN Centrespread in Dec**
- **Pit Pass on NSSS web site**
- **Pit Walk for group of fans**
- **Super Sedan Festival in Tasmania?**
- **Displays with race teams**
- **Series Van**
 - **Display van in towns before and during series**



Television Coverage

- **PREVIEW SHOW - (14 Dec) - filmed at Carline Mufflers Store in Raymond Terrace on 7 Dec 2011**
 - **SYDNEY - 15 Feb**
 - **MURRAY BRIDGE - 29 Feb**
 - **CARRICK Night 1 - 7 Mar**
 - **LATROBE - 15 Mar**
 - **CARRICK Night 2 - 11 Apr**
 - **ALBANY - 25 Apr**
 - **PERTH - 9 May and 16 May**
- Wednesday night transmission at 8.30pm**
Thursday replays 6.00am and 12 noon
Equates to 27 hours of national coverage on SPEED
Price \$40,000 plus GST



Merchandise

- **Merchandise Marquee**
- **Reviewed range of products and sizes**
 - **T Shirts**
 - **Caps**
 - **Stubbie Coolers**
 - **Hoodies**
 - **Jackets?**
 - **Polo and Crew Shirts (from last year)**
- **Driver Autograph sessions**



Conclusion

- **Finalise Super Sedan rules review**
 - **Communications with teams of paramount importance**
 - **Have placed review procedure on NSSS site**
- **Series is now truly national**
 - **Should be exciting journey**

Comments

The Queensland Cup will still run in Qld sponsored by the QSCA

MOTION 25

NSSS to use two row restarts and tyre compound rule as per Sub regs.

MOVED NASR SA 2nd SSA of NSW CARRIED

12. Technical Overview

David Knight arrived at 2pm due to flight issues to present the SSTAC report.

David explained that it is his belief that the SSTAC were asked to clarify certain area in the book

Each recommendation is being put forward and discussed and will be voted on after the SSTAC representative has left.

MOTION 3 from May 11 Minutes

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

The above motion was asked to be rescinded but WASCF and NASR SA refused to rescind.

Di Lauder explained that we have had nothing but issues with SSTAC since they were formed and Greg agreed, we are accountable for this. A long discussion followed over the role of the SSTAC committee

Rod has stated that he is under strict instructions from his State that it is not broken so don't fix it...

Motion 19

We would like the SSTAC be disbanded. They are not working for us they are there for themselves.

MOVED VSCF Lapsed for a want of a seconder

Motion 20

That the SSTAC follow the same guide lines as the Street Stock Advisory and use drivers only in the committee.

MOVED VSCF Lapsed for a want of a seconder

Recommendation 1

CLARIFICATION:

Maximum measurement from the chassis centreline measured at the outriggers to the outer edge of the right rear wheel and tyre combination is 1105mm maximum.

RECOMMEND:

Remove – pg17 sect20. Measurement from right hand centre waistline bar into chassis/outrigger to be a maximum of 255mm. Fig 6(i)

Insert - Maximum measurement from the chassis centreline measured at the outriggers to the outer edge of the right rear wheel and tyre combination is 1105mm maximum

Method

Centreline is to be calculated at the outside edges of the rear chassis outriggers during day light inspection. Once the centreline is determined, the distance between the outside of the RHR chassis rail to the 1105 position from the outrigger centreline, will be determined and that measurement is to be fixed to the rear roll cage hoop and noted on the daylight sheet.

On the dummy grid, the scrutineer is to measure the distance from the outer edge of the RHR chassis leg to the outer edge of the tyre in front of the tyre. This is to be a maximum of that stated in the daylight form and attached to the roll cage hoop.

This is for immediate implementation

Motion 21

Accept recommendation 1 using 1105 measurement from SSTAC.

MOVED NASR SA 2nd WASCF CARRIED Against TSCF, VSCF and QCSA

Clarification 6

Super Sedan P46 Section 44

That section 44. Tolerance for body measurements is +/- 25mm overall. Does not apply to the centreline of the body. To be used for window openings, door heights and general body fitment only. In engineering practice there is no tolerance in a centreline.

Body Fitment

Body to be mounted symmetrical on the chassis (cabin floor area) table to be added

1960 overall waistline

Outside to outside of outrigger

257.5mm	1445mm	257.5mm
255mm	1450mm	255mm
242.5mm	1475mm	242.5mm
230mm	1500mm	230mm
205mm	1550mm	205mm
180mm	1600mm	180mm
165mm	1630mm	165mm

Measurement centreline to outside RR Tyre 1080mm

Measurement of outside of outrigger to outside of outrigger to be placed in cars logbook for the 2011/2012 season

Clarification 6 was lost due to Recommendation 1 from SSTAC being Passed

David Knight offered to provide measuring tools for Motion 21

That we accept the offer from David Knight of 20 measuring tools.

MOVED NASR SA 2nd QSCA CARRIED

Recommendation 2

Small block Ford heads with canted valve train configuration are deemed within the spirit of the current specification. The intent of the specification was not to limit the angle of the valves.

Immediate implementation

Recommendation 2 from SSTAC was lost due to Clarification 7 from Technical Committee being accepted

Clarification 7

Super Sedan

Ford Cleveland cylinder heads with canted valve train configuration was deemed within the spirit of the current specifications, as long as they are OEM in all areas the intent of the rule was to

- 1. be able to be bolted into a form OEM Windsor engine block using the correct deck height block which is 9.48".**
- 2. OEM boss intake must then be able to be bolted onto the cylinder heads with no spacers.**
- 3. OEM Ford rockers and rocker stands must be able to be bolted on and operate as per OEM.**
- 4. OEM exhaust manifold must be able to be bolted on.**
- 5. OEM intake valve angle 9 deg**
- 6. OEM exhaust valve angle 9 deg**
- 7. OEM intake cant angle 4.25 deg**
- 8. OEM exhaust cant angle 3.00 deg**

Motion 22

That we support Technical Committee Clarification 7

MOVED VSCF 2nd TSCF CARRIED Against WASCF NASR SA. NTSCI abstained from voting

John Purser from WASCF left the meeting, and passed the voting over to the delegate Jason Crowe.

A break was taken.

Jason issued an apology on behalf of WASCF

Recommendation 3

That bubble testing to become an acceptable means of measuring the cubic capacity of a super sedan engine to confirm compliance with the specifications. Any bubble tested engine that exceeds the 367ci limit will require the sump or head to be removed for physical measurement. For Immediate implementation.

Availability of the bubble tester could be an issue. This would need to be changed in policy if this went ahead

The engine would need to be as cold as possible to get the most accurate reading, it should take approx 20 minutes.

MOTION 23

That recommendation 3 be changed. Delete word “sump or” from recommendation and accept recommendation.

MOVED VSCF 2nd NASR SA CARRIED

New wording

That bubble testing to become an acceptable means of measuring the cubic capacity of a super sedan engine to confirm compliance with the specifications. Any bubble tested engine that exceeds the 367ci limit will require the head to be removed for physical measurement. For Immediate implementation.

Recommendation 4

Page 36 Section 38 paragraph 1

Insert - p35 sect 38 para 1 Only alloy wheels are permitted to be used.

Remove – p36 sect 38 paras 10 -14 removing all reference to steel wheel specifications.

For the draft

Recommendation 5

Page No 36 Section 39 para 1

Maximum tyre size 32/13-15

For the draft. Due to the issue with the rim size.

Recommendation 6

Page No 37 Section 40 Rule No (a)

Insert - Maximum capacity for new build cars with forced induction engines is engine capacity x1.5 is no greater than 367ci., ie. 245ci maximum

For the draft

Recommendation 7

Page No 56 Section 54 Table 4

Amend: Front overhang maximum 1250mm.

This was requested as immediate as it is easier to fit the nose, but it will have to go into the draft

Recommendation 8

Page No 48 Section 44 para 2

Remove - No part of the body, including the nose cone is to hang below the chassis rail. The bottom of the nose cone must remain parallel with chassis.

For the Draft

Recommendation 9

Page No 49 Section 45 para 1

Insert –Where a metal bonnet is fitted only 4 bonnet pins are required.

For the Draft

**That we accept recommendations 4 – 9 from SSTAC
MOVED VSCF 2nd NASR SA Carried**

Recommendation 10

Page No 46 Section 44 para 1

Remove - p46 sect44 para 1 and Fig 16(i) as they are no longer relevant.

Immediate

**That we accept recommendation 10
MOVED NASR SA 2nd VSCF CARRIED**

Recommendation 11

Page No 34 Section 35

Insert – pg34 sect35 second sentence. Shock Absorbers are limited to one external compression adjuster and one external rebound adjuster.

Immediate

This is a cost issue and clarification

MOTION 24

**That we accept recommendation 11 from SSTAC regarding shock Clarifications
MOVED SSA of NSW 2nd NASR SA CARRIED**

Recommendation 12

Page No 51 Section 47

Remove – pg51 sect47 V8 Supercar Wings. V8 Supercar wings be prohibited.

This is an advantage and also a safety issue.

To send to the draft

Recommendation 13

Page No 31 Section 30

Rewrite - pg31 sect 30 Rub rails are an optional fit and must be made of a nylon (urethane, nolathane) rubbing strip 50mmx12mm maximum.

Remove - para 5

For the draft

Recommendation 14

Page No 4 Section 3

Rewrite page 4 sect 3, The board accelerate the implementation of the self-scrutineering procedures for Super Sedans with a significant penalty system for infringements.

For the draft

Recommendation 15

Page No41 Section 40 Rule (i)

Minimum engine set back is 75in for V8/6s and 70in for inline 6 and rotary. This rule will be implemented in conjunction with a minimum front axle weight or wheel base
For the draft

Recommendation 16

That only engines of a V8, V6, inline 6, and rotaries be permitted. Delete all reference to V12, 4 cylinder and VW engines.

For the draft

Recommendation 17

This is a duplicate of 16

Recommendation 18

Page No 37 Section 40 para 2

Remove - If a car is produced with rear engine it must remain rear engine.

Insert - All cars must have the engine mounted in front of the driver's compartment

For the draft

**That we accept recommendation 12 – 18
MOVED SSA of NSW 2nd NASR SA CARRIED**

Paul Gannon put forward recommendations from recent Technical Meeting

CLARIFICATION 1 All Mono Cars

Light apertures and grille must be filled using max 1.6 mm metal sheet, fibreglass or plastic, grille to be 5mm woven mesh if air flow is required.

Replacing clarification 9 from May 11 Minutes

Motion 1 to accept Clarification 1

MOVED SSA of NSW 2nd VSCF CARRIED

CLARIFICATION 2 – ALL CLASSES

Nascar door bars.

On the drivers side nascar bars, the centre horizontal door bar 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 P24 Section 4

Street Stock P22 Section 15N (new draft book)

Production P21 Section 13F

Junior P31 Section 15F

Modified P22 Section 13F

Super Sedan P22 Section 15F

Clarification 2

Motion 2 to accept Clarification 2

MOVED TSCF 2nd WASCF CARRIED

Recommendation 1 Street Stock, Junior and Production

Street Stock P31 Section 25 H

Junior P52 Section 29B

Production P35 Section 26B

Maximum "V" rated tyres to be used.

Reason "H" rated tyres are not a common tyre that is used on road cars as in previous years.

To be put in drafts of next books.

Motion 3 to accept Recommendation 1

MOVED NASR SA 2nd QSCA CARRIED NTSCI against

Rescind Motion 3 above

MOVED NASR SA 2nd QSCA CARRIED

RECOMMENDATION 2

Junior Sedans – Junior 1600

That the Board appoint Neville Pike to carry out research on 1600cc Junior Class, to refine a list of cars and engines to be used. Funding to carry out dyno testing to be supplied by the SSA.

Motion 4 to accept recommendation 2

MOVED WASCF 2nd SSA of NSW CARRIED

RECOMMENDATION 3

The Technical Committee to draw up a scrutineering hand book for scrutineering on race days. The handbook will have sections in it for the different classes.

1. Check licence – log book faults etc
2. Safety drivers seat area – cockpit belts
3. Engine Seal Forms and check seals on engines
4. Fuel tank area
5. Engine Setback
6. Safety apparel

Etc

Tony O'Neill to collate.

Motion 5 to accept Recommendation 3

MOVED WASCF 2nd VSCF CARRIED

RECOMMENDATION 4 from the SSDTC

Street Stock P26 Section 18 B

All falcon engines after EB may use inlet manifold and injectors for model of engine, or EB manifold and injectors.

FOR THE DRAFT

Motion 6 to accept recommendation 4

MOVED VSCF 2nd NTSCI CARRIED

RECOMMENDATION 5

Production New EFI Section and Street Stock

To fit V6 Ecotech engine into VE Commodore the sump has to be modified.

We need to allow the sump modification to be done by Castlemaine Rod Shop. The capacity will be the same. Castlemaine Rod Shop to put a part number on the sump.

Motion 7 to accept recommendation 5

MOVED NASR SA 2nd VSCF CARRIED

Recommendation 6 For next draft Production Sedans

Section 15 Section 11 Rule I

Add following wording from Modified Sedan Book after eg mcpherson strut

Rear quarter panels and all inner panels in boot area. Quarter panels to be cut off at rear window base line. Rear silhouette to be maintained with plastic O.E.M bumper over top of pipe bar work

**Motion 8 to accept recommendation 6
MOVED QSCA 2nd NTSCI CARRIED**

Recommendation 7

Street Stock

To allow Magna's to compete with the following specifications

- Engine to be used 6G74, 3.5lt multivalve – single cam per head
- Must use an approved falcon computer
- Airflow metre maybe replaced with the falcon map sensor to suit computer
- Variable cam timing not permitted

This is to be reviewed within 12 months.

**Motion 9 to accept recommendation 7
MOVED VSCF 2nd TSCF CARRIED**

Clarification 3

Street Stock P22 Section N Rule (IV)

Rearward brace bars may be bolted together within 200mm of rollcage hoop. Bumper support bars maybe bolted within 200mm of rollcage spreader bar. (To assist removal of rollcage)

**Motion 10 to accept clarification 3
MOVED TSCF 2nd VSCF CARRIED**

CLARIFICATION 4

Production Sedans Section 18.1C

The use of knock sensors be optional

Reason: after market computers do not have facility to run knock sensors.

**Motion 11 to accept clarification 4
MOVED WASCF 2nd VSCF CARRIED**

CLARIFICATION 5

Production Sedan P36 Section 21, Modified Sedan P33 Section 24 Steering

Steering quickness may be used.

Reason: have been accepted for many years, never in spec books.

**Motion 12 to accept clarification 5
MOVED TSCF 2nd NASR SA CARRIED**

Clarification 8

All mono cars

4 cylinder P22 4A

Modified Sedan P20 13A

Street Stock P18 15A

Juniors P29 15A

Productions P19 13A

That the main rollcage hoop be full width of the cabin area and will be within 50mm of the inside line of the "B" pillar, measured at the window sill height, parallel to the window sill line. As per fig 10 (iii) of the modified Production Book.

Motion 14 to accept Clarification 8

MOVED VSCF 2nd SSA of NSW CARRIED

Clarification 10

Street Stock

The Inner boot skin side vertical panel may be removed

Motion 13 to accept Clarification 10

MOVED TSCF 2nd VSCF CARRIED

Recommendation 8

Production

The Production Sedan Spec Book to go into next draft form for implementation by 30th September 2011.

Motion 14 to accept Recommendation 8

MOVED VSCF 2nd QSCA CARRIED

Clarification 9

4 Cylinder Sedan P25 Section 5

Ballast may be carried maximum 40kg.

Reason – misprint in new spec book where it is listed as 20kg maximum.

Motion 15 to accept Clarification 9

MOVED VSCF 2nd QSCA CARRIED

Clarification 11

Street Stock

All 4 litre Falcon engines may use any OEM head up to and including AU, but valve size to be correct for model of engine.

Motion 16 to accept Clarification 11

MOVED VSCF 2nd TSCF CARRIED

Motion 17

Production

That Production Sedans be allowed V rated tyres. To go into the draft.

MOVED VSCF 2nd QSCA CARRIED

Motion 18

Street Stock

Remove speed rating H max from retreads for Street Stock To be sent to the SSTDC

MOVED NASR SA 2nd TSCF CARRIED QSCA Against

SSTDC Report

We have set up the Street Stock Technical Development Committee to deal with items specifically related to Street Stocks. The committee consists of Jamie Oldfield, Greg Avins, Lloyd Wallace, Ian Menzies, Colin Campton, Trevor Goode and Todd Auton. These people are working very well together and have been discussing several items of interest.

I have two recommendations to present to the SSA board, the first being a submission to run a Mitsubishi Magna with a Falcon computer. This recommendation as follows: "To allow Magna's to compete with the following specifications: Engine to be used is a 6G74, 3.5lt, multivalve – single cam per head. Must use an approved Falcon computer and the airflow meter maybe replaced with the Falcon map sensor to suit the computer. Variable cam timing not permitted. This to be reviewed within twelve months."

The second recommendation to allow the 4lt Falcon to run the inlet manifold to suit the model of the car being used or the EB manifold. The recommendation will read- "All Falcon engines after EB may use inlet manifold and injectors for model of engine, or EB manifold and injectors."

We also have 2 clarifications 1 of which was on the agenda from SA at the technical meeting and sent back to the SSTDC.

Allow the inner boot skin , side vertical panel to be removed (to make it easier for panelbeating)
Allow 4 lt falcon engines to use any OEM head up to and including AU but valve size to be correct for model of car. (this is the same rule allowed for the 250 engines now and also the juniors and will make it much simpler for scrutineers and engine sealers . The EA / EB heads are now hard to find good ones and the alternative is to allow the aftermarket ones which the SSTDC is opposed to)

Other items discussed from SA agenda were

No to V rated tyres

No to override bars but we should have pickup points under the bonnet and boot.

No to allowing the VE commodore to run 7" rims (unless every one can)

We have also researched the harmonic balancer issue but the majority of the committee think that allowing under drive balancers is getting too far away from Street Stocks, and there are other ways to solve the problem. These include using larger power steering pulleys (already allowed) and encouraging or making mandatory the use of coolers. Some of the committee believe that the overheating of the power steering fluid is caused from pumps and racks in poor condition and competitors that are having problems should replace them. We have also discussed the use of aftermarket heads with the majority believing that they should not be allowed. We have also been asked about aftermarket injectors, at this time the committee persons that have replied have said no. The injectors in question changed from a pintle injector to the later style.

I would like to thank the committee for their dedication and input into the class. It has been suggested by some of the members that we have a phone hook up as all of our research to date has been through email. I would like to see this happen but would like to wait until after the board meeting.

I would like to thank the board for giving me the opportunity to run this committee and also the technical committee persons that have passed on the information required to make this work.

13. Stewards Overview

Allan Jennings and Rod Meakins went through the Stewards meeting minutes.

**That we accept the Stewards report as discussed
MOVED SSA of NSW 2nd QSCA CARRIED**

14. National Titles

I was surprised at how little interest I have received from my letter requesting people to go on the title officials register which was placed on the internet and also in tek torque. Thank you to the four persons who did. It has not made my job easy with selecting recommendations for the title teams. Another problem that I have encountered is the working with children's laws as some states have mandatory registration for any officials working with children, and others don't require anything, this has made the selection of officials for the Junior Sedan Title limited to people who hold this card. I have looked over the submissions for the titles for 2013, we received limited interest for all but the Junior Sedan Title which we have three, one from Maryborough, Mackay and Charlton. We have one each for the Super Sedan, and Modified title, and I have chased South Australia this week for a venue for the Street Stock title. Mount Gambier has showed interest and I am waiting for the submission form which I have extended the date for return. I thank all venues for their submissions, but would like to add that if they want changes to the submission please make these changes prior to sending them in, don't wait till the contract is drawn up and then negotiate changes. We have sent all contracts out for the 2012 titles and we have seen three out of the four returned.

Comments:

The states need to get behind the titles in their own state, to get over the issue of trying to find people to assist with titles.

Parents need to sign the nomination form that they allow photos to be taken of their kids this needs to be added to the nomination forms.

2013 Submissions

Juniors

3 submissions

Maryborough 19th & 20th Jan

Charlton 4th & 5th May

Mackay 18th & 19th Jan

Michele is putting forward Mackay

Modified Sedan

Charlton 29th & 30th March Easter Weekend

Street Stock

Mount Gambier

March 8th & 9th

Super Sedan

Kwinana

22nd & 23rd March

We need to write to the Motorplex and ask that our officials have input on the ground, nominations need to be sorted. It is a 2 way thing and we do need to have some input.

That we accept the Juniors, Modifieds and Street Stock Titles. That the Motorplex is accepted in principle.

MOVED TSCF 2nd VSCF CARRIED

Production Title 2013 have not had any submissions from Victoria so Michele proposes that we pass it over to the next rotation. Qld have asked if they can get on the rotation and in order to do that they need 6 cars registered.

It is too late to have a title in 2012 so there will be no National Production Title this season.

We are going to send out the submissions to WA tracks for the 2013 season

2013/14 Season should be when we organize a 4 cylinder title

That there will be no 2012 Production Title due to lack of venues.
MOVED WASCF 2nd QSCA CARRIED

Title Contracts have been sent out and 2 have been received back.

Brisbane have sent an email stating that they will not be paying for the event until after the feature event. We have sent a request back to Mr Kelly asking him to amend the contract and we will look at it and send an amended contract back, to date we have not received anything.

Michele would like to speak to Neil to see what has been arranged. Michele has asked that Paul goes to meet Mr Kelly as the CEO and discuss the contract etc.

MOTION 26

At national titles the C & B mains to have full grids where cars are available.

Remove the word "qualifiers" from title nomination forms.

MOVED NASR SA 2nd SSA of NSW CARRIED

15. *Policy amendments*

That Paul Gannon retains the policy

MOVED WASCF 2nd VSCF CARRIED

16. *General Business*

1. Question from competitor regarding classes being ran together eg. Productions are advertised for competition and a few Modified Sedans are allowed to compete with them. Is this allowed?

NSW are going to deal with this as it is a state concern. It is not allowed and each division can only race with their own class.

2. 5 heat format for Modified title – this has been put forward by QSCA, VSCF and SSA of NSW

This needs to be consistent for all class's. The drivers have asked for 5 heats in the Modified class.

MOTION 27

That we introduce 5 heats for National titles for Modified Productions

MOVED VSCF 2nd QSCA LOST Against TSCF, WASCF, NTSCI and NASR SA

3. SSA of NSW - Payments. Retaining the right of individuals to keep using cheque payments for nominations and receipt of prizemoney and towmoney.

Cheques will not be stopped as a form of payment but direct transfer is preferable.
Remittances are to be sent out for a breakdown in monies paid to drivers.

4. SSA of NSW - SSTAC Committee. The SSA Inc subsidises the SSTAC committees, yet the Technical Committee continues to be funded by the individual states year after year. Why does SSA Inc not subsidise Technical?

This will not get out of hand and the Technical committee is equalized.

5. SSA of NSW - Board and Technical Agenda. SSA Inc to have the agendas out to states in time for the states to confer with their members and technical members on any issue that is to be discussed at the Board and Tech meetings. The current system of getting the agenda too close to the meeting is unacceptable to states.

This has been noted

6. WASCF - Paid Media Position
That the National Media position should be a paid position to the sum of \$5000 (Five Thousand Dollars) per annum, effective 1 July 2011.

MOTION 28

That the National Media position be paid and honorarium of \$5000.00 per annum Effective July 1 2011)

MOVED SSA of NSW 2nd VSCF CARRIED

There is a Technical Chairperson position that needs to be filled.

A suggestion was that the new Board Member for QSCA should take on the Board role. Jim has responded that he does not have the time to do this and also that he is new to the Board Member role.

We need a Board Member to take on the portfolio role.

Michele is doing Titles

Rod is Stewards

Greg is doing finances

Bill is doing advertising

Are the other divisions going to have their own committee? It is felt that this does need to happen sooner rather than later.

Greg Lynd and Bill Miller were put forward.

MOTION 29

That the Board Member Greg Lynd be the Board Rep for Technical Committee.

MOVED VSCF 2nd NASR SA CARRIED

The next meeting will be held in Adelaide.

Shirts are still being looked at by Alan Edwards.

Bill asked if we could have phone hook ups every month and we can rest assured that there will be them if necessary.

Oval express magazine \$550.00 + gst each advert for 8 months, National titles for TV Power Productions Super Sedans, Modified and Street Stocks have been put forward to Power Productions, there is an issue with Mildura with lighting but Mat Mclure is happy to work with this.

MOTION 30

That we do TV coverage for Modified Production x 2 nights and short exposure show for street stocks.

MOVED VSCF 2nd QSCA LOST Against SSA of NSW, WASCF, NASR SA and QSCA

MOTION 31

That we accept the proposal by Power Productions for the coverage for Super Sedans, Modified Sedans and Street Stocks.

MOVED SSA of NSW 2nd NASR SA CARRIED

MOTION 32

That we accept the Oval Express and Totally Speedway proposal for advertising.

MOVED TSCF 2nd NASR SA CARRIED

Greg has asked where the press release came from as referred to by Tony Parkinson in his NSSS report. This release was done without our knowledge on the NSSS site.

TSCF and SSA of NSW left at 3.15pm

Question on who will attend the NSSS as the representative. Previously it has been the CEO so we need to send an email to the NSSS to let them know that Paul Gannon is now the CEO and we will let them know who the representatives will be for the NSSS meetings.

17. *Date and Venue of Next Meeting*

Adelaide

18. *Close of Meeting*

3.30pm