

Speedway Sedans Australia Inc

Board Meeting

Old Adelaide Inn, Adelaide, SA
14th & 15th April 2012

Minutes

1. *Open Meeting – 9.00am*

Paul Gannon – CEO opened the meeting

2. *Introduction of Board Members*

Alan Edwards – SSA of NSW
Bill Miller – NASR SA
Greg Lynd – TSCF
Rod Meakins – VSCF
Michele Harris – NTSCI
Jim Cowley – QSCA
Geoff Green - WASCF

3. *Introduction of Delegates and Attendees*

John Gore – SSA of NSW
Moss Buchanon – NASR SA
Di Lauder – VSCF
Pam Franz – QSCA
Alan Jennings – Stewards Chairman
John Purser – WASCF
Jason Crowe – Media
Beckie Jones - Secretary

4. *Apologies*

Grant Bird
To accept the apology
SSA of NSW 2nd QSCA CARRIED

5. *Presidents Opening Address*

It gives me great pleasure to present my first CEO report to the Speedway Sedans Australia (SSA) Board. A great amount of business on behalf of this Association has transpired since our previous Board meeting. I firmly believe that this Association is moving in a forward direction with the innovations that have been introduced since that previous meeting. I thank everyone involved during this time, Beckie in particular, for your assistance and support in maintaining the momentum.

After some initial difficulties, the SSA has maintained its Speedway Australia (SA) Board position. This process was indeed very stressful and a number of inadequacies in the working relationship between the two bodies became quite evident. The simple procedure of a written agreement would have alleviated most of the confusion. I thank Dale Gilson, the General Manager of SA, for meeting with me and having a frank and open discussion to iron out some of the perceived

difficulties. I have attended a SA Board Meeting and a report from that meeting will be tabled during this SSA Board Meeting.

Dale Gilson and Mark Holmes from Marsh will be in attendance at this meeting in order to bring us up to date with happenings at SA and to provide information in regard to the Speedway Insurance Industry.

The introduction of Class Technical Advisory Committees (CTACS) was a major priority once I was elected to the SSA CEO position. I firmly believe that the work carried out by these committees on our behalf has had enormous positive effects on the technical aspects of our sport. I also acknowledge that, as a new concept, CTACS will have teething problems. These problems should not be seen as excuses to 'bail out' of the idea; but rather as learning opportunities in order to better develop the concept for the benefit of everyone involved in our sport. The SSA is a driver/ competitor based organisation and the CTACS, conducted as their Mode of Operations is written will allow those drivers / competitors easier access to participating in the conduct of their sport. Reports from CTAC Chairpersons will be presented at this meeting.

The National Technical Committee met recently under the chairmanship of Greg Lynd. Even with the development of the CTACS, the Technical Committee maintains its role within the operations of the SSA. This role was well explained in the document titled "National Technical Committee", which is freely available from our web site. Greg will be presenting a report from the Technical Committee, with all Clarifications and Recommendations, to this meeting.

I commend the work of Greg Lynd in his 'Finance' Portfolio. Working closely with Sharee Wilden and Beckie Jones, he has maintained a clear picture of the financial position of Speedway Sedans Australia. I look forward to the financial report that is to be presented to this meeting.

Allan Jennings will be presenting his report in regard to our stewarding staff.

I need to congratulate Jason Crowe for his utterly fantastic efforts with our website. His ability with live audio from race meetings, facebook and twitter are beyond belief. The amount of followers that the website has on the electronic media is staggering. All of what Jason does adds up to more and more people being introduced to the world of speedway sedans and to hopefully becoming avid followers of the sport.

Thank you also to Alan Edwards for his efforts to clothe us in business attire as well as officials' attire at race meetings. I believe that it is imperative that we are seen as a fully professional organisation and are proud to show our allegiance to Speedway Sedans Australia.

I have attended two SSA National Titles so far this season and would take this opportunity to sincerely congratulate all of those who were involved in the conduct of those titles. National Titles are the showpieces for the SSA and as such should be conducted in the most professional manner always strictly adhering to the Racing Rules and to Class Specifications. Michele Harris will present her title's portfolio report during the meeting.

I participated in two rounds of the NSSS this season while the series was based in Queensland. As we know the series expanded into Tasmania and Western Australia this season as well as competition in the usual states. Although this series is expensive and the amount of positive exposure that it brings to the SSA is difficult to judge, I believe that it has become an integral part of the national speedway calendar. Tony Parkinson will be providing a report from this season's NSSS to this meeting.

Let me please conclude this report by thanking everyone who has in any way contributed to the running of this Association for their continued efforts to ensure the future prosperity of Speedway Sedans Australia. We are a very large organisation that relies on the hard work of innumerable volunteers, many of whom go unheralded but cheerfully remain the back bone of our sport. It doesn't take much to say 'thank you' to someone for their effort and that small gesture may make the volunteer feel important and valued within the group.

Let me also take this opportunity to thank every Board Member for your work within this organisation and the assistance that you all have given to me.

State Delegates, I thank you for your continued wonderful work within your own particular state.

Comments – None

6. Board Member Reports

SSA of NSW

Let me commence by congratulating all the clubs and volunteers in the state of NSW. The adverse weather conditions along the east coast this season caused many cancellations and rescheduling of race meetings. To all track personal thank you for your efforts.

The flooding in the central west caused the cancellation of our Production Title and as such was unable to be rescheduled by the Gilgandra club. As the majority of our Production Sedans are in the southern part of the state we were concentrating on building this division throughout NSW. With that in mind we are hoping that the Gilgandra club will be in a position to take this title again next season and allow the central west to build on numbers in their area.

Our Modified Sedan Title was scheduled to be held at the Goulburn track but unfortunately there were insufficient nominations to run the event. I wish to thank the Goulburn club and its members for offering us the opportunity to run this title at their venue. Upon hearing this meeting was not to go ahead the promoter of the Lismore venue contacted us and offered his track to run the title. As the northern rivers area of Lismore and Grafton is the hub of Modified sedans at the present time we accepted Dave Landers offer and a very successful State Title was held. We would at this time also thank the Modified drivers from Queensland for their support at this meeting. It is our hope that in the near future we can build up our competitor numbers in the south of the state to enable further competition in that area.

Sydney Speedway was the host for the Super Sedan Title. By all accounts it was a good title and I thank all the competitors who attended. Although our numbers in this division have slightly reduced we were still able to put on a good professional event for all concerned. With a round of the NSSS being held at the Parramatta circuit this season, Super Sedans can hold their head high in Sydney.

NSW made an attempt to hold its first 4 cylinder state title in Gunnedah this season but were unsuccessful. Thank you to the promoter Barry Towers for his support in trying to get this division up and running.

There are a lot of people in NSW doing their best to pull all 4 cylinder divisions together from the three associations that we have in this state. I believe it is achievable in the near future, but it will take a little more work and time to achieve.

On the subject of class rationalization in NSW let me say that it is taking longer than most would have hoped.

We have been working on this task now for approximately eight years.

Let there be no mistake there has been some great progress in some areas, in particular the SSA and NSW ACT Board members running together in the Modified and Production divisions. The similarities in their specifications are minor; however there are still some hills to climb.

We will continue with this exercise next season and hope for a speedy resolution.

In closing I would like to thank John Gore and Tony O'Neill for their continued work for the state association. In particular thank you John for your hard work at the state office and the amount of time that is required to keep our state running.

Comments – None

NASR SA

Since September last year the South Australian State Body has changed name from NASR SA to Speedway South Australia. Also our long serving Secretary has retired, her position will be shared by John Dawson, Leeann Wilson and Jeff Alexander. The State has still been conducting its monthly meetings with country members on phone hook up, this seems to work well. The technical have also been having their monthly meetings.

With only a few meetings left this season the racing has been good. The MJS Street Stock Series has gone from strength to strength with an average of 30 cars at each event. The prizemoney payout on the night is \$3300 plus prizes, with an overall payout of \$5000 plus prizes. Modified car numbers are still down. Superⁱ Sedans ran the JD Series at Adelaide with car numbers increasing over the season, and also ran a State Series starting off with a low car count but picked up at the other 2 tracks, with 1 round to go. Juniors, car numbers still remained around the same. Congratulations to all the winners and placegetters of the South Australian Titles. The State has been approached to run the Junior State Title again, this will be on the agenda for the next State Conference. South Australia still has a shortage of Officials, especially transponder operators.

The driver interviews in magazines and Thursday Thunder also have been received well. It was also with great sadness that tragedy struck in a road fatality, with the loss of Shane Dryden, a former driver and volunteer official, over the Christmas period.

Comments – Michele asked if we could agenda transponder operators for later.

TSCF

With a smorgasbord of disillusion heading into our season in Tasmania, It would be fair to say now that it has come to an end the results and the season would be somewhat better than a lot of people had anticipated.

It was good to see a number of new face's prepared to take on a number of official positions and when our accreditation weekend late in September took place a terrific turnout by all and I must thank Alan and Selina for their efforts once again.

With car counts down in the early part of the season it would be the junior and street stock divisions that would continue to hold their own once again, as their respective state series' for them got under way . Supers, Modifieds and our state sedan classes would slowly generate respectful numbers to ensure that all classes would maintain a sufficient car count, so that a number of events were honoured throughout the season.

As we headed towards Christmas and continued to prepare for the "Month of Madness" January, in which three state titles would be featured, three rounds of the NSSS and also a number of coveted feature races that have been acknowledge through January for a number of years now. With the departure of the TSCF state secretary it left the TSCF to reshuffle and a quick fix to ensure that our organization continued to deliver what was required.

Our first state title for the season would be the Modifieds with Andy Russell repeating last years effort, A week later Brett Waddington would snag his fourth Tasmanian street stock title, Queenslander Wayne Randall would go onto win the super sedan title to cap of a great run in taking out this years Grand Prix and as well as having a purple patch amongst the NSSS rounds and Chris Bellman returned to Victoria after a late charge with this years Junior sedan state title.

Throughout the season a number of competitor meetings were held at different venues to communicate the changes that are happening within Speedway Sedans Australia relating to

technical and the direction that has been taken, going forward. With positive feedback and certainty that the changes were overdue our competitors feel a degree of ownership amongst their respective divisions.

All in All a season that has been filled with highs and lows and a number of events across all divisions where the racing has been first class.

Comments – None

VSCF

Since our last conference many changes have occurred, most of which Victoria is happy about, but we still have a long way to go. A regular phone hook up is a great step which we must keep going.

State Titles:

We have just the 3 Litre Sedan State Title to be run next week and that will complete a very successful season with all classes except the Modified Sedans experiencing an increase in numbers. With the Modified Sedan National Title in our state we believe this caused the slight decrease in their numbers with many choosing to compete due to financial constraints only in the National event.

The numbers of interstate competitors continues to grow, the Super Sedan title in particular saw a field of drivers the calibre you would only expect to see at a National title level.

We congratulate and thank the tracks that have staged our state titles this year, they have all done an exceptional job.

The success of our titles will enable us to purchase a laptop and some much needed equipment for our Technical Chairman.

Our title team works really well together, they do an excellent job without any problems and often receive compliments from competitors on the professional, well organised and friendly manner in which the titles are conducted.

Results:

SSA Juniors: 1st Dion Bellman, 2nd Mark Kinnear, 3rd Chris Bellman

Production Sedans: 1st Darren Pumpa, 2nd Andrew Cunningham NSW, 3rd Rodney Anderson NSW

Street Stocks: 1st Anthony Beare SA, 2nd Mick Clark, 3rd Lewis Clark

Modified Sedans: 1st Mark Carlin, 2nd Wayne Ramsdale, 3rd Mick Johnson WA

Super Sedans: 1st Darren Kane QLD, 2nd Steve Jordan QLD, 3rd Brad Smith TAS

Technical:

Whilst we have formed our CTAC Committees and we think they are the right direction, our Tech committee feel that they are left out of some of the decisions. Is it possible that some of the tech committee are not answering their emails quickly so therefore it looks like we are going over them. We need to keep them informed at all times where possible. It would seem that communication may well still be a major problem.

We are fortunate to have 3 CTAC members on our state committee with Modifieds Sedans – Grant Bird, Productions – Di Lauder and Street Stocks – Colin Campton, as such we should be well informed about what is happening.

Speedway Australia:

What can I say that is positive, nothing! Our state is very concerned that safety aspects are not adhered to by other classes. Speedway Australia needs to do something re their own safety issues ie underwear and race suits. Since our last meeting I have been fortunate enough to travel to many tracks within Victoria and Queensland. We seem to be the only Association that polices the rule book to the best of our ability. Other safety aspects include helmets on quad bikes not being worn or done up. It is very hard to keep our drivers within the rules when other classes don't care and are not made to comply.

I have been asked by one of my committee members to question why a SA track she visited at Easter is allowing the flag marshal to stand on the pole line. While racing is underway he stands approx 1 car width back from the pole, but moves onto the pole line to display the flags. As SSA Juniors were racing at the time it is a problem that should concern the Board as it is felt that this is an extremely dangerous situation for not only the flagman but also the competitors. The track is insured by Speedway Australia.

NSSS: It became apparent at the Vic Super Sedan title that the scrutineering at the NSSS rounds is very lax if not nonexistent. The number of cars with incorrect or no seals was quite alarming. infringement cards were not signed and one log book had no seals of any description entered in the book, how does that happen?

National Titles:

SSA Juniors -Alice Springs. The Committee of Management at Alice Springs should be congratulated, particularly Grant Harris, Michelle & Peter Harris and the club president Chris. They spent 20 hours a day at the track and arrived at 4am to help us with the media promotion of the title. All weekend nothing was a problem and all was good until a small hiccup which was handled well by our team under the circumstances.

Modified Sedans – Mildura. I was not part of the National team, but was sent by Victoria to help out. Other than the time, both nights finished at 1am, our team worked well together.

There is concern with the National Titles that the promoter in some instances doesn't run to the contract, I believe it should be either sign and go by the contract or we move the title to the next track.

On a personal note I would like to thank the Board members, Tech Committee, Stewards and general members for their best wishes after my recent accident where the life of one of our competitors was lost.

Comments – The quad bike and helmet issue is high on the Speedway Australia agenda and is being addressed

NTSCI

Northern Territory may be introducing another class being the 4 cylinders. There has been a lot of interest in the class and I believe that we will have four or five cars in Darwin to start the season. The Darwin Speedway Riders and Drivers Association is busy preparing for the 2012 National Street Stock title to be held at the end of next month. The management committee have been working out side of the square to come up with some new ideas to make the competitor remember this one. Scrutineering will be held at the V8 supercar venue so the facilities will be more than adequate. January saw Alice Springs host the 2012 Junior Sedan Title. This saw some great racing and the club did whatever it took to make everyone feel welcome and to make it another successful Title.

Northern Territory title dates and venues have been released. The 2012 Junior Sedan title will be held in Tennant Creek on Saturday 6th October 2012 and the Northern Territory Street Stock Title to be held on the 20th October 2012 in Darwin.

I seem to say it in every report but our biggest down fall is the lack of officials within the state; we are regularly importing officials from interstate. Thank you to all those people who come and assist.

Numbers of street stocks seem to have dwindled in Darwin and we are hoping that the national title might generate some more interest. The Northern part of the state is about to

start their new season while Alice Springs is winding down with only a hand full of meetings left.

Comments – None

QSCA

Well for me it has been an eventful six months since our last meeting. Our QSCA President resigned to take on the role of CEO of the ASCF, and he seems to be enjoying it. That put me into the position of President of the QSCA and Board member for the ASCF.

This has been an eye-opener for me, both positions requiring a little more of my time and maybe more patience at times.

We all know how frustrating it can be for drivers and speedway clubs to have meetings cancelled due to bad weather, so we have been lucky in Queensland recently to have had a good run with the weather compared to the last few years.

Kingaroy hosted the Queensland Junior Sedans Title at the beginning of March and a very successful meeting for all concerned. Congratulations to Tim Smith(1st), Jordan Ferguson(2nd) and Brody Thomsen(3rd).

Over the Easter long weekend we had perfect weather for the running of the Queensland Super Sedan Title at Toowoomba. It was a very well organised event and the racing was top quality. Congratulations go to Wayne Randall(1st), Matt Pascoe(2nd) and Steve Jordan (3rd). Toowoomba is a great venue and the whole weekend was well run, and the team there are great to work with.

We are now looking forward to the inaugural Queensland Production Sedan Title to be held in Gympie next weekend. This is exciting for us, as it gives Street Sedans a different option of which class to advance to after Street Sedan racing. The Production Sedan division allows a cheaper option than Modified Production which would be the follow on division for those that could afford it. We are encouraging Street Sedan owners and drivers to look at Production and are happy to see 20 cars nominated. Not bad for the first time that the division has been raced in Queensland.

More exciting racing to come with the Queensland Modified Production Title at the beginning of June at Maryborough and the Queensland 4 Cylinder State Title being held in Cairns at the end of June.

Speedway in Queensland seems to be as strong as ever and we look forward to bigger and better seasons to come. The positions we hold in our various organizations puts us in the position of encouraging new ideas and fostering growth in our sport. As a board member, I hope I can assist in the decision making process helping every division grow and improve both with newer, better, faster cars and safer practices. We should all want that.

Here's to another successful speedway season,

Comments – None

WASCF

Most of the summer season has been run with all clubs and divisions enjoying good numbers.

The State Title for Juniors, Street Stock and Super Sedans have been completed once again with the host tracks being happy with attendances and the racing.

The State Title for Production Sedans is next weekend at the Ellenbrook Speedway with 73 cars nominated. It will be interesting to see the difference between the injected and carby cars. The debate continues in WA.

Modified Sedans have their championship in Carnarvon in May.

The NSSS visited WA for the first time with great racing provided at all three venues. The State championship at Kalgoorlie was also boosted by the presence of some of the series stars. By all accounts the racing was the best super sedan racing seen in WA.

The social networking issue has become more of a problem with the state having to deal with a couple of incidents. This will become a bigger problem if not dealt with strongly by the board.

Behavior by parents at Junior State and National Titles is still a problem. I think the board needs to discuss and adopt a special policy for these situations.

Geoff Green is the new board member for WA and I am sure he will be an asset to the board. I wish Geoff the best in this role.

Once again Jason has made the sport more accessible with his broadcasts of State Titles, National Titles and feature events.

We are lucky to have Jason in WA and I would like to once again thank him for his dedication to the many roles he has in the sport.

Overall the sport of speedway continues to grow with many clubs taking advantage of the “Royalties for Regions” funding to improve their venues and facilities.

I am sure in WA the coming season will see continued growth and excellent racing.

Comments – None

Motion to accept all reports
Moved QSCA 2nd SSA of NSW CARRIED

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

1. Board Meeting September 2011

Moved to discuss previous minutes.
Moved NTSCI 2nd VSCF CARRIED

Page 8 There was no official agreement with NASR and the office, the office has been moved and it is working well.

Thursday Thunder is this going to continue? Bill says yes it is continuing and he will discuss this with them for future.

The tools that were being supplied by David Knight for measuring cars are still in the testing stage as it does not work well if the surface is not concrete. A few states have tried them and they need to be fine tuned.

MOTION 1
That Queensland be included in the rotation of National Production Sedan Titles beginning in 2014
MOVED QSCA 2nd WASCF CARRIED

That there must be 6 Cars registered to be able to go into the rotation for a title.

Page 28 We still do not have a signed contract from Brisbane but have been assured that everything is ok.

Policy is not up to date and after this weekend Paul will get it upto date and get it on the website.

Page 30 Is there an actual signed contract between Power Production and ourselves? No we just get a written quote.

**To accept the minutes
MOVED VSCF 2nd QSCA CARRIED**

8. *Business Arising From Previous Meeting Minutes*

None

9. *Financial Report*

Greg puts forward the financials

The direction for was that we had to employ the secretary – which has been done.

The van will be discussed later.

**That we accept the Financial report as received
MOVED WASCF 2nd VSCF CARRIED**

Greg proposes that we no longer do a budget

**MOTION 2
That the requirement for a yearly budget is no longer required.
MOVED VSCF 2nd TSCF CARRIED**

10. *Business Arising from Financial Report*


11. *NASR Report*

Dale Gilson, Mark Holmes from Marsh and Shane Collins arrived at 10am.

No report was put forward. Mark informed everyone on how the insurance worked and various questions were asked and duly answered. Mark gave everyone a business card so that he could be contacted direct with any questions and queries that may arise.

NSSS Report

Tony Parkinson presented the NSS report.

A decorative graphic consisting of overlapping colored squares (blue, red, yellow) and a black crosshair.

NATIONAL SUPER SEDAN SERIES REPORT

**ASCF/SSA Meeting
Adelaide
April 2012**

A decorative graphic consisting of overlapping colored squares (blue, red, yellow) and a black crosshair.

JOINT VENTURE AGREEMENT

- **ASCF/SSA**
- **Speedway Australia**

NSSS OBJECTIVES

- **To develop and promote Super Sedan racing**
- **To provide promoters with alternative quality product**

A decorative graphic consisting of overlapping colored squares (blue, red, yellow) and a black crosshair.

OVERVIEW

- **2011/2012 results**
- **Sponsorship**
- **Finances**
- **Supplementary Regulations**
- **Teams**
- **Officials**
- **Promotion**
- **Television**
- **Merchandise**
- **2012/2013 Schedule**
- **Conclusion**



2011/2012 Results

Carline Mufflers Series Championship

1. **Brad Smith** 6654 points (First non-Qld winner)
2. **Steve Jordan** 6574 points
3. **Darren Kane** 6503 points
4. **Dave Gartner** 6423 points

Tasmania Triple Challenge

1. **Steve Jordan**

Lukey Mufflers Western Shootout

1. **Matt Pascoe**
2. **Marc Giancola**
3. **Kodee Brown**

Shane Dryden Memorial Award

1. **Kristen Harris**



Sponsorship

Carline Mufflers

- **Current 2 year agreement completed**
- **Review report prepared**
- **Proposal presented to Carline Mufflers**



Contingency Sponsors

Monroe Pole Award

- **\$150 to Pole winner at each round**

American Race Tire Encouragement Award

- **Right rear tire at first 3 rounds**

Oval Express Best Presented Car and Crew each round

- **12 months subscription**
- **End of series award - Dave Gartner**

Super Charge Batteries

- **Hard Charger at each round - heavy duty battery**
- **End of series award - Darren Kane**

AFCO Shock Doctor Lucky 7

- **Shock absorber service for 7th place in all Feature races**
- **End of series draw for new shocker - Shane Best**

Bob Jane T Mart Modbury SA

- **Leading non-contracted car at Murray Bridge**

Finance - Income

(excluding GST)

	2011/12	2010/11
▪ Track Promotion Fees	\$133,000	\$85,500
▪ Driver Nominations	\$21,614	\$17,127
▪ Sponsorship	\$26,250	\$27,500
▪ ASCF/SSA Funding	\$18,182	\$13,636
▪ WA SSRC Funding	\$9,091	
▪ Speedway Aust Funding	\$15,000	
▪ Presentation Dinner		\$6,450
▪ Miscellaneous Income	\$199	\$3,021
▪ Merchandise	\$23,059	\$7,231
▪ Advertising	\$1,650	\$1,400
▪ TV Funding - SA	\$20,000	\$20,000
TOTAL INCOME	\$268,045	\$181,865

Finance - Expenses

(Excluding GST)

	2011/12	2010/11
▪ Accommodation	\$6,898	\$7,465
▪ Airfares	\$9,303	\$9,156
▪ Car Hire/Fuel	\$6,522	\$2,654
▪ Meals/Miscellaneous	\$1,660	\$3,627
▪ Presentation Dinner		\$11,890
▪ Van Expenses	\$5,728	\$11,030
▪ Merchandise/PR Material	\$18,880	\$16,993
▪ Series Manager	\$13,300	\$14,275
▪ Television	\$40,000	\$39,500
▪ Radio Hire/Postage/Phone	\$978	\$837
▪ Trophies	\$4,023	\$3,382
▪ Appearance Money	\$60,439	\$20,864
▪ Round Prizemoney	\$82,077	\$54,922
▪ Series Prizemoney	\$20,336	\$17,318
▪ Contingency Money	\$2,395	
TOTAL EXPENSES	\$272,539	\$213,912

Finance - Summary

	2011/12	2010/11
TOTAL INCOME	\$268,045	\$181,865
TOTAL EXPENSES	\$272,539	\$213,912
NET RESULT	(\$4,494)	(32,047)

Comments against NSSS Budget:

- Murray Bridge round washed out - financial impact
- Added travel and accommodation costs - sourcing timing official
- Increased Merchandise revenue



Series Van

- **Essential for operation of series**
 - **Previously race teams carried equipment**
- **Carries at least two people to all rounds**
- **Economical to run – 12.0 litres per 100 kms**
- **Series promotional tool**
 - **Shopping centres**
 - **Visibility in towns**
- **Provides air conditioned office at tracks for officials, computers and printers**
- **Racking and safety barriers installed to carry cargo**



Series Van

- **Equipment carried includes:**
 - **Series tear drop banners**
 - **Series posters and boxes of programs**
 - **Computers, printers and series paperwork**
 - **Tables, chairs, whiteboard and lights**
 - **Scales, ramps and scrutineers tool box**
 - **Radios and chargers**
 - **Transponders and decoder**
 - **Marquees**
 - **Merchandise – large number of boxes**
 - **Officials clothing**
 - **Drinks for officials**
 - **Trophies**



Supplementary Regulations

- **Nomination fee included \$1,200 refundable bond**
- **Two wide restarts**
 - **Successful**
 - **Need to consider track conditions**
- **Bonus points changed to 150**
- **Tyre Rule**
 - **Hoosier right hand rear 1300 vs American Racer SD44**



Supplementary Regulations

- **Tasmanian travel subsidy**
 - **\$2,000 for 5 meetings in Tas**
- **Chase for NSSS Championship in WA**
 - **Reset championship points**
 - **Bonus points added to reset total**
 - **13 teams travelled to WA**
- **WA Travel money**
 - **Based on distance travelled from home to WA**



Team Contracts

Paid \$2,000 Appearance Money (up to Round 8)

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

Paid \$1,500 - Wildcards

Wayne Randall	Jarrold Harper
David Mackenzie	

Signed Team Contract - no Appearance Money

Lachlan Onley	David Nichols
Steve Latham	



Official Team

Manager NSSS/Race Director

Tony Parkinson

Media

Chris Metcalf

Chief Steward

Phil Richardson

Technical Officer

local officials

Timing and Points

Chris Ashworth

Series Commentator

Wes and Jason

SSA Executive

State Board member

Merchandise

Sally Parkinson



Promotions

- **Tear drop banners**
 - **Carline Mufflers**
 - **NSSS Series**
 - **Speedway Australia**
- **3000 Series Posters**
- **3500 Series Programs – given to tracks**
- **Displayed van at shopping centres**
- **Pit Pass on NSSS web site**
- **Media releases**
- **Twitter**
- **Live audio in WA**



Television Coverage

- **PREVIEW SHOW – (on air - 14 Dec)**
 - **SYDNEY – (on air - 15 Feb)**
 - **MURRAY BRIDGE – (on air - 29 Feb)**
 - **CARRICK NIGHT 1 – (on air - 7 Mar)**
 - **LATROBE – (on air - 15 Mar)**
 - **CARRICK NIGHT 2 – (on air - 11 Apr)**
 - **ALBANY – (on air - 25 Apr)**
 - **PERTH (on air 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



Merchandise

- **Used portable marquee at tracks**
- **All stock carried in Series Van**
- **Range of products and sizes**
 - **T Shirts**
 - **Caps**
 - **Stubbie Coolers**
 - **Hoodies**
 - **Jackets**
 - **Polo and Crew Shirts – stock from last year**
- **Sales over \$25,000**



2012/2013 Schedule

- **Start in Qld in early Dec**
- **Opening round**
 - **two night show at Toowoomba**
- **Following weekend;**
 - **Fri night at Gympie**
 - **Sat night at Kingaroy**
- **Christmas and New Year home**
- **Mildura and Murray Bridge early Jan**
- **Tasmania**
- **Western Australia**



Conclusion

- **Series Objectives**
 - **To develop and promote Super Sedan racing**
 - **To provide promoters with alternative quality product**
- **What is the report card?**
 - **Improvement in;**
 - **Quality of presentation of teams**
 - **Quality of racing**
 - **Promoters rely on series to bring income**
 - **Not achieved without some work**

12. *Technical Overview*

Greg Lynd presented the Technical Report

Issue with accidents at race meetings – resolution Motion 3

MOTION 3

That any serious accidents that may happen at race meetings an incident report should be forwarded to the state body where the accident happened and that report be forwarded to the SSA for distribution to Board Members and any other party deemed necessary.

MOVED WASCF 2nd QSCA CARRIED

Junior 1600 – Neville Pike requested a budget for testing the Junior 1600.

MOTION 4

That quotes be forwarded to SSA for any 1600 Junior Testing eg DYNO

MOVED VSCF 2ND WASCF CARRIED

There is an error in the Junior Specification Book which needs to be changed to read 2 x sump and 1 x cylinder head as per policy

The Production Book will be held until all the recent information is added, then it will be printed.

CTAC Super Sedan Meeting

Qld put a request forward via email that this meeting takes place at the Australian Title in Brisbane on the Friday. It will not work as the CTAC people are at titles to do their own job, not concentrate on a CTAC Meeting.

MOTION 5

That the Super Sedan CTAC Committee hold a meeting to finalise the draft A.S.A.P. in Melbourne airport. SSA to organise.

MOVED VSCF 2nd QSCA CARRIED

We need to write a letter to Speedway Australia to find out who is on the Safety Committee and how we can be involved as a sporting body.

RECOMMENDATION 2

ALL DIVISIONS

The Board to purchase an internal fibre optic camera to investigate engine internals costing approx. \$300.00

Motion 6 to accept recommendation 2

MOVED VSCF 2nd QSCA CARRIED

CLARIFICATION 1

MODIFIED SEDAN

P48 TABLE 4

Figures added to chart after Board Meeting have been entered incorrectly

FG Falcon Throttle Body Outer ID was 70mm should be 74mm

Butterfly Section ID was 74mm should be 70mm

VE Commodore Throttle Body Outer ID was 72mm should be 73mm

VE Commodore Butterfly Section ID was 73mm should be 72mm

VZ Commodore Throttle Body Outer ID was 68mm should be 70mm

VZ Commodore Butterfly Section ID was 70mm should be 68mm

Toyota Aurion AT-X Throttle Body Outer ID was 70mm should be 75mm

Toyota Aurion AT-X Butterfly Section ID was 75mm should be 70mm

BMW 328i E36 B28 Throttle Body Outer ID was 64mm should be BLANK

BMW 328i E36 B28 Butterfly Section ID is blank and should be 64mm

That Clarification 1 is accepted

MOVED VSCF 2nd QSCA CARRIED

Mitsubishi Magna TJ

Throttle Body Outer ID 66mm Butterfly Section ID 65mm

Wheelbase 2722 front track 1620 rear track 1610

Standard Bore 93mm Stroke 85.8mm Engine 6.G74 OHC 24 valve 3.5 litre

That we accept the Mitsubishi Magna TJ

MOVED SSA of NSW 2nd TSCF CARRIED

RECOMMENDATION 1

JUNIOR

Section 17 P37 1st line of paragraph

Original or replica stone tray if fitted maybe original material (metal) or fiberglass replica only. For the Draft

MOTION 7 to accept Recommendation 1

MOVED WASCF 2nd SSA of NSW CARRIED

RECOMMENDATION 3

ALL SECTIONS

As of 01/07/2012 all engines to be sealed by currently approved SSA Seals. No lead or tin seals to be used. Cars will not be registered until engine seals comply.

To accept Recommendation 3

This needs to go with the bulletin 1001.

MOVED VSCF 2nd WASCF CARRIED

RECOMMENDATION 4

Juniors P43 18D

Paragraph reads: Engine balancing: The balancing of any engine componentry or removal of any balance shaft in this class is strictly prohibited.

Add the wording: "or disconnection" after or removal.

To read

Engine balancing: The balancing of any engine component or removal or disconnection of any balance shaft in this class is strictly prohibited.

To accept Recommendation 4

MOVED VSCF 2nd TSCF CARRIED

Recommendation 4 has been sent to the Street Stock CTAC to be checked

RECOMMENDATION 5

PRODUCTION P31 18.1

EFI SECTION – to be sent to CTAC

Add to DRAFT p31 18.1 (new section M)

17 E from the Street Stock book as below

Engines will be inspected on the basis that all parts used in/on all engines must comply with the specifications/dimensions specified in the original (OEM) manual produced by the manufacturer for the standard engine with the exception of the listed permitted modifications. The owner/driver is responsible to prove the above and produce information when necessary to validate the claim.

Page 31 18.1(L) add to end of paragraph

Engine Balancing - : The balancing of any engine component or removal or disconnection of any balance shaft in this class is strictly prohibited.

This has been sent to Production CTAC

RECOMMENDATION 6

Sent to the production CTAC

The use of engine sensors to be investigated.

"In relation to policing all sensors"

Information only - Bubble tester measurements give different readings, as per the original motion, If this is under then there is no issue.

Can you triple register a car? Yes you can but the car needs to be meet the specifications for whichever class it is entering.

Tek Torque will remain and will be written by the Board Portfolio holder.

Technical media releases will be numbered.

**Accept the Technical report as put forward
MOVED VSCF 2nd QSCA CARRIED**

Earth fuel straps are not being used. This has been sent to the Safety Committee to verify.

Communication within the technical committee is not being forwarded to people underneath them, this was discussed at the Technical Meeting and Technical need to ensure that all their state and local scrutineers are kept informed with any information.

MOTION 8

That identification seals be attached to block or heads or sump timing covers.

To be added to bulletin 1001

MOVED VSCF 2nd TSCF CARRIED

MOTION 9

That as we don't have a CTAC for Junior Sedans that the Technical Committee be responsible for this class.

MOVED WASCF 2nd VSCF CARRIED

CTAC REPORTS

Street Stock

Since the last board meeting the SSTDC has dealt with numerous questions, clarifications and recommendations. All clarifications were sent to the board for approval; however the process took some time to get right. We have also completed the draft for the new Street Stock specification book, had it proof read and put on the internet for driver comment. There has been little response except for one Western Australian driver. We had a phone hook up in January and will be having another shortly to finalise the specification book.

There seems to be a problem with some board members not understanding what is put forward and instead of asking members of the SSTDC or drivers within the class, it's just easier to vote against it. The issue with BA panels on the AU Falcon is one example.

Several other questions from drivers have been deemed to be within the specification book and Bec has sent them letters to advise them.

So far a lot of work has been done, a lot has been achieved and with the support of the board more can be done. This could not have been achieved without the commitment from the members of the SSTDC committee and the support and assistance from the board member for technical, thank you Chief.

Comments – when an email is sent can an answer be returned a.s.a.p. This book is ready for next season.

4 Cylinder

Since the establishment of CATC and the selection of its members our National 4 Cylinder Class has experienced continual interest and the resulting enquiry. Working with a specification book which was recently clarified pre the CTAC .has proven beneficial and has cleared up the majority of grey areas in the specifications to this point in time.

Previously we have been able to allow most 4 cyl members to contribute and vote on spec and clarifications not unlike CATC.

As chairperson I believe the major challenge facing the success of CATC in all classes is the promotion of the CATC system and educating the members of our association of its existence and process. Recently I have travelled to Western Australia and Northern Territory for the purpose of fostering the establishment of 4 cyl National Classes in those states. During my discussions in both these areas the majority of those members with whom I spoke were not aware of CTAC or its operation... When informed all agreed of the benefits of the process.

Could I take the opportunity to ask the appropriate members to discuss a plan to address this issue nationally? The CTAC and its operation is a major step towards all association members feeling they have a more direct input into their chosen class of race car and the process requires exposure to be successful.

National 4 Cylinders Classes will hopefully be operating in the next season in NT and WA where very keen and enthusiastic core groups are already established and future CTAC representatives will come from them...

Queensland and New South Wales CTAC members have had very little work load at this point in time however with the growing numbers of cars under construction and many brand new members coming into the sport our roll will become busy. The modern type of vehicle and its construction and the transition to a race car will be a challenge and I am pleased to chair a team of dedicated people ready to assist where ever we can.

Thank you for the opportunity to be involved in this great sport and if I can assist in any way personally, please don't hesitate to ask.

Comments – None

Modified Production

Our group is now sorted, with representation from all States, excepting the Northern territory, who have no cars to represent. I now have a full list of contacts for the committee, including email and mobile numbers. As at this stage we have not had to deal with too many issues, but as a result of the last Technical meeting, and National Title, it appears we will have a lot of work to do in the coming few weeks.

The first issue is a safety one, and comes about because we now have several FWD vehicles in the class. I have reworded the scattershield section of the speci book and sent this to all CTAC members and to the Technical Committee. I have further suggested that Peter Harris and Dave Helyar use the same wording (except reference to competition clutch in Street Stock) in their speci book drafts to keep all books in the same wording.

There are many items for clarification, and addition of some new car measurements, to be done over the next few weeks, so I will get all sorted, and try to get one list together, so everything can be sorted at one time.

I thank the board for the confidence shown in me and my committee to carry out this task

Comments – None

13. **Stewards Overview**

Allan Jennings discussed Stewards

Comments - None

14. **National Titles**

With two titles completed for 2012 and two more to go I would like to thank all of the officials that have assisted and are going to assist on the title teams this year. Di and Bec thank you for all the hard work behind the scenes that no one sees, to ensure that all titles are run smoothly. To the clubs and promoters thank you for hosting these titles, it's a lot of work but can be very rewarding to your venue.

This year is no different to others; we are still having problems with contracts and money. The procedure for this needs to be looked at again and we need to be mindful that every venue is different. Promoters and clubs need to ensure that they read the submission carefully and work with us to ensure that when they submit this for selection that all their needs have been addressed. We have had contracts not signed in the time frame due to the promoter changing their mind after the submission has been accepted. This has been a reflection on the low numbers nominated for the super sedan title. Communication is another problem that has reared its head this year. For these teams to work, everyone needs to be talking to each other leading up to the event. Don't leave it to the title secretary to chase you with airfare and accommodation needs. Title managers need to be talking to the promoter and the title secretary, the Chief Technical person needs to be ensuring that the club has all the necessary staff and facilities to ensure that all scrutineering issues are covered don't leave this to the title secretary they have their own work load.

We also need to be mindful that when officiating at a title the team is a team don't leave some to do things alone stand united and share the load.

Two Titles down and the biggest problem that we have from the competitor is race gear. Two titles, two boot loads of race gear that is either out of date or not to SFI standard or with holes. Officials at the end of the meeting are running around trying to locate competitors who have had equipment confiscated. We then give it back to them and I would expect that they are using it next race meeting. We had a problem at the first title as again it clashed with the NSS and the two computers, and the orbits program were being utilised. We have three licences for the orbits program and at the last minute we were attempting to find a lap top and program. The SSA also needs to be proactive in training of transponder operators. I would suggest that at least two people on the title team be fluent in orbits operation. We need to add to our submission a place for the promoter / club to write their pit entrance fees so that the competitors are aware of the cost prior to nominating for the title. We had an issue with this in Alice Springs where the club normally charge for people who don't have a SSA pit crew licence and wish to purchase on the night. The SSA officials convinced them to waiver the fee only to find out that all speedways though out Australia charge as much or some venues more. Reminder to title officials can you please send me a copy of your reports so that I can then see the problems that have been encountered and attempt to find a remedy prior to the next title.

Again I remind officials who are interested in officiating at National Titles get there details to me so I can put them on the register.

Comments: Transponder operators are few and far between we need a big effort from all States to train people. Pam has offered to train people in Queensland if anyone is interested.

MOTION 9

Add to nomination form. "any confiscated safety equipment will be destroyed."
MOVED VIC 2nd NT LOST

MOTION 10

Add to nomination form. "Illegal parts and safety equipment to be confiscated, tagged with the owners name and stored by the State where the event was held. Items to be destroyed after any appeal time has lapsed.
MOVED VSCF 2nd NT CARRIED

MOTION 11

Drivers/owners declaration to accompany Title Nomination Form.
MOVED NT 2nd VSCF CARRIED

MOTION 12

That for all National Titles a final contract will be settled at a meeting between the state president or SSA Rep and club/promoter at least 9 month before the title date.
MOVED WA 2nd QLD CARRIED

MOTION 13

Add to basic tool kit cordless drill and bits.
MOVED SA 2nd NSW CARRIED

MOTION 14

That we stop printing posters for Junior Title and that the money be given to the host track/club to help offset cost of title to \$1000.00.
MOVED TAS 2nd VSCF CARRIED

MOTION 15

That Speedway Sedans Australia implement a winners flag for each division to be presented trackside at completion of the title from 2012/2013.
MOVED SSA of NSW 2nd NASR SA CARRIED

Title track negotiators for 2012/2013
Mount Gambier – Street Stocks Beckie Jones
Kwinana – Super Sedans – Jason Crowe
Collie – Productions – Jason Crowe
Charlton – Modifieds – Jim Cowley
Mackay – Juniors – Paul Gannon

Jason needs to have adequate space to be able to do the live audio and website updates. Headsets do not work they need to be sent to be repaired. A sheet needs to be produced for radio and headset allocation – this is the title managers duty.

Boxes need to be made to store title equipment – Beckie to organize.

Rest days at titles are not required and this is something we need to be mindful about when accepting submissions.

15. **Policy amendments**

The amended policy is put forward by Paul.

CTAC, technical board portfolio and privacy policy need to be added

Privacy Policy needs to be sent out to all States for their input.

16. **General Business**

VSCF

1. One Way Communicators – to introduce a training procedure so that there is no communication to the drivers whilst racing other than to notify of a yellow or red flag situation.

Every State explains how the one way communicators are run in their State. Alan Jennings explains that the training manual should be adhered to and talking should be kept to a minimum. At the drivers briefing the steward needs to explain what they will be discussing on the communicators, so that all drivers are aware that they will be spoken to.

A letter be sent with the wording from the training manual and the rule book to be sent to the States.

One way in-car communication is permitted only from the Chief Steward (or his delegated official) to the Driver. Used primarily during race stoppages, talking during the race should be kept to a minimum, for:

Line-ups during race stoppages,

Caution to drivers,

Cars soon to be lapped,

Any confusion during a race, as per rule 4.1.4

2. Social Networking – the following rule is being put forward for consideration and is taken from the Formula 500 Association

RULES OF CONDUCT

SOCIAL NETWORKING RULE

“Any form of Social networking (this includes Twitter, Facebook, texting, etc.) by a Driver, Pit Crew or Official that is used to INTIMIDATE or HARRASS any other Driver, Pit Crew or Official, will have the matter investigated.”

If the matter is deemed to be proven and correct, those considered involved will be required to appear before the relevant State Tribunal.

Proven offences will carry a minimum twelve month suspension from the sport of Speedway for the first offence.

It should be noted that where the responsible persons are not directly involved with the Formula 500 Association, but are clearly family members or friends then it will be the competitor who shall suffer.

There is a policy already on the website under downloads. Di explained that they fined someone for misbehaving in their state. The policy on the website needs to be adhered to. The board are happy with the policy that we already have.

3. What does Speedway Australia do for us in general?
Assist with track safety.
Levelled out the playing field with rules.

Being part of a National Speedway Body has made everything so much easier.
Organise track insurance, these are just a few of the things that Speedway Australia do for us.

Paul reads his report from the Speedway Australia Board Meeting that he attended in February, this will be distributed to all States.

Paul is working on a written agreement with Speedway Australia.

Pam believes that the Sedan fraternity are the ones that keep the clubs and complexes going and we need to take ownership.

SSA of NSW

1. The Van

The NSSS would suffer without the use of the van, unfortunately the NSSS takes priority and if they clash with our dates our titles lose out. A calendar needs to be set up so that we can utilise it.

MOTION 16

That in regard, the van used for NSSS be kept in partnership with Speedway Australia any costings for this van are to be passed by this board representative before any money is spent and a written agreement regarding the van be sought with Speedway Australia reviewed within 12 months
MOVED WA 2nd QSCA CARRIED

MOTION 17

That in regard to NSSS that the CEO of ASCF/SSA attend all NSSS working party meetings and report to the Board.
MOVED WA 2nd VIC CARRIED

WASCF

1. Title agreements – Covered in titles
2. Costs for the van utilised for the NSSS – covered earlier
3. CTAC and cost of running them - Covered
4. Stewarding and rules - Covered
5. The equipment that the NSSS have –

Paul Broughton owns the scales that are utilised for the NSSS

We own the Orbits licence and Speedway Australia's use it.

6. Production book – WA have a title this weekend and there are duel register cars running and there is a difference between Street Stocks and Productions with the fuel tank area. To run in another class you must comply with the class specifications that you are running in.

QSCA

1. Name change from Speedway Sedans Australia (SSA) back to Australian Saloon Car Federation (ASCF).
MOVED QLD Lapsed for want of a seconder

2. Personal Accident Insurance - A suggestion that Speedway Sedans Australia (SSA) look to re-establish our own national identity and move away from a predominantly Speedway Australia/PAI stance.

Why are we making our drivers get Speedway Australia's insurance?

We all have the same insurance and it has taken a long time to get to this point. Discussions that our drivers should have the choice as to what insurance they want to buy. Victoria sees Speedway Australia as an insurance broker, they do not do anything else for their state.

The insurance premiums for the tracks would double or treble if we did not utilise Speedway Australia's service and we would be back to where we were 6 or 7 years ago.

The Queensland State NASR branch does nothing to assist QSCA. NSW have a great relationship with their NASR Branch.

The board want to stay as the system is now.

John Purser was thanked for all the work that he has done over the passed few years now that he has passed the role over to Geoff Green.

As a National Body can we issue an infringement card F.O.C for drivers that want to try a new class. This should be a State incentive and they should supply them at this stage if that is the avenue they want to go down. This will show that the State is promoting Sedan classes and then we may look at something in the future.

Rod thanks the board for their new shirts and requested that the delegates wear their State shirts. Alan Jennings is getting a shirt as he was missed.

We need to ensure that all our title people do have a Speedway Australia licence.

The NSSS working party need to look at having rounds in WA.

17. *Date and Venue of Next Meeting*

18. *Close of Meeting at 2pm*
