

Speedway Sedans Australia Inc

Board Meeting

Old Adelaide Inn, Adelaide, SA
15th & 16th September 2012

Minutes

1. **Open Meeting – 9.00am**

AGM will be conducted during the Board Meeting

Guests will include Ron Bergmeier and Wade Aunger.

2. **Introduction of Board Members**

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

3. **Introduction of Delegates and Attendees**

Moss Buchanon – SA
Garry Gale – TSCF
Grant Bird – VSCF
Di Lauder – VSCF
Bill Peall – QSCA
Peter Theyer – WASCF
Beckie Jones - Secretary

4. **Apologies**

Jason Crowe and John Gore
Moved NTSCI 2nd WASCF CARRIED

5. **Presidents Opening Address**

It is with the greatest of pleasure that I present my CEO report to the Speedway Sedans Australia (SSA) Board.

To say that a great amount of business has been handled by this Association since our last Board meeting in April 2012 would be an extreme understatement. I congratulate all Board Members, State Delegates, State Committees and everyone who put in so much effort for the benefit of our sport. Without your enduring commitments, our sport would not be moving forward as it is. I do firmly believe that the SSA is moving forward and that it has a bright and vibrant future.

One of the major innovations that was introduced through the past season has been the development of Class Technical Advisory Committees (CTACS). Although there have been the predictable 'teething' concerns with these new committees, I believe that the work carried

out by them will benefit our sport enormously. Some of these concerns will be dealt with through the Agenda at this Board Meeting. The main objective of the CTACS was to give every driver/competitor a much closer access to the decision making process of the sport. In this aspect, the CTACS have been a huge success. The new Street Stock Sedan and Production Sedan Specification Books were developed through the CTAC process. I acknowledge all of the work done by all CTAC members for and on behalf of all members of the SSA. There will be reports from all of the CTACS presented at this meeting.

The National Technical Committee continues in its most important role within the operations of the SSA. They are the head for all of our Technical Representatives who are the backbone of all of the technical aspects of our sport. The National Technical Committee met recently under the Chairmanship of Greg Lynd, who will be presenting a report containing all of the Clarifications and Recommendations from that meeting. This recent meeting was held over a one day duration. The pros and cons of this move will be debated during this meeting. Rod Meakins chaired the recent National Stewards' Meeting. This meeting was also of one day's duration. Rod will deliver a report from that meeting to this Board Meeting. Allan Jennings, the National Steward Advisor, will present any further items from our stewarding staff to this Board Meeting.

I thoroughly commend the work of Greg Lynd in his Finance Portfolio. I would also commend the work of Sharee Wilden and Beckie Jones in the financial field. This trio work closely together to ensure a complete and accurate financial report is presented to the Board. A big thank you on everyone's behalf is extended to Michele Harris who has spent much valuable time in the organisation of National Title Expressions of Interest. Michele will be presenting her recommendations to this Board meeting.

Of course many thanks go to our fantastic media man Jason Crowe. His media efforts in promoting our sport are miraculous. Congratulations to Jason on his new role as a print media journalist with Speedway Racing News. No doubt, Jason will have all of the facts and figures to present to us from the world of electronic media.

I thank Billy Miller for his continued efforts with exposure for us through the print media. I attended three National Sedan Titles throughout the season. Although, at one, I was sort of a visitor, I wish to commend everyone concerned with those titles for their completely devoted efforts towards the title success. National Titles are our showpieces and need to be presented as a totally professional package. The host track, competitors and the paying public expect this. It is through the total commitment of SSA officials at National Titles that this is achieved. I have attended all Speedway Australia Board Meetings since the last SSA Board meeting. There will be a report presented to this meeting in regard to those meetings. I was part of the SA track inspection conducted in southern Queensland recently. This exercise proved to be a major learning experience for me. Shane Collins will be present at this meeting to present some of the information that was delivered to track owners during those inspections. Time has been set aside during this Board meeting for discussion into the future of the National Super Sedan Series.

Let me please conclude this report by thanking everyone who has contributed in any way to the running of Speedway Sedans Australia. In particular, I would thank Beckie for her work on our behalf and in particular keeping me on track.

It would be a good time to remember that it is only through the continued efforts of all of our tireless volunteer workers that the future of our sport is assured.

Let's all get down to the business of this meeting and ensure through our efforts over the weekend that Speedway Sedans Australia continues to lead the growth of speedway sedan racing within Australia.

Comments: Paul added that Les Hinks who was part of the SSA for many years has passed away and our thoughts are with the family and friends.

That we accept the CEO Report
MOVED VSCF 2nd TSCF CARRIED

6. Board Member Reports

SSA of NSW

I would like to commence by thanking our State officials, Clubs and the many volunteers who have once again put their hand up to assist with the running of speedway in New South Wales.

We have a busy season coming up and the following is a rundown on our State classes.

Super Sedans

The NSW Super Sedan State Series will be running again this season with 9 rounds and 7 tracks.

Speedway NSW continues to support this series with financial sponsorship.

A small number of super sedan drivers have purchased Late Model cars but they have retained their super Sedans and will run both divisions.

The state title will be held at Parramatta on 24th November.

Modified Sedans

There is a resurgence of this division in the central and south east of NSW with drivers from Sydney and Nowra buying and building cars for the season.

The NSW title will be held at Lismore on the 12th & 13th of April, 2 weeks after the Australian Title at Toowoomba and 1 week after a blue ribbon meeting in Kingaroy. The title is over 2 days with a prize money pool of \$11000. This is due to the foresight of the Lismore Promoter, David Lander, who can see the potential and crowd pleasing aspect of this division

Production Sedans

After 3 seasons as 'State Production Sedans' the 30/35 cars from the central west, being Gilgandra and Dubbo, are now registering with full national registration and national infringement card. The cars from this area are a little behind our southern cars in technology, with our cars in the riverina area having the benefit of running now for a number of seasons.

With the release of the new specifications for the Production Sedan division, there is confusion with aspects of the book as some of the specification changes have not made it into the new book. For example, placement of rear mounted radiators which are now permitted. Another aspect is the replacement of panels with fiberglass, no reference is made to rear quarter panels. Even though through email/s we have been told that they, and rear radiators (against the rear firewall) are permitted, as with Modified Sedans.

There have been many emails to and from drivers about these issues. We feel not enough explanation is in the book, which leaves drivers to try and interpret for themselves.

Our State Title for this division will be held at Gilgandra Speedway on the 16th February.

National 4 Cylinders

The National 4 cylinder division has taken off in the Lismore area with some 22 cars registered last season. The title for this division will be held at Grafton early next year. Once again the promoter David Lander has become very sedan orientated and has agreed to run this event. Dave Lander is also the Promoter of Grafton Speedway.

On the south coast at Nowra we have the existing State division of 1600 sedans, which for almost 20 years have been with our State Association. They have seen their ups and downs in car numbers over time, but have now had a resurgence and will have over 20 cars in their club for this season.

The argument that they should be 'National' does not seem justified as they have had their own specifications for that length of time and they are a group that is not interested in travelling any distance except between Nowra and Moruya. They would not, nor are they interested, in competing in Lismore/Grafton as this is the only other area we run 4 cylinder sedans.

If they were forced to be nationally registered they would just fade out of our association and go 'outlaw' and would gain employment at the same tracks. With the current system they continue to register with our association where we can continue to support

Junior Sedans

Unfortunately we are experiencing a drop in numbers within our Junior ranks around the state. As competitors move up to the senior divisions we find that a lesser number of applicants are taking up the opportunity. At this point in time the Junior title has not been allocated to a venue.

Comments: 4 Cylinders are slowly moving onboard.

Speedway SA

Over the past months Speedway South Australia has been holding its monthly Administration Meetings and Combined Clubs Meetings. During the Combined Meeting it was decided to run the Junior Sedan State Title again for the forthcoming season and will be readdressed at our next June Meeting.

The 4 Cyl Class was also spoken about with tracks interested in running the class. Most tracks would like to see 8 – 10 cars to be able to programme them on race nights.

The State Titles were discussed and awarded to:

- Junior Sedans Bordertown February 23rd
- Street Stocks Murray Bridge January 26th
- Modified Sedans Murray Bridge January 26th
- Super Sedans Murray Bridge March 30th
- Production Sedans Renmark March 9th

The State has a Technical Training Day on the 30th September.

Street Stocks are gearing up for a big season again with the running of the MJS Series and the Australian Title at Mount Gambier.

Super Sedans are also running a State Series again after a successful first Series last season. The adverts and articles in the national speedway magazines have also been well received.

Comments: None

TSCF

Understandably through winter in Tasmania "Race Cars" take priority in a lot of sheds as individuals start to prepare for an ongoing assault on the forthcoming season.

From a TSCF perspective and I guess my point of view, We have had to continue to progress and work towards a level and a degree of comfort that would settle and sustain a respectable result for the past twelve months. With a tremendous effort by our acting secretary/treasurer Garry Gale to put the pieces back together and having us on top going into next season leaves us with a terrific feeling of satisfaction and anticipation.

Mid August the TSCF AGM and State Meeting was held with myself once again being elected as state President for another two year term, Garry Gale officially appointed as State Secretary/Treasurer, Jordy Howe and Phil Hext continue in their roles as State Technical Rep and State Chief Steward respectively. A number of new faces and the regular faces trading places, I look forward to working with our entire team going into this season to deliver the best possible outcomes for our members.

During the winter weeks there has been quite a few divisional and drivers meetings throughout the state and have delivered good numbers, good discussions and without doubt driver and member input that drives and unquestionably makes for a better working relationship for all involved.

This season the preferred option will be the use of Transponders throughout the majority of race meeting within Tasmania. Currently the TSCF are working towards a package that should most certainly accommodate the individual with the minimal financial impact under the current climate.

Not to much more to report, but all in all Sedan racing certainly looks bright in Tasmania with good numbers expected across all divisions and the return of our most recognised competitors not only at state but at National levels our season will soon be upon us as time waits for no one.

So, the communicators need to communicate, the postman needs to deliver, the wheels need to keep turning and the leaders need to lead. "boy "how good could it be!

Comments: None

VSCF

Not much is happening at this stage.

There was a change of committee members at the AGM, and we had great attendance of more than 90 members at our latest accreditation.

We are currently not happy with speedway Australia.

Clubs are not sure if members that have a current licence are still current financial members of that club, at this time due to the new licencing system.

C-TAC is currently not including the technical committee. Victoria is concerned that information is going straight into policy, and not going through the correct channels. IE: Engine sealing.

It is disappointing that there was no Victorian club that would take up the super national title; we have asked several times, with no takers.

Comments: How are the 4 cylinders doing in Victoria? Nobody seems to be interested at this stage to build a 4 Cylinder.

NTSCI

The Northern Territory has been in full swing with our northern season. Lack of street stock numbers is concerning in Darwin but Tennant Creek is making up for this with good numbers at local meetings. The Northern Territory Street Stock Title is now going to be held on the same night as the Northern Territory Junior Sedan Title in Tennant Creek on the 6th October. This has come about after Darwin had been allocated the title but due to lack of enthusiasm within the club saw it handed back at the last minute. Junior Sedans still remain strong in numbers over the Northern Territory. Alice Springs had its daylight day last weekend in readiness for the new season. Katherine speedway is again developing well with some good numbers due to the support from the Darwin Junior Club. Officials still remain an issue throughout the Territory, we are lucky that we can utilise stewards and scrutineers from each track. Committees at club level are a problem with both Darwin and Alice Springs struggling to form a committee for their seasons. Volunteers seem to be getting harder to find, they are either sick of the abuse, need to be paid or burnt out. I wonder if this is just in the Territory or is it across Australia.

Comments: None

QSCA

Not much to report this meeting. Speedway has been taking up a fair amount of my time and I am still going through the learning process in relation to the board and the politics involved there.

As a state, Queensland is looking forward to hosting the National Junior Sedan Title in Mackay on the 17th, 18th and 19th of January 2013. It will be interesting to have the title in Mackay as we don't have many title meetings there.

The National Modified Production Title being held at Charlton, Toowoomba over the Easter long weekend in March 2013 is bound to be a big one. The following that the modified productions have in Queensland is great and they continue to be one of the top drawcards at any speedway.

We start our season with a re-run of last years Queensland Modified Production title at Maryborough being held as we speak. Hopefully the weather will hold for us as we know we have far too many race meetings cancelled because of the rain.

Queensland continues to lead the way with the newest national division in speedway, the Four Cylinders, they will be having their state title in Cairns at the beginning of December 2012. The Four Cylinder Sedans have as many race dates this season as Modified production.

We also see the running of Queensland titles for Street Sedans, Production Sedans, Super Sedans, Modified Production Sedans and Junior Sedans.

We are looking forward to the three rounds of the NSSS to be held in Queensland in December before the cars head south. Here's hoping for fine weather for Charlton, Gympie and Kingaroy as the hosts of this great competition.

Comments: None

WASCF

A verbal report was given to the room.

Comments: None

To accept all Board Reports MOVED NSW 2nd VSCF CARRIED

Paul thanks all the Board members for their continued support.

Alan would just like to add that Modified Sedans have a few big meetings in Queensland and NSW in the next season.

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

1. Board Meeting May 2012

To accept the minutes from May 2012
MOVED NTSCI 2nd WASCF

Bottom of page 8. 6 cars need to be registered to qualify for the rotation for a title – this needs to be added to policy.

Reiteration - Mark Holmes from Marsh is available if anybody needs to contact him.

Page 16 Motion 3 regarding the incident report from race meetings - please ensure that the Steward does a report from each race meeting– this will be discussed in the Speedway Australia report from Shane Collins

The SSA still do not have any representative on the Safety Committee and we are not informed of anything that happens with their meetings or invited. – Paul will investigate this.

Letters being sent to drivers need to be forwarded to the Board Member, Technical etc.

MOVED TSCF 2nd QSCA CARRIED

8. Business Arising From Previous Meeting Minutes

None

9. Financial Report

The financials and audit reports were presented by Greg.

10. Business Arising from Financial Report

None

11. Speedway Australia Report

Shane Collins – Track work safety

Shane has forwarded a report but is unavailable to attend. – Paul will read the report on behalf of Shane.

Speedway Australia Attends Workplace Safety Conference

Speedway Australia GM Dale Gilson, Risk Management Officer Shane Collins and Speedway NSW recently joined a range of motorsport representatives at the New South Wales Sport and Recreation Work Place Safety Conference.



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Mr Graham Coulton of the NSW Sport & Recreation Department coordinated the meeting, which included Work Cover NSW representatives Les Blake and David Wilson presenting important information about the harmonization of new Occupational Health & Safety laws across Australia.

Under the new Work Health & Safety (WHS) laws (effective January 1 2012), the term 'employers' will be replaced by 'persons conducting a business or undertaking' (PCBU) and 'employees' will be replaced by 'workers'.

A 'worker' can be anyone from a work-experience student, an employee, sub-contractor or a volunteer. The PCBU is defined as having a primary duty of care to ensure the health and safety of workers and others as is reasonably practicable.

The clarification of the legislation reinforces the structure that Speedway Australia already has in place for venues across the country.

Speedway Australia's training and accreditation of key people at all events is officially recognised and approved by the NSW Sport & Recreation Department, providing peace of mind for Speedway venues and their workers.

It was noted at the meeting that not all states in Australia have imposed the new legislation, but the changes are coming.

"With some states yet to take up the new legislation, it is important that all tracks understand their position," noted Risk Management Officer Shane Collins.

"Track Operator Manual updates will cover most work positions (updates to be distributed soon), but it is highly recommended to all venues and clubs that if they do not have written procedures in place, they do so soon or contact Speedway Australia for assistance."

"Please contact your state Work Cover branch or contact Speedway Australia and we will help to locate the information relevant to you."

Speedway Australia through its state branches remains committed to training and accreditation of all people within the sport of Speedway and the outcomes of the conference continue to reinforce the push for unity and ongoing improvement in training and accreditation nationally.

MAIN STRATEGIC CHANGE WITH THE NEW LEGISLATION

With the new Work Health and Safety legislation it basically means that there is a chain of information that must be passed down through the Duty Holders (PCBU's) so that the person carrying out the job at the end of the chain (worker) is clearly informed and understanding of their duties within that role. This needs to be done by training and accreditation, induction or with written policies and procedures that can be studied and signed off as understood. All people involved in that chain in passing the information down from the top are all liable if there is any form of action needed to be taken against the person carrying out the role. You CANNOT handball responsibility down the chain, and answer with "I told him to tell them to do it another way, they didn't so it's not my fault".

The different Duty Holders and their statuses are as follows:

EMPLOYER → PCBU (Person Conducting a Business or Undertaking)

- Person who conducts any business or undertaking
- Includes: corporations, associations, partnerships, labour hire businesses, franchises.

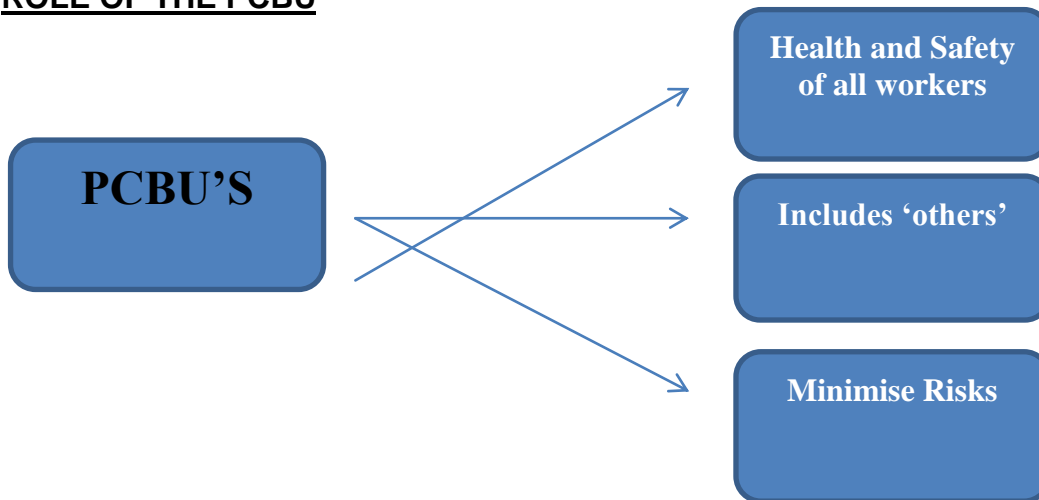
EMPLOYEE → WORKER

- Worker includes employees, independent contractors, apprentices, outworkers, trainees, work experience students and volunteers.

PCBU PRIMARY DUTY OF CARE

- To ensure so far as is reasonably practicable, the health and safety of workers and others

ROLE OF THE PCBU

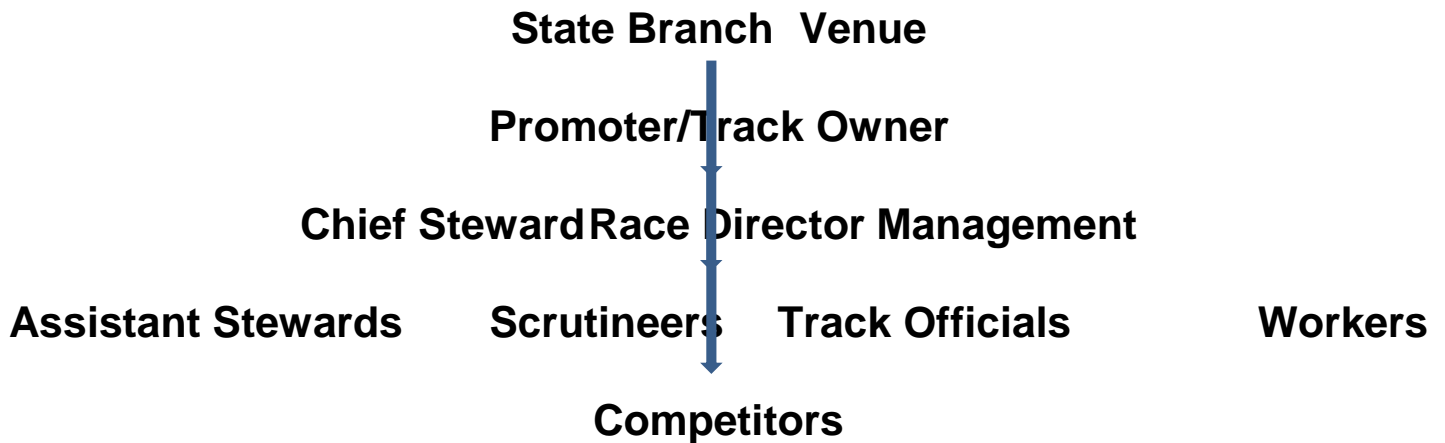


HOW WILL THIS AFFECT SPEEDWAY

What this will basically mean is that from Speedway Australia down all people will need to be making sure that they are providing information to the worker so that they do not find themselves in a position of threat or harm due to lack of training, information or investment from the PCBU above them. The chain would work something like this:

Speedway Australia





Workers – Could Mean anything from Gate staff, Canteen workers, Push car drivers etc. etc. On all these levels there is a PCBU who will instruct someone (worker) to carry out duties. That PCBU is entrusted with the responsibility to make sure that the worker instructed with the role has the correct information to carry that role out correctly. If that person was to be injured or put in a threatening position that may require legal action or Work cover's involvement, all PCBU's involved in that incident could become liable.

So the way we must protect ourselves as PCBU's and the sport by making sure all people involved (workers) are provided with the right support to show that they have the correct understanding of what is required in their role. Now obviously we cannot train and accredit all positions at a venue (A qualification for a gate ticket seller is not practical), but we must certainly have policies and procedures written for this position so that all 'workers' that may do this job have a procedure list to read and sign off that they understand and will carry out their role to the policies and procedures stated.

All positions that are filled at a venue which involve any form of accreditation that Speedway Australia has in place must be filled. E.g. - Scrutineer, stewards etc. These people must be accredited and trained for the position they hold.

In closing Speedway is in a fairly good position because a lot of these policies and procedures are already in place, and training and accreditation already happens. The key element to it all is making sure we have these things in documentation form and are written clearly and signed off on by the worker as understood.

Speedway Australia already has a lot of the policies available through the Track Operators Manual, but there will no doubt be some that venues have that we do not have procedures in place. The key thing from all this is documentation and signage, making sure venues have plenty of signage stating things like 'No Smoking' zones or "No Entry" zones so that there is no fall back for lack of exposure to the danger.

I hope this clears it up a little, but feel free to contact me at any time if you have any questions. It is important to note that not all states have accepted these new regulations as yet, but it will happen over the next few years. Certainly NSW, QLD and WA have it at present.

Meeting suspended at 10.40am for the AGM
Meeting reopened at 11.30am

A letter has been circulated that was sent to Track owners only from Speedway Australia, which has been discussed.

A list of questions for Paul Trengove

Paul arrived at 2.15pm on Sunday.

NT Driver Suspension Simon Spitzbath – Any information relating to our drivers needs to be in writing to the SSA and then it will be forwarded onto the relevant state.

Seat Belts life. – 2 year rule. – we need to send something in writing to Shane to investigate this further.

Why should we stay with Speedway Australia as a member what do you do for us. – This was not answered.

Safety Committee position for SSA – 3 positions are made available each year and they are chosen as to experience not by which group you belong to.

Issuing of Officials Licence – Di is to forward the letter that she sent Paul a while ago for an answer.

Recognise WA Speedway Commission accreditor – this is being worked on.

PA cover provided for outlaw cars with no recognized specification. To be a recognized class they have to be 25% different than any other class

Licences going back to the driver and not through the state

Medical expiry dates causing issues with licences – Speedway Australia (SA) want medicals to last for 2 seasons only not 2 years, this will go through the SA Board.

Communication – Any Sedan issue needs to be cc'd into the National Office.

How much life does Speedway Australia think is left in NSSS. – As far as the concept goes it is a very important part of Speedway Australia.

Paul reiterated that if we have any issues please email them and he will be able to answer them sooner.

12. Technical Overview

Greg presented the Technical report

Clearly since April as we have come to believe it at times was understandably testing and arguably it would be Super Sedans that would test the individual as to why they would contemplate being a part of this at times dysfunctional organisation, feeling the frustration yet? Possibly so!

Today we need to make a stand and deliver direction to one and all, set and emphasize our guidelines and give clear pathways and encouragement to each and everyone no matter what particular role they play throughout Speedway Sedans Australia.

When I started to write and got to two pages of what may have been my report, I binned it and thought no two pages of jargon and I am still going. We know what has and hasn't been done, what is working and what is not. Until we can all simply get on the one page, work together, get a formula that will create enthusiasm to move forward, God help us we need one! I think little will change.

Recommendation 1 Track Tool

That the track on all mono cars be measured from outside of rim to outside of opposite rims, and the track chart in each book be adjusted to reflect this increase in measurement.

Juniors page 51 section 26 track and page 58 table 3

Street Stock Page 32 section 25 wheels /tyres and page 38 table 7

Production Page 25 section 15 track and page 42 table 3

Modified Page 38 section 23 track page 46 table 3

Reason: OH & S removes the need for machine examiners to lie on the ground, under car to check tracks in the dummy grid.

Motion 9 to accept recommendation 1

That the proposed track tool be accepted and changes to each specification book be implemented.

MOVED WASCF 2nd SA CARRIED

Recommendation 2

All Divisions

To allow the use of a cordless drill as a basic hand tool. For repairs to race cars on the infield during race events.

PASSED

This was approved in April Motion 13 Page 22

The SSA to write a letter to NSW to replace their CTAC Modified representative as he is not participating within the committee. Steve Downes.

Letter to VSCF to replace Trevor Good as the Street Stock Member as he is not participating within the committee.

Recommendation 3

Street Stock

IRS rear arms permitted to be modified as per submission for AU Falcons.

PASSED

Motion 10

To accept recommendation 3 as a safety item immediate implementation

MOVED TSCF 2nd VSCF CARRIED

Clarification on Street Stock Front Strut Towers has been sent to the Board, an amendment to add No higher than top nascar bar. This is back with the CTAC to work on.

Roll cage tubing wall thickness : as per email 20th June Redline Rollcages.

Letter needs to be sent to all constructors and manufactures that they must comply to the book and the size. Rollcages must use the correct size tubing as per the book.

NOTE:Clarification 8 below was from the Sept Board Meeting. Some drivers were allowed to register their cars without changing to this rule.

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.

This has been noted by the Board

RECOMMENDATION 4

That the title contracts be amended to state the following. "A retail outlet/supplier of safety gear be present during machine examining at all titles to sell safety gear"

Lost and new motion

MOTION 11

That a retail outlet/supplier of safety gear may be present during machine examining at all titles to sell safety gear.

MOVED WASCF and NSW CARRIED

CLARIFICATION 1

Juniors P59

As per specification Page 52 Section tyres CR6ZZ Avon competition tyres are outside the specification. As per documentation supplied.

PASSED

Motion 12

To accept Clarification 1

MOVED WA 2nd VSCF CARRIED

CLARIFICATION 2

All classes

Side protection plates/spear plates in the nascar bars. It is highly recommended that they are bolted in to allow for removal.

REASON: After a racing accident at a race meeting where a driver had to be removed from car by cutting roof and roll cage. This will allow the driver to be removed from the side by cutting nascar bars.

Motion 13

To accept Clarification 2

MOVED TSCF 2nd SA CARRIED QSCA Against

Motion 14

Clarification 5 from Mod CTAC

Page 34 Section 1D

After first sentence, add the wording "and to exit rearward of the rear of the drivers seat".

Reason: Omission from the last 2 specification books and to align with other classes.

MOVED WASCF 2nd QSCA CARRIED

Motion 15

Clarification 6 from Mod CTAC

P39 Section 26 Tyres

Add the wording from Super Sedan book page 36 section 39 tyres. 'Any type of lubrication (grease or oil etc) is not permitted on the tyre walls'

Reason: Omission from past prints of books.

MOVED WASCF 2nd QSCA CARRIED

CTAC Reports

Modified

The Modified Sedan CTAC have been rather busy over the last few months, with each member asked to survey their drivers on a number of issues that have arisen at the National Title in Mildura, and other clarifications to rectify shortcomings with the current specification book. Six clarifications have been sent to the board, with a further nine items to still do, once the full answers are back from each State. The clarifications so far are attached, and are mainly sorting out shortcomings in the current specification book. Several items arose at the Title in Mildura, which could not be sorted, as the rulings appear to have gone from the Specification book. These items are attached as clarifications.

One of the worrying parts of the process seems to be lack of contact from some of the members of the committee. I am constantly emailing members, and having to repeat the email several times to get answers to some issues. I will continue to work through the process, and hope that the members are a bit more upfront and punctual with their replies. I have had no contact or answer from the NSW representative, Steve Downes, despite sending all of the correspondence to him.

The second part that I find of concern, is how do we sort out issues, from our division, that cross over to other divisions. I have sent pictures to all of the Tech Committee, of two roll cages being built by a constructor in WA, which I feel are unsafe, but are built to the various spec books. If the Modified CTAC make a ruling in relation to this, it then becomes different to all other divisions, and as thus will not work. Maybe the Board need to send all clarifications, with the relevant CTACs research to the Technical Committee, to come up with a ruling for all divisions. Then all State Tech members will keep abreast of all divisions, and the Board does not have to make the sometimes difficult decisions, on agenda items, until after the Tech Committee and CTAC have done the wordings.

Thanks again for the opportunity to be a part of the Modified CTAC.

Production

Since the last CTAC report in April we have been finalising the draft of the new specification book. This has taken longer than expected but finally went to print in early July, and has been available on the web site. As this draft copy was already approved by the SSA board last September all we were required to do was add the CTAC clarifications and tidy up some house keeping issues. The next draft of the Production spec book we will go through in great detail and rewrite if required.

I spent a lot of time with the draft changing page numbers and aligning sections on the pages, headings and the index. The version that I emailed to Beckie as the final draft but when she opened it was jumbled all over the place and she then had to go through the whole draft again. We need to sort this process out so we don't have this problem in the future. A lot of time was wasted by both Beckie and me doing the same thing. We may need to all have the same computer programmes to help with this problem.

In my last report I mentioned that the process of the SSA board approval of CTAC clarifications is taking too long, this hasn't changed.

Further to this when the SSA board has made their decisions there is no communication back to CTAC of the out come. I believe an email should be sent of the decision immediately. This did hold up the printing of the Production Spec book.

This CTAC process is all new to everyone so we need to work on ironing out the problems so it flows better for all.

When CTAC clarifications are approved by the board they also need to be put on the web site ASAP as media releases for the drivers/owners etc to be kept up to date.

Currently we are not working on any items of interest at the moment; this may change after the Technical conference.

4 Cylinders

The workload for the CTAC committee for the 4 Cylinders has been light since the last report (10.4 .2012) Very little has required the committees attention.

1. A request on the introduction of compulsory right side head restraint.

Most of our members already have a right. Side helmet restraint and the majority had no objection in the compulsory introduction. of this.

2 There was a request to change the existing rule on our bumper bars however after investigation within our 4 cylinder members it was very clear that few members agreed with any change to the existing rules.

Still the major challenge is the education of our members of the existence and process through which CTAC operates.

This coming season will see car numbers increase and a variety of requests will arrive .Thankyou for the opportunity to support my sport.

Discussion on the chairman's breach of authority

MOTION 16

That Col Clarke the CTAC 4 Cylinder Chairman be removed from the position immediately as he has breached the authority of his position. Specification book needs to be removed from his website and all books printed by himself be destroyed.

MOVED VSCF 2nd WASCF CARRIED

Street Stock

Since March conference the Street Stock Technical Development Committee has been busy dealing with several items from drivers. Items discussed were Kirkey head restraints, Au Falcon IRS rear arms, the use of XR8 and Monaro fibre glass bonnets, and 16" wheels.

The IRS rear arms remain unresolved as the committee members are split on this one.

The Street Stock National Title was held in Darwin in May and two items were discussed from this.

The rear radiator in Matt Amarto's car, the radiator was checked by four members of the sstdc and all agreed it meets the current specification book. Another issue was the cutting away of the rear bumper. All members agreed to allow some of the rear bumper to be cut away however the exact amount is yet to be determined.

A phone hook up was held on the 30th April 2012 to finalise the street stock specification book which was completed and sent to Bec for printing and onto the web site. There was some confusion with

drivers and scrutineers after the 1st July 2012 as I had told numerous drivers the new rules had come into effect then, but the new book was delayed by a week.

I would like to thank my committee members for working together and having input to the class. I have had some positive feedback from drivers being happy with the time frame in which they are getting answers back, and also being able to have input into their class. Thank you to Greg Lynd (chief) for his guidance and the board members for their prompt responses when needed.

Super Sedans

Ron Bergmeier attends meeting at 1pm on Sunday

Ron thanks everybody for the opportunity to attend.

The following report details the Super Sedan Class Technical Advisory Committee's activities.

The SSCTAC have completed the following:

1. Investigated various engine options and configurations in order to deliver the competitor group a set of voting options that allowed all existing cars to compete with their existing equipment, allowed for rebuilding and removed the long standing debate over what is legal and what is not. The aim was to introduce an engine specification that introduced parity and clearly defined the block type by specifying bore spacing and block height rather than Ford or Chevrolet etc. The bore spacing and block height specification was designed to specifically include all existing race engines but exclude the so called next generation NASCAR type engines.
2. Prepared a voting sheet for non-engine related items such as minimum weight, canister shock absorbers, carbon fibre tailshaft, seat options and fuel type.
3. The SSCTAC have also completed version 1 of a draft specification book for the following season. (copy emailed to SSA office, Paul Gannon and Greg Lynd on 27th June 2012) The Super Sedan Class Technical Advisory Committee conducted an extensive workshop meeting in Melbourne on the 16th and 17th of May 2012. The workshop consisted of systematically working through the existing book to remove reference to outdated specifications, re organise the chapters to put related specifications together and reword various specifications to remove ambiguity.
4. The Chairman has reproduced many of the drawings to incorporate recent changes and make them compliant and compatible with the written specifications.
5. It is fair to say that nothing much has really progressed with the specification book in the last month because I have been overseas. The various State CTAC members have been asked to provide any further comments on the structure or content of the book and when those changes are incorporated, the CTAC will engage the manufacturers and competitors to seek their input prior to presenting to the Board.

The below are 5 things that committee members had to answer yes to all of the questions before they proceeded with anything.

Parity
Cost Containment
Measurable
Sustainable
Practicality

A lot of discussions were undertaken with reputable engine builders.

They had a workshop meeting where they went through the specification book and amended the ambiguities.

Ron discussed the voting sheet analysis that he has put together regarding the engine results. The competitor group feel cheated with the decision that the SSA took. It has been established that everyone is happy with the cubic capacity size they just want the heads clarified.

The CTAC are going to produce a specification book and then produce an instruction manual on how the scrutineers are to measure the cars.

Greg asked if Ron was committed to continueyes he is and that will never change.

13. Stewards Overview

Motion 1

That cash or EFT Only (not cheque or credit card) are acceptable methods of payment for appeals and fines at race meetings.

Immediate implementation for SSA and added to reprint of ASRRR.

MOVED VSCF 2nd WASCFC CARRIED

Motion 2

That rule number 4.23.7 be reinstated as per Stewards Report. That Motion 22 from Sept 2010 Board Meeting Minutes is rescinded.

Immediate implementation for SSA and added to reprint of ASRRR.

MOVED VSCF 2nd QSCA LOST VSCF and QSCA For

Motion 3

That the word 'red light' be added to rule 4.23.3.

Immediate implementation for SSA and added to reprint of ASRRR.

MOVED VSCF 2nd NSW CARRIED

Motion 4

New Rule

That all suspensions to start after all fines are paid.

Immediate implementation for SSA and added to reprint of ASRRR.

MOVED VSCF 2nd NTSCI CARRIED QSCA Against

Motion 5

That SSA appoint a drivers representative to officiate for each National Title prior to title as part of the title team.

MOVED VSCF 2nd QSCA CARRIED

Motion 6

That rule 4.30.2 is removed from the ASRRR Book.

MOVED VSCF 2nd QSCA LOST VSCF & QSCA For

Motion 7

That the use of one way communicators remain at a minimum while a race is in progress.

MOVED VSCF Lost due to no seconder

Motion 8

That at Stewards meetings all recommendations to be forwarded to the SSA Board on the appropriate recommendation forms.

The same applies to be any clarifications. A minute secretary is required.

MOVED NTSCI 2nd QSCA CARRIED

Jason to set up a page on the Website with regards to the Stewards so that addendums and information can be added in addition to the Rule Book.

14. National Titles

Motion 17

That SSA purchase Hi Vis vests for National Titles and have our logo on the back.

MOVED VSCF 2nd NSW CARRIED

Motion 18

That the cost of trophies for National Trophies be increased to \$1000.00. This also includes sashes and medallions.

MOVED VSCF 2nd WASCF CARRIED

Motion 19

That SSA look into opening an account with hire car company for rental of cars at National Titles.

MOVED VSCF 2nd WASCF CARRIED

2013/2014 Submissions

5 submission for Juniors – Albany and Esperence 10 – 12th Jan or 17th – 19th Jan. Collie and Esperence and Narrogin.

That we accept Esperence 10th – 12th Jan 2014 for the Junior Title

MOVED WASCF 2nd VSCF CARRIED

That we accept Street Stock – Carrick 20- 22 Feb 2014

MOVED TSCF 2nd VSCF CARRIED

That we accept the Production 24th – 26th April 2014 Title in Gympie

MOVED QSCA 2nd SA CARRIED

Motion 20

That Gympie Speedway Supply free passes for driver and 2 crew for the Production Title.

MOVED WA 2nd SA LOST

That we accept Albany for the Modified Title at Easter 18th – 20th April 2014

MOVED WA 2nd NSW CARRIED

Motion 21

Policy: each entrant receive one pass only for the driver for all national titles – to go into title contract.

MOVED WASCF 2nd VSCF LOST – TSCF Abstained from voting. Tied Vote

Title Teams for 2012/13

Mackay - Junior Team
Title Manager – Paul Gannon
Title Secretary – Di Lauder
Media – Jason Crowe
Chief Steward – Allan Jennings
Assistant Steward - Rod Meakins
Assistant Steward – ?
Chief Technical – Bill Peall
Assistant Technical – Ian Menzies
Assistant Technical- ?
Assistant Technical - ?
Transponder – Selina
Drivers Rep - ?

Modified – Toowoomba
Title Manager - Alan Edwards
Title Secretary – John Gore
Media – Jason Crowe
Chief Steward – Alan Marskall
Assistant Steward – Allan Jennings
Assistant Steward – Rod Meakins
Chief Technical – Bill Peall
Assistant Technical – Peter Theyer
Assistant Technical – Chris Sims - NSW
Transponder – Pam Franz
Drivers Rep – Paul Gannon

Super Sedan - Kwinana
Title Manager – John Purser
Title Secretary – Lynn Purser
Media – Jason Crowe
Chief Steward - Allan Jennings
Assistant Steward - Jerome Sutton
Assistant Technical - ?
Chief Technical – Bill Peall
Assistant Technical – Peter Theyer
Assistant Technical – Ian Beard
Transponder – Selina
Drivers rep - ?

Production – Collie
Title Manager – Geoff Green
Title Secretary – Lyn Purser
Media – Jason Crowe
Chief Steward – Jerome Sutton
Assistant Steward – Kim Beard
Assistant Steward - James Gunaway
Chief Technical – Dave Helyar
Assistant Technical – Peter Theyer
Assistant Technical – Rob Townsend
Transponder – Shirley Crowe

Drivers representative – John Purser

Street Stock 7 – 9th March
Title Manager – Greg Lynd
Title Secretary – Beckie Jones
Chief Steward – Phil Hext
Assistant Steward - Kelvin Grey
Assistant Steward- Neville Collins
Chief Technical – Dave Helyar
Assistant Technical – Ian Menzie
Assistant Technical – Jordy Howe
Assistant Technical – Neville Pike
Transponder – Kellie Atkins
Drivers Rep - ?

Training within the states for transponders is still to be investigated.

Go to people for the 2013/14 Titles
Juniors in Esperence – Geoff Green
Mods in Albany – Geoff Green
Street Stock in TAS – Greg Lynd
Production in Gympie – Paul Gannon

Television
Discussion on television

Motion 22
That the proposal we have from Power Productions be held over until we have a quote from Wade Aunger.
MOVED VSCF 2nd QSCA CARRIED

MOTION 23
That we appoint a National Technical Coordinator to liase between CTAC Committees and National Technical Committee.
MOVED WASCF 2nd NTSCI LOST WASCF For.

15. Policy amendments

Paul went through Policy and will email over the changes to the Board.

16. General Business

Wade Aunger attended the meeting at 1.15pm

Challenges that face Australian Speedway and Speedway Sedans:

- Establish a profile within the competitive sporting codes community
- Establish a reputation of credibility within the electronic and print media so as to receive regular exposure opportunities
- Establish a ground swell of general awareness in what the sport is doing nationally and State based
- Create stories of broader human interest to filter into the general Motorsport media world
- Educate Speedway Sedan competitors to understand their own role better in how they can promote themselves, their team and their sport
- Build awareness in how grass roots (community) media can increase their profile on a local level initially – this is sometimes easier than building a state and then national profile thereafter
- Understand the importance of doing the little things better – i.e team shirts, code of conduct, press releases, car presentation

- Understand the pitfalls of sponsorship seeking and then securing
- Build a national 'call to arms' style tribalism through bumper stickers, promotional posters, small sign space on the racecars and trailers "I'm a Super Sedan fan", "I'm a Speedway Sedan fan", "I'm a Speedway Sedan man" etc
- Establish a data base of quality photographic images and also video content for media to utilise with stories that are submitted
- Establish and work with the TV production houses that produce video coverage of the various Sedan events so that there is a structured coverage
- "Give yourself the best possible chance." Understand the bigger picture with promoting yourself, your team, your sport.
- Promote Speedway Sedans to a different audience within Speedway – the Sprintcar crowds for example – showcase video clips and star profiles
- Establish a chain of communication with Speedway Sedans Australia racers to email in photos of their racecars and teams to the SSA website and facebook page.
- Establish a small group – sub-board – to meet with me and discuss strategies for marketing and exposure
- Establish a more comprehensive TV exposure package that includes the major events for the various categories being covered for a combination of Fox Sports and Internet exposure
- Use "Thursday Thunder" to broadcast various SSA events – some categories like Street Stocks and Junior Sedans are not necessarily acceptable for FOX but quite acceptable for the internet. And MORE PEOPLE watch the net than FOX.

List from the room

Communication

Promoter Appeal – spectator - acceptance

Competitor numbers

Poor Exposure

Preception

Fragmentation

Image

Competitor satisfaction

Too many classes

Promotion

Hero vs Villans

Marketing information can be performed by uni students that can use it as part of their thesis.

Wade is going to put forward a submission as to how he can help us.

QSCA

1. **National Titles**

With reference to scheduling the scrutineering for these events, that consideration be given to inspect the local cars first, and then schedule the rest of the field according to the distance travelled. The longer the distance, the later the scrutineering time.

This has been discussed and it has always been furthest competitor to be scrutineered first to allow for any repairs to be made prior to practice if required. Look into an area on the nomination form to allow for driver to suggest their scrutineering time

2. **CTAC Process**

We believe that the current process of the CTACs providing recommendations directly to the Board should be changed. After discussions at our Committee of Management meeting, we support the CTACs providing information about the issues and their recommendations to the National Technical Committee and in turn, the National Technical Committee should make the recommendations to the Board for consideration. In our opinion, this would prove beneficial in

state bodies receiving information in a more timely manner and better serve the interests of the sport as a whole.

This was discussed at length and more communication is required.

MOTION

That Greg Lynd, Geoff Green, Peter Harris and Peter Theyer fine tune CTAC and Tech Committee communication report back to Board within 28 days.

MOVED WASCF 2nd VSCF CARRIED

3. That the NSSS Van be sold. Proceeds to be distributed as per the percentage of the cost of purchase. Also the future of the NSSS.

Victoria believe that the NSSS does not have any future and they can't justify the money we keep pouring into this and this series keeps making a loss.

Speedway Australia are committing to the NSSS this year.

WA believe that the SSA need the NSSS to utilise our own people within the States to help save on the expenses.

Motion 24

That the SSA continue to support the NSSS into the future and a meeting be held with the NSSS working party to substantially reduce running costs with the utilisation of our state SSA Officials.

MOVED NSW 2nd WASCF CARRIED VSCF against

Discussion on the van.

Motion 16 from April 2012 board meeting is to be taken to the NSSS Meeting.

Motion 25

That reports and minutes from meetings sanctioned by this body with the exception of day to day electronic media discussions be forwarded to SSA Office and Board Members within 30 days of meeting.

MOVED WASCF 2nd QSCA CARRIED

4. Removal of engine sealing from all SSA divisions. The process is a waste of everyone's time and random checks should just be carried out at random events including titles for all division throughout the year.

To remove the entire engine sealing process from all SSA Classes.

This is to remain as is.

5. Removal of push button (dipper switch) type kill switches from all divisions. Unsafe and create confusion on the infield for officials in the event of accidents.

This needs to be sent to Technical

6. National Titles using five rounds of heats for the format (Treasurer)

That national titles be run over five rounds of heats per driver. Three rounds on Night 1 and

two rounds on Night 2. Points from all heats to count to starting position in finals.

This has been discussed and to remain as is.

NSW

1. "That a letter be sent to SSA Inc to express our disappointment over the lack of communication coming from meeting minutes, phone hookups etc that are held between conferences. It is important that all States are informed of the decisions to keep our states motivated and informed"

Dealt with.

2. "That SSA Inc have combined Board, Technical and Stewards meetings be held on the same time and venue to save costs and improve communication between Delegates"

Motion 26

That meetings for SSA Board, Technical and Stewards be held on the same weekend, that being Technical and Stewards on Friday, Board Meeting on Saturday and Sunday. Reports from Technical and Stewards be presented on the Saturday Morning of the Board. Board Members are able to attend either of the meetings on Friday.

MOVED NSW 2nd WA CARRIED QSCA AGAINST

WASCF

1. Geoff to discuss that recommendations from Technical or Stewards boards be approved, not changed or amended, as below rule is still not in the Speedway Racing Rules & Regulations Book.

ASCF/SSA – Race Rule Amendments

4.23 COMPLETION OF A RACE (ASCF/SSA)

4.23.7 For heat races, Race Cars that get the green flag to start the Race but are non finishers may be eligible for points and/or prize money.

4.3 DUMMY GRID LINEUP (ASCF/SSA)

4.3.1 Cars should take up their correct position on the dummy grid ready to race before entering the track. The Pit Marshall will cross cars over rows to close up any spaces as a result of scratchings.

Dealt with

2. That SSA allocate a National Technical Chairperson

Dealt with

3. That CTAC be developed for Junior Sedans – two years after investigations started on development for the future direction of Juniors but nothing has happened.
WA have people who are prepared to be there for the long haul, even though their kids are now out of Juniors.

Discussed and rejected.

4. Policy and specifications needs amending to allow for EFI Productions.

The front of the specification books needs to have CTAC in them.

NTSCI

1. SSA issuing our own infringement notices. Re Spitzbath reduced suspension Speedway Australia.

Michele discusses the background around this.

2. Cost of trophies

Dealt with

MOTION 27

That we continue to advertise in Oval Express and Totally Speedway at \$550.00 per issue per magazine for 8 months.

MOVED VSCF 2nd QSCA CARRIED

MOTION 28

That we continue advertising on Thursday Thunder for \$5000.00 + GST.

MOVED NTSCI 2nd VSCF CARRIED

Bill has investigated the use of the big screen on world series – he will come back with costs.

Paul asks the question on the dyno sheet regarding the 1600 Juniors, can this car now be built? A submission needs to be put forward.

17. *Date and Venue of Next Meeting*

18. *Close of Meeting – 3.30pm*