

# **Speedway Sedans Australia Inc**

## **Board Meeting**

**Old Adelaide Inn, Adelaide, SA  
18<sup>th</sup> & 19<sup>th</sup> May 2013**

### **1. *Open Meeting – 8.30am***

Speedway Australia Dale Gilson, Paul Trengove and Mark Holmes attended the meeting at 10am on Saturday  
BJS Motorsport attended the meeting at 2.00 – 2.45pm on Saturday

### **2. *Introduction of Board Members***

Paul Gannon – CEO  
John Gore – SSA of NSW acting Board Member  
Rod Meakins – VSCF  
Jim Cowley – QSCA  
Michele Harris – NTSCI  
Geoff Green – WASCF  
Greg Lynd – TSCF  
Bill Miller - SA

### **3. *Introduction of Delegates and Attendees***

Beckie Jones – Minute Taker  
Tony O'Neill – SSA of NSW Delegate  
Di Lauder – VSCF  
Grant Bird – VSCF Observer  
Pam Franz – QSCA  
Allan Jennings – National Steward  
Jason Crowe – Media  
John Purser – WASCF  
Geoff Alexander – SA – Saturday – Moss Buchanon - Sunday

### **4. *Apologies***

Alan Edwards – NSW Board Member

To accept the apology.  
MOVED NSW 2<sup>nd</sup> QSCA 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.

The business that is handled by this Association continues to grow both in amount and complexity. It seems as though, every day, new challenges face us. I thank all Board Members and State Delegates for your support and efforts to overcome these challenges. It is only through the continued efforts of many people that our sport of Speedway Sedan Racing will continue to grow and develop.

I thank Beckie for her efforts on behalf of our association.

Technical aspects of our sport continue to be one of the major focuses. This is not surprising as the development of class specifications and the policing of such specifications are among the major reasons for the existence of the Association. Our competitor members expect us to provide them with a fair and equal competition which allows for personal success for all competitors.

The National Technical Committee and all of the state technical officials are the ones who are charged with this important role within the SSA. The National Technical Committee met only yesterday under the chairmanship of Greg Lynd who will present a report to this meeting. I commend Greg for his work within the technical side of our organisation.

The Class Technical Advisory Committees (CTAC) were introduced to give the competitor easier and more readily available access to a person responsible for the specifications of a particular class. Although there remains certain concerns with this process, competitors are taking up this opportunity and availing themselves to be part of the decision making process. I draw everyone's attention to the CTAC Roles and Responsibilities document and urge all to be conversant with its contents. There will be individual CTAC reports presented at this meeting. After an extended period of time, we have a draft Super Sedan Specification Book to consider this weekend. I am confident that following discussions with this draft, we will be able to offer all super sedan competitors stability as they plan for their sporting future.

The other group charged with maintaining a fair and equal playing field for our members are our Stewards. Often the most thankless of jobs, these people deserve our utmost support. We have a Racing Rules and Regulations Book that need to be adhered to at all costs to ensure that the equal goal is achieved.

Allan Jennings, the National Steward Advisor and Rod Meakins, the Racing Rules Portfolio Board Member will report to this meeting.

Greg Lynd will present a report on the current state of our financial affairs. No doubt he will have some recommendations for the future of this most important area. On behalf of all of the members of the SSA, I would sincerely thank Greg, Sharee Wilden and Beckie Jones for their work in maintaining the finances of the Association. I understand just how hectic it may have been during the National Titles period of the season.

A big thank you should also be extended to Michele Harris for her work in the field of National Titles. Michele will be reporting to this meeting about titles and has some new and exciting innovations, including new officiating lists and nominating processes, to present to us.

All of the National Sedan Titles this past season attracted very healthy numbers of nominations. This led to highly competitive race meetings where the final results were in doubt right to the finish line. All of the National Titles attracted very sizeable spectator crowds that added to the excitement of the event. It was indeed very pleasing to hear so many positives from so many areas emanating from our titles. I congratulate everyone concerned with the conduct of our titles for their professional attitude towards the running of each title. The new SSA tear drop banners added to the professional image portrayed at each of the titles.

Of course, one of the important cogs in the title success story is our media man Jason Crowe, whose media promotions of our sport can only be described as amazing. No doubt, Jason will be able to provide us with all of the figures that will show the size of his following on the electronic media on our behalf.

While on the subject of media exposure, a big thank you should go to Billy Miller for his continued efforts to gain exposure for our sport in the printed media. Both Bill and Geoff Green have been involved in the television broadcasts of our National Titles.

Thanks also to Alan Edwards for his efforts to keep us all well dressed and distinctive at title meets.

The SSA exclusion from the Speedway Australia Board remains one of the major issues facing this Association. Although Speedway Australia acknowledges an SSA Board position, there remains an impasse on how that position should be filled. This situation will be concluded from meetings this weekend.

The proposed restructure of Speedway Australia and the 'buy back' of 'shares' is also of significant importance to the Association. Information regarding this is sketchy, to say the

least. I believe that the SSA needs to have far more than the current proposal but rather a clear and concise indication as to the form of the final structure before committing to any final decision.

Perhaps all of these concerns will be resolved following Dale Gilson's and Paul Trengove's report to this meeting.

I have planned to be attending the NSSS Working Party meeting in Melbourne at the end of the month to discuss the future of the series. Before that meeting, I will canvas everyone for their thoughts as to how the SSA is to be involved in the series for the coming season. After the completion of the Queensland rounds of this series last season, the SSA suggested various changes to the series procedures in an attempt to protect the rights of its member drivers. Our competitors should expect nothing less than this from their own association. No doubt there will be further discussion regarding the future of the NSSS.

Just last Tuesday, I attended the Speedway Promoters' meeting on the Gold Coast. I received a good hearing and there was some open, productive discussion on a number of points. Namely, the Promoters' Body was extremely happy with our product, with many very positive remarks given in relation to our titles and other 'blue ribbon' events. They questioned the cost to them of the titles. A few asked as to why they had not received return correspondence following their title submissions. We can overcome that concern this weekend.

Let me please conclude this report by thanking everyone who has in any way contributed to the running of Speedway Sedans Australia and to the continued growth of our sport. We are all volunteers and I am sure that I do not have to remind anyone just how much a simple "thank you" may mean to any of our marvellous volunteer workers. 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 comments that he forgot to put the Lucas Oils proposal in his report but it will be discussed later.

To accept the CEO report  
MOVED VSCF 2<sup>nd</sup> NSW CARRIED

## **6. Board Member Reports**

### **SSA of NSW**

Unfortunately I am unable to attend the May National Conference so John Gore will be attending as Board representative for NSW.

Thank you to all of our clubs, officials and State representatives for their continued support and hard work during the season.

We will once again hold our officials accreditation courses in July and we would like to thank Allan Jennings for attending and offering his support and knowledge in running this program.

### **Rationalisation.**

After more than 6 seasons of trying to amalgamate divisions within NSW the three associations have made very little progress in an attempt to join together as one group. Yes there have been advances in aligning specifications by the NSW ACT Board amending their spec book to be more in line with ours however the problem still remains that we are separate associations and that seems to be the way it will stay as each of the three competitor groups wish to remain loyal to their respective associations.

**The State Titles** for NSW have been run and won with details below:

**Super Sedan** - Sydney Speedway November 2012.

This event saw the field with several Queenslanders, Victorians and SA cars as well as the NSW contingent. A total of 23 cars nominated with 2 withdrawals. The eventual placings being Darren Kane, Lachlan Onley and Dave Gartner third.

**Modified Sedan** - This was rerun 2 weeks after a washout at Lismore in early April, of the 27 cars originally nominated 26 cars renominated for this event. Unfortunately this clashed with the Victorian title but after consultation with Victoria and the fact that nominations had closed it was deemed as acceptable. The drivers who had nominated at Lis and also the Vic title were not approached to change their mind. The placings being David Jacobi NSW, Greg Worling NSW and Nathan Macdonald Qld third.

**Production Sedan** - This was run at Gilgandra with 30 cars and saw 6 Queenslanders nominate and run.

The introduction of the previous 'State' class into the full National division has been very well received by those drivers and saw most of them run this title, if not a little apprehensive to be running with the big guys.

This was won by Frank Packer of Qld with Jim Cowley also Queensland and NSW's Paul Whyte third.

**National 4 Cylinders** - This being the inaugural title for this division it was held at Grafton Speedway and was very testing, as after consultation with some senior drivers they were of the opinion that tow money was the accepted thing in this division. Well after nominations closed a 'tow money pro rata rate' was established and each driver received his/her share. The placing being Aaron Barnes, Sue Healey and Luke Watt third, all NSW drivers.

Comments: Rod commented that Alan contacted immediately when they knew about the clash but unfortunately nothing could be done with the dates.

## **Speedway SA**

Speedway South Australia had a very similar car count to last season, unfortunately having no interest from anybody in regards to the 4 cyl class.

The State purchased a decoder and software for the AMB timing system. We also held a training day with Chris Olsen, and had 5 people training and some observers attending.

The MJS Street Stock Series was again ran very successfully with 64 competing in the series and with a total payout of \$22,500 over the rounds and end of series payout. The JD Series ran again for the Super Sedans and they also ran a Country Series.

The State Title for Juniors was held at Bordertown Speedway with no problems, so the title will be held again next season. Murray Bridge Speedway held the Street Stock Title but it was very disappointing that someone interfered with a car resulting in an engine failure. The Modified Sedan Title was also held at Murray Bridge Speedway and ran well, but the Super Sedan Title was affected by rain. Congratulations to all winners and placegetters, and competitors who competed in these titles. The Production Title was cancelled due to lack of nominations.

South Australia had a representative in the Speedway Australia Rising Star Programme, which was Super Sedan driver Luke Dodding, who found it very informative and learnt a lot.

The Australian Street Stock Title was also a success, and the drivers all need to be congratulated on the way they presented their cars and themselves. I would also like to thank Michelle for giving me the opportunity to be part of the Title Team. The phone hook up before the Australian Street Stock Title with the State Body and Officials was also well worth having. Plans are well underway for the Australian Super Sedan Title at Murray Bridge with a week long festival being planned.

The State also received a grant from Speedway Australia which helped with the purchase of the transponder system.

There will be Driver Reunion on Sunday September 22<sup>nd</sup>, 11am – 4pm for Drivers, Crews, Families, Officials and fans, all welcome, free admission.

Comments: None

## TSCF

It is hard to compromise that it has been eight months and an entire Speedway season in Tasmania has come to an end since the last time the Board met for their September meeting. Our season kicked off with a number of club and practise days around the state, which would without any doubt be successful all-round. In away a day that wherein a relaxed atmosphere with a social feel where allsorts bonded, came together, signed up, warmed up, caught up and anticipated the season ahead without a feeling of competitiveness, great days for the sport and the season going forward.

Street Stocks, juniors and Modified Sedans would hit the tracks solidly with impressive car counts early and continue to hold their own and increase throughout the entire season, in turn Super Sedans and one of our two state classes would struggle for numbers through November and December in what could only be seen as collective circumstantial reasoning.

Although, after Christmas and before the month of madness January we would head south for this year's Super Sedan State title, clearly a car count that would be less than average but nevertheless a quality field had made their way to Hobart. Callum Harper in just his second season in a Super Sedan, would on this night show the seasoned campaigners on a track that would not be tyre friendly he was a chip of the "old block" and go onto record his first and as one would think, there are most likely many more to come, state titles.

The Street Stock title at Carrick this year would see the biggest field in a number of seasons. After unsuccessfully completing the title last season Anthony Beare from Mt Gambier would collect the state title in 2013 and add it to his perfect record making effort in holding all state Street Stock titles at any one time, simply believable.

Junior Sedans would play host to the Nsss Grand Finale at Hobart in front of one of the biggest crowds seen at Mountain Dew Ice Raceway for some time, Victorian Dion Bellman would clearly show a clean set of heals throughout the entire event to record a solid performance in taking out the title, equalling his brothers performance of 2012.

Early March the Modifieds headed to Latrobe where a competitive field gathered for what was anybodies title, Jake Taurian would come up trumps after what was a gruelling affair up front until three drivers simply ended there night in one foul swoop. All in all, it was terrific racing throughout the entire State Titles program.

From a TSCF perspective this season a number of directives were put in place and the effort needed by the entire executive, committee and its members to achieve what we had set out to do cannot go unrecognised and I thank each and everyone for their valued input and work ethics as this season now comes to a close and look forward preparing for what lies ahead going into next season.

This season saw the implementation of using Transponders at every meeting on every car no matter what division or organisation within Speedway circles in Tasmania. With one or two teething issues, hiccups or call it what you like. Clearly I would recommend to anyone to use the system at every opportunity. We will continue to increase our stocks of Transponders during the off season.

I personally must thank the SSA and Michele for allowing me the opportunity to be a part of the title team for the Street Stock National Title at Mount Gambier this year, and look forward to the National Title heading to Tassie next season, "bring it on".

Already a number of Divisional meetings have taken place of late with Super Sedans simply headlining the act and rightfully so, Until such time that we, us take control of what has been along drawn out, self agenda, time consuming, uncertain and insecure period of time doubt will continue to remain mind set. Tasmanian drivers want to see this body take control, give direction and sustainability to the class once again; they do not want to inherit a bunch of

bylaws that clearly are earmarked for a small minority of recognised drivers, but for the entire majority of competitors throughout the entire country. They want not only our Tasmanian technical people to enforce the specifications but the entire technical team in every state on the same page, clearly over the same period there has been continued confusion of what is right and what is wrong and until such time this body can give guidance, self belief and the support to stand behind what is written will we be able to move forward.

“Change will come when the pain of staying the same is greater than the pain of Change”

Comments: None

## **VSCF**

It has been a very busy racing season in Victoria. All our titles have been run and won with no national titles in our state. It has been the state titles and features that have had the VSCF Committee running all over our state. Congratulations to all our state title winners which included various competitors from other states who joined the Victorian drivers during these titles. A special thanks has to go out to all those who assisted with the titles and events. Without the help of all these Volunteers, these events would not be so successful.

Our state annual General Meeting will be held soon at which time we will need to elect a new president as Grant Bird has decided to step down as President. I would like to take this opportunity to thank him for his support during the time he has occupied this role. His experience will be missed and I am sure he will return to the VSCF Committee at some time in the near future, as he is a valuable asset to Victoria.

I would also like to thank the rest of the VSCF committee especially Di for all the time and effort they have put in to make the VSCF the committee what it is today. Without the dedication that the Committee has Victoria would not be as strong and successful that it is.

I would like to raise the current issues being the use of social media within our sport, mainly Facebook and our sub committees. But as all the other states are more than likely to be facing the same problems, it would be best to work through these issues together.

My wife Diane and I also had the pleasure of attending and helping out at the Junior and Modified Titles. We are proud to be part of a great title team and hope that we can be involved in future titles.

### **On my Board portfolio**

Alan and I often discuss what is going on around the country. We are constantly in touch with the other state stewards and their main problem is Social Media but in particular, the rules being changed by others and not by us. I am extremely disappointed that when Speedway Australia decide to put together a committee to create a new rule book in place that we as the association that use it ‘to the letter’ have not been included at all. I would put it to the board that it is possibly time that we had our own rule book again that we are in total control of and not be answerable to other parties who can change our rules making it difficult to control certain rule issues and penalties as they see fit without any consultation from us.

Once again, thank you to my wife Di, the VSCF Secretary Di Lauder, Paul, Beckie and the board members for their support throughout the season.

Comments: None

## **NTSCI**

Junior Sedans remained strong within the Territory this year; we can't say the same for Street Stocks. We had to cancel the Northern Territory Street Stock title as we had a total of eleven nominations. The numbers have remained stable within the south but Darwin is finding it hard to get enough numbers to make a field. Their opening night last Saturday saw five cars compete and one of them was from Tennant Creek. Katherine Speedway is going ahead in leaps and bounds they continue to run Junior Sedan events with support from the Drivers from Darwin. Hopefully there is enough interest to also run Street Stock events this season, which kicks off this weekend.

Alice Springs will be hosting both state titles this season; they were the only club to put in a submission. The street Stock title will be held on the second weekend in November and we are still to set a date for Junior Title but expect it will be September / October.

The Northern Territory Speedway community lost one of its legends in January this year Wild Wayne Cullenane. Wayne attended nearly all of the Australian Street Stock Titles throughout the late eighties and nineties, with his best result being second. Wayne served on the NTSCI committee for a few years and also owned a junior sedan. Wayne was always there to help anyone. He was a life member of Arunga Park Speedway.

The twenty twenty street stock series between Alice Springs and Tennant Creek has been named in his honour.

Comments: None

## **QSCA**

Another very busy season for Queensland running a full round of State titles and also hosting national titles for Junior Sedans and Modified Sedans.

Both national titles held in Queensland were very successful and I would like to thank the QSCA and ASCF people who travelled to Mackay and Toowoomba to assist track staff in making both titles such professional shows.

Production sedans in Queensland are growing into a much stronger class this season and I can only see them improving in numbers in the near future. I was impressed to see three Qld Production sedans travel to Western Australia for the national title. Seven Qld cars attended the NSW state production title and five Qld cars made the trip to race in the Victorian state production title. I am looking forward to the Australian production title being held in Gympie next year and we would like to encourage many interstate drivers.

There is a lot of talk about street stocks starting up in Queensland and I have heard that about ten to fifteen cars are in the process of being built, heard on the speedway grapevine of course.

We are having an ongoing problem in our state with bad behaviour on tracks and via social media from junior drivers and their parents. I think we as a controlling body should be able to look at having some sort of control to stop this harassment and bullying. Our first plan of attack is to not accept nominations from known troublemakers but apart from that our hands are apparently tied and we cannot stop a lot of the rubbish that happens.

I question the amount of money we have paid Wade Aunger for the seemingly small return in reaching new audiences for speedway. Fair enough when he is preaching to the converted but I would like to see what the drivers money has done to encourage interest in speedway from new people.

I was disappointed to watch the dvd of the Modified Sedans in Toowoomba that he put together, to not see one heat race or any racing leading up to the C main. Very impressive production but the content was lacking. A lot of drivers got no mention at all, not good for them or their sponsors.

In closing, I look forward to another successful season of speedway after a well earned break and would like to thank everyone who volunteers their time to help keep speedway one of the most family friendly spectator sports out there.

Comments: None

## **WASCF**

Since the last conference, the entire season has come and gone for all of the southern WA clubs. The season now commences for the northern clubs, and it will be business as usual. There is still one State Title to run, the Street Stocks will run their event in June at Port Hedland, which is about 1500kms north of Perth

The Modified Title saw a good field of WA cars in attendance, with one interstate competitor nominated, but unable to attend due to flooding in his home state. The event was won by Kye Blight, who was a previous Production Sedan State Champion. Kye attended the National Title in Toowoomba to represent WA.

The Street Stock event was again a huge event, with several interstate drivers, with the winner being Anthony Beare, who becomes a multiple WA title holder in Street Stocks.

The Production Sedan State Title was held the weekend after the National Title, and was won by Matt Noakes, who also won the National Title the week prior in Collie. Both events were huge in numbers, and a credit to the drivers on the presentation of the cars.

Super Sedans had their State Title at Ellenbrook the week prior to the National Title, with several interstate drivers in attendance. WA driver Kodee Brown was the runaway winner. The following weekend saw the National Title at the motorplex, which was again a huge event, eventually won by Matt Pascoe.

All State Titles have seen larger than normal nominations, and have been very successful events. With two National Titles being run in the same season, it has been a little taxing on officials, and the same will happen next season, with again two National Titles in WA.

Training of officials is one area the State is working hard on, as the State Government has slashed funding to Speedway West, who are the recognised trainers of officials. Our State Executive is working with Australian Speedway on a method of recognition of training standards, to alleviate this issue.

Currently WA has cars registered in all National Categories apart from 4 cylinders, and the numbers have steadily increased over the last season. All in all, we have in excess of 600 licenced competitors, and this looks to continue in the near future.

With over 25 clubs affiliated it has been a steep learning curve for me returning to the Board as a Board Member representing WA. I would like to thank the WASCF executive for taking the move to let me represent them on the Board.

Comments: None

To accept the Board Reports  
MOVED QSCA 2<sup>nd</sup> TSCF CARRIED

Geoff Green presented a letter to the Board with regards to the position as Board Member of Speedway Australia.

“After a lot of thought and discussion with the WASCF, I wish to withdraw my acceptance of your nomination to the Board of Speedway Australia. I feel that it would be to the detriment of SSA to have me to continue with the nomination.”

Geoff Green WASCF Board Member



Discussion and questions were asked as to the reason behind this, the situation has become stagnant, and we need to move on this, as we need representation on the Speedway Australia Board.

We regretfully accept this motion  
MOVED NTSCI 2<sup>nd</sup> VSCF CARRIED

Discussion on the Board Member Position for Speedway Australia.

To accept Bill Miller as the Board Member for Speedway Australia.  
MOVED NTSCI 2<sup>nd</sup> WASCF CARRIED

Jim asks if we are now backing down and letting them win. This is not the case.  
Discussion on the money that goes back to the Speedway Australia State Bodies from licences.  
SA and NSW have received grants from their state, but the rest of our branches do not seem to receive anything.

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

Board Meeting September 2012

MOVED VSCF 2<sup>nd</sup> NTSCI

Safety Committee – we need to nominate someone, the information should be advertised on Speedway Australia's website.

Motion 1,2,3,and 4 from page 17 need to go to the Stewards Board again.  
P22 Work in progress between the board and CTAC.

P22 Dipper Switches are allowed as kill switches.

Discussion on motion 26 from page 23

MOTION 1

That motion 26 from Board Meeting September 2012 be rescinded and replaced with the previous meeting timetable.

MOVED WASCF 2<sup>nd</sup> TSCF CARRIED

The minutes from September 2012 are accepted  
MOVED WASCF 2<sup>nd</sup> SA CARRIED

Accept the March telephone conference minutes  
MOVED WASCF 2<sup>nd</sup> VSCF CARRIED

Accept the April Telephone conference minutes  
MOVED NTSCI 2<sup>nd</sup> VSCF CARRIED

That we accept the telephone conference minutes since the last Board Meeting.  
MOVED WASCF 2<sup>nd</sup> VSCF CARRIED

## **8. *Business Arising From Previous Meeting Minutes***

*None*

**9. Financial Report**

Sharee Wilden presented the financial report.

That the financial report is accepted as presented.  
MOVED TSCF 2<sup>nd</sup> VSCF CARRIED

**10. Business Arising from Financial Report**

None

**11. Speedway Australia Report**



## \*Increased Funding allocation

Track Safety Grants \$15k to \$50k  
National Championship TV Grants \$10k  
Club Grassroots Grants \$10k  
Speedway Aust. State Body Grants \$20k

## \*Total \$90k

Closed AAD Fund and distributed funds



## \*What we have completed Year 4

Rebranded  
To  
Become  
Speedway Australia



## \*What we have completed Year 4

- \*Speedway Tasmania and Speedway NT
- \*National Steward & Official Program
- \*National Track Inspection Program
- \*Event Co-ordinator role - WSS NSSS HOF
- \*Strategic plans linking State and National bodies
- \*Female Rising Star Program
- \*Alliance with CAMS, AKA, ANDRA, SA
- \*Restructure of NASR Inc & P/L - No Shareholders



## \*What we will complete Year 5

- \* Do more of the same but better - continue to evolve
- \* But, the goal has to be to protect and promote the sport of speedway against other sports, other competing interests & opportunities that people now have and to be proactive regarding society encroaching on tracks and the pressure that creates. No tracks, no racing.
- \* How do we do this? Speedway has to unite. Put the past in the past. We need to be lobbying local councils, Government and sporting agencies for support and sustainability.
- \* As Speedway Australia is doing, everyone must lift their game and share this vision if we are to achieve this.



\* **What's the goal when all the previous is completed?**

- \* Our structure - become a Company Ltd by Guarantee
- \* SSA Board member - we need one
- \* Multiple bodies in Vic and WA- unite the states
- \* NDRA - reduces resources, accountability and unity
- \* Media
- \* SCCA rulebook
- \* Us & them mentality
- \* Momentum Breakers



\* **What's stopping us from lobbying effectively ?**

- \* **Momentum Breakers**  
Hurt morale and momentum
- \* **Momentum Takers**  
Go with the flow, if it is moving they go with it, if it stops they stop
- \* **Momentum Makers**  
Make things happen, create momentum

**It's time to take the next step.....**



\* **Speedway Australia has momentum, do you?**

BJS Insurance Group presented an alternative insurance. More paperwork is to follow from BJS confirming the presentation.

A lengthy discussion was held on insurance and Speedway Australia.

## MOTION 2

That the SSA remain with our current Personal and Accident Insurance cover, that being through Speedway Australia.

MOVED WASCF 2<sup>nd</sup> SA

This is being held as a Notice of Motion for next conference.

## **12. Technical Overview**

Greg Lynd presented report

### Recommendation 1

All Sections

All Technical committees, State Secretaries, Club Secretaries to obtain drivers and officials email addresses if available and send to National Office to update the database for the purpose of communication.

MOTION 3 to accept Recommendation 1

MOVED QSCA 2<sup>nd</sup> VSCF CARRIED

### Recommendation 2

All sections

That when a race car is registered at the start of a season the logbook for that car from previous season be presented at daylight scrutineering before the car is registered for next season.

Reason

Any previous faults recorded are carried forward and rectified.

MOTION 4 to accept Recommendation 2

MOVED WASCF 2<sup>nd</sup> VSCF CARRIED

### Recommendation 3

That our specification books for all classes be changed over to electronic version a.s.a.p

Reason

Update's can be instant and accurate. Time to move forward.

MOTION 5 to accept Recommendation 3

MOVED QSCA 2<sup>nd</sup> WASCF CARRIED

### Recommendation 4

All Sections

All welding done on aluminium rims must be tig welded and be of a professional standard.

MOTION 6 to accept Recommendation 4

MOVED VSCF 2<sup>nd</sup> WASCF CARRIED

## Recommendation 5

All the CTAC committees to send their recommendations and clarifications to the Technical Committee before being sent to the Board.

## MOTION 7 to accept Recommendation 5

MOVED NTSCI 2<sup>nd</sup> VSCF CARRIED

## Recommendation 6

### Junior Sedans

To implement EFI sedans into Junior Sedans, choose 4 EFI cars which are readily available and approximately same horsepower that can be kept totally OEM standard to compete in this class, with any submissions for other cars being looked at after the trial period.

All information to be forwarded to next Tech/Board Committee meeting.

Allow trials on the racetrack – would not be eligible for Points or State and National Titles.

The Technical Committee are going to get the specifications etc for the cars allowed.

## MOTION 8 to accept recommendation 6

MOVED QSCA 2<sup>nd</sup> TSCF CARRIED

## MOTION 9

To allow the EFI Junior Cars selected in Motion 8 to compete at all Junior race meetings, but are not eligible for State and National Titles. Review at the SSA Board Discretion.

MOVED TSCF 2<sup>nd</sup> NSW CARRIED

## Recommendation 7

That the submission received for the Mitsubishi Magna to compete in the Production Sedan class be approved.

**Make:** Mitsubishi, **Year:** 1999, **Model:** TH Magna, **Engine Series:** 6G74 OHC 24 Valve V6 3.5 Litre , **Engine Size:** 3497cc

**Bore:** 93mm, **Stroke:** 85.8mm, **Throttle Body Size:** Outer Section I.D. 66mm, Butterfly Section I.D. 65mm

**Vehicle Wheelbase:** 2722mm, **Front Track:** 1545mm, **Rear Track:** 1535mm

## MOTION 10 to accept recommendation 7

MOVED WASCF 2<sup>nd</sup> VSCF CARRIED

## Recommendation 8

### Super Sedan Draft

Page 1 interpretation?

How long the spec book lasts?

Seat belt life? 2 yrs

Change 2.7mm through the whole book to 3mm - yes

Seat belt mounts material is getting thinner and thinner – should be 3mm – book is contradicted as it states must be 3mm but they are writing 2.7mm - yes

P6 Magnesium alloy seats not permitted – remove the word alloy. - yes

Definitions –

quick change differential – as per the 2009 book – send it back

Engine in front of driver - Ignore

P7 Wheelbase measurement needs +/- 1% adding - yes

P8 Engine capacity needs to be as per the old book page – change formula to .7857



P8 Bubble testing – not required. Going to be measured – yes SA against  
P8 Engine set back as per 2009 book - yes  
P9 Section 20 add No Chrome Moly rollcage or chassis allowed. - YES SA against  
P10 Rear rail lateral location and minimum distance - Chassis rails – as per old book - YES  
P10 Roll cage must be welded on top of chassis rails to be added - YES  
P13 and 14 Delete 736 min on drawing and page - YES  
P13 Through Rails change 40 x 40 x 2.7 to 40 x 40 x 1.6 - YES  
P14 Ballast back to the current book. - YES  
P15 Anti spear plate needs to be mounted on the outside of the barwork - YES  
P18 fig 7 drawing take out 1960 – right side and change to 955mm - YES  
P18 door panels need to be attached/riveted to door bars not pushed. - YES  
P18 Floor panel to remain as 2009 spec book - YES  
P20 Remove reference to 33% Rear quarter window - YES  
P20 get rid of the word “original” in the power bulge section referring to original bonnet. - YES  
P22 Towing attachment needs to be addressed back to CTAC needs to be an actual towing attachment - YES  
P22 Presentation and signwriting (still required by Victoria) for roof numbers take out VICTORIA - YES  
P23 Spindles....spelt wrong in book - YES  
P24 Engine Block remove block height and add deck height - YES  
The 6 cylinder needs to read 265 - YES  
P24 Cylinder heads needs to be as the clarification rule on 16/9/11 – YES SA against CTAC to supply description and difference of C3 and D3 FR09 heads - YES  
Traction Control needs to be investigated. - YES  
P25 add Petroleum fuel or methanol may be used. - YES  
P26 wheels add steel as an option - YES  
P27 wheel spacers delete whole section – unlimited within the guidelines of other measurements - YES  
P27 fuel cell for petrol needs to be added 72 litres as per 2009 Book - YES

MOTION 11 to accept recommendation 8 as presented  
MOVED VSCF 2<sup>nd</sup> WASCF CARRIED

MOTION 17  
That the changes presented for pages 2 & 3 of Super Sedan Draft be accepted.  
MOVED TAS 2<sup>nd</sup> VSCF CARRIED

Clarification 1  
All Divisions  
That the minimum material size for steering column tube be 3mm wall thickness unless OEM.

MOTION 12 to accept Clarification 1  
MOVED VSCF 2<sup>nd</sup> WASCF CARRIED

Clarification 2  
Production Sedans  
P 37 Section 26 Rule E  
The brand Staun beadlock internal beadlock be allowed as this is the same as safety inner air tube, this is the same system.  
Reason  
This is approved in the book under under page 37 section 26 Rule E  
Return to CTAC Clarification 2

### Clarification 3

#### Modified Sedans

Shock absorber mounting points. Modified Production

At least 50% of the OEM mounting point must be retained for measuring purposes as per specification book.

MOTION 13 to accept Clarification 3

MOVED WASCF 2<sup>nd</sup> TSCF CARRIED

### Clarification 4

Production Sedans P 31 Section 18.2 Rule L

To allow the use of Mahle Forged Piston Part Number PH03800L6mms for Holden, PF03986L6mms for Ford. That these are the only forged pistons to use.

#### Explanation

That ACL race series pistons are unavailable and do not fit the intent of the rule - refer to paperwork. These pistons will be only used in Production Sedans and have a green ID Seal fitted.

This class is different to Street Stock and need to have some variants, also Productions have open computer and will rev harder, there is no performance advantage and a cost factor as pistons will not have to be replaced every season and add a higher cost to racing we also need to be aware of pistons that are available to be used and pistons that can not be available in the future.

Clarification 4 was LOST from the Technical Meeting so just for reference.

### Clarification 5

#### All Sections

Base of the seat is defined as the lower side of the seat and under the seat for mounting position.

MOTION 14 to accept clarification 5

MOVED WASCF 2<sup>nd</sup> VSCF CARRIED

### General Discussion

#### QSCA

Training for machine examiners. There is a need for more consistent training courses for machine examiners. Time to look at online accreditation, and this to include some practical testing questions.(ie: If a Mono Sedan vehicle has the rear parcel shelf removed, is it able to be registered?). WA government has slashed funding to Speedway West, so training/accreditation courses will suffer, as scrutineers will not travel vast distances, at their own costs, to be accredited.

#### Dealt with earlier

The issue of Super Sedan competitors failing to comply with the Australian Racing Rules and Regulations (ARR&S) with regards to the use of 'roof numbers' was discussed. The enforcement of this rule is not consistent and the QSCA would like this rule reinforced by Speedway Sedans Australia for all Super Sedan competitors. From time to time, when officials try to enforce the use of roof numbers, competitors and others raise objection to the use of roof numbers. We would like to see this issue discussed at the board meeting in May with our support of adherence to the ARR&R.

#### Dealt with.



## MOTION 16

That super sedan roof numbers are removed from being mandatory and replaced with compulsory car identification numbers on doors or rear guards as per minimum height 460mm x 75mm width.

MOVED TSCF 2<sup>nd</sup> SA CARRIED QSCA and VSCF against

We understand that there are plans to enforce a two year limit for racing harnesses. Whilst the QSCA certainly agrees that safety is at the forefront of all of our concerns, it seems that the two year limit was noted many years ago by the appropriate authorities. Why is it that Speedway Sedans Australia is only now choosing to enforce this two year limit and what evidence can be provided to support this after the five year limit seems to have been acceptable in the past? Pass to the Board – this is not on SA's website needs to be discussed at the Board Meeting

Dealt with earlier

The progress (or otherwise) of the Class Technical Advisory Committee structure was raised. It seems that interaction between the appointed representatives and competitors has been non-existent in recent times. It seems that in Queensland, this has added no value to our sport and just is not working. The QSCA would like to express its disappointment in the process.

Dealt with earlier

The QSCA seeks the implementation of a Drivers Exam.

This is down to the individual state. Most states already have an exam in place for drivers.

## 13. **Stewards Overview**

Racing Rules and Regulations Advisory Committee representative

Discussion on the email that was not sent directly to the SSA regarding the Racing Rules, it has been resolved with Paul Trengove being informed that Rod Meakins and Alan Jennings are the contacts.

It is my pleasure to present this report to the Board. This last season has, as always been very busy with a lot of inquiries from drivers and stewards from all over the country. I have dealt with those problems as they have arisen. It is great to see people ringing me about these issues and this has happened more this season than previous years, the website contact page is obviously the reason, which is a good thing.

I have attended 2 National Titles this season the Juniors in Mackay and the Supers in Perth, these titles went extremely well. I have done training in QLD and will so dome in NSW next month for John and have sent training cd's to WA to do as online courses which I believe will be something that we should all have access to online in future.

I have had some problems with the current rule book with the appeal system process on how to proceed on some issues and even phone calls to Speedway Australia still didn't solve these problems for most of us it is too complicated. Maybe this is something that the Stewards panel can look at as well as this I received a phone call from Gary Pendelbury acting on behalf of Speedway Australia about an appeal arising from a Junior being fined and suspended in TAS, and an email from Paul Trengove telling me to review this decision, with some investigation with Phil Hext we felt that it was done correctly and informed Speedway Australia of the same, my point is that who is on control of our sedans, SSA or Speedway Australia, maybe this can also be cleared up.

I have been to a lot of tracks this season as either a Steward or as a crew chief for my family and I have found that Speedway in general is very healthy and continues to grow and I hope this continues into the future.

In finishing I would like to thanks everyone I have been involved with this season and look forward to working with everyone next season.

Comments: Discussion on accreditation and courses, we need to send the course on a cd for approval and acceptance from Speedway Australia.

#### MOTION 18

That a National Stewards Meeting be held before July 10<sup>th</sup> 2013. Discussion on a rule book is a priority.

MOVED VSCF 2<sup>nd</sup> QSCA CARRIED

### **14. National Titles**

Michele Harris presented report

This year has been the most challenging yet to get the five national titles completed.

To the competitors well done we saw some of the best competition to date a final that went flag to flag. Thank you to all the officials that assisted at these venues and to the promoters well done. Sharee and Bec thank you for enduring the extra work load. I hope that we will endeavour to slim line the process to make it easier for you both. Thank you to Di for always having the right paperwork available and her behind the scene works to ensure everything runs smoothly.

Online nominations will slimline the nomination process, Sharee will not be chasing paperwork and bank details long after the event. We will have an indication of numbers of nominations as they come through instead of waiting until states send them through sometimes up to two weeks after the closing date. Sharee spent sixty two hours on titles this year and still is not finished. This doesn't include the Perth Motorplex who did the nominations etc for the super sedan title.

A new official's expression of interest form will be on the web site shortly, I am hoping that it might generate some new blood to the teams. This season will also see officials completing a contract to ensure that they have the relevant licences, working with children etc to be officiating at our titles. If an official is on our list to officiate at any title then they will be entitled to accommodation, air fare and out of pocket expenses. Any others will be at the state, club or venues expense.

We also this year had problems with our orbits program when Bec went to allocate programs for our transponder operators they had been used elsewhere.

This last season saw high numbers in almost all of the titles which was attributed to the central location and local content of the competitors. Modifieds at Toowoomba was the first title to receive one hundred nominations.

Nomination numbers for the titles this year were as follows:

Junior Sedans	72
Productions	72

Super Sedans	42
Street Stocks	82
Modifieds	100

## Comments

The Board are happy for the SSA to go with online with the proviso that the States are sent an update on a weekly basis.

### MOTION 19

That all title payments, paid to all drivers must be via E.F.T.

MOVED VSCF 2<sup>nd</sup> TSCF CARRIED

### MOTION 20

That new software be purchased for orbits, so that we have enough programmes to run our National Titles. National Office to be sole administrator.

MOVED VSCF 2<sup>nd</sup> TSCF CARRIED

### MOTION 21

That more title shirts, vests and caps be purchased..

MOVED VSCF 2<sup>nd</sup> TSCF CARRIED

The title team need to be signed on and arm band received prior to the start of scrutineering. This can be organized by the title organizer.

We need to be mindful when organizing travelling arrangements that when an airport is available it should be given first priority.

### MOTION 22

That no CPI be included on National Titles for a rotation period per class.

MOVED VSCF 2<sup>nd</sup> TSCF CARRIED

### MOTION 23

That we reduce the National Super Sedan contract title cost to be \$39,000 inc gst for a period of 6 years starting with the title at Murray Bridge and the SSA cover the cost of bonus money.

MOVED WASCF 2<sup>nd</sup> NTSCI CARRIED

### MOTION 24

That the SSA, as of this date pay the bonus money at all National Titles.

MOVED WASCF 2<sup>nd</sup> QSCA CARRIED

The stewards investigate a rule for fining competitors that do not attend or contact anyone to say that they will not be attending a title.

The title submissions are to be sent to the host state secretary and the ASPA.

## VSCF

VSSA letter regarding rotation of titles and criteria.

The letter from V.S.S.A was read to the room and discussed and a response will be forthcoming.

## **15. General Business**

Discussion on social media being an issue.

Discussion on Lucas Oil Products Australia P/L sponsoring the 2014 National Junior Sedan Title.

MOTION

To accept the contract presented between Lucas Oil and SSA

MOVED VSCF 2<sup>nd</sup> NTSCI CARRIED

Rule Book – this will be addressed at the Stewards Meeting in July.

### **WASCF**

1. Accreditation – Discussed earlier
2. Engine strip downs at National Titles and engine Sealing

This has been discussed and will continue.

3. Out of pocket expenses for States running National Titles

This has been discussed and there is nothing that can be done, States know that the Title is coming and need to accommodate.

4. Prize money for National Titles – Discussed earlier
5. Radios – Dealt with

MOTION 25

That Technical Committee investigate scrutineering procedures at National Titles, eg a hat draw is carried out and then cars whose number is drawn are taken to scrutineers bay for inspection the rest of the field have random checks carried out throughout the event. The reason being to cut/cost/time.

MOVED WASCF 2<sup>nd</sup> TSCF CARRIED

### **TSCF**

Motion from Tasmania

That Super Sedan roof numbers are removed from being mandatory and replaced with compulsory car identification numbers on doors or rear guards as per minimum height 460mm x 75mm width

Dealt with earlier

### **NSW**

4 Cylinder name

They are called Fast 4's in some places. A poll will be put on the website to see if we need a change.

### **QSCA**

Wade Aunger – Qld can not see any value in what the association has got for the money we have paid.

We believe that we are not getting our monies worth but we are also not giving him any direction.

## **Open Discussion from each state.**

### **NSW**

Radio Frequency – it is out of our hands we are awaiting for ACMA to inform us.

### **SA NSSS**

Bill gave an overview on the NSSS, they have a meeting at the end of this month when more information will be made available.

Discussion on sponsoring the NSSS and also whom would be attending on behalf of the SSA. Paul Gannon will attend the working group.

Advertising

Continue with the current magazine advertising.

Get quotes for TV coverage for our titles.

### **TAS**

Modified CTAC person is required from Northern QLD

Trevor Goode - Street Stock CTAC representative for VIC is no longer in the position. A replacement needs to be sourced.

Advertise for the positions of CTAC's chairperson.

Super Sedan Draft is still on for a 1<sup>st</sup> July 2013 with the changes as passed by the Board.

Super Sedan Chairperson does not abide by the procedure, he must discuss any issues with Greg Lynd, Technical Board Member and follow the correct procedure process.

### **VIC**

Question on attending Speedway Australia meeting – this is happening at the end of this meeting.

J & M Racecraft can not use their rims as requested, as they are outside the current specification book.

Titles – Who will attend as the live audio person, due to there being 2 titles on one weekend?

Jason will be attending the Murray Bridge Super Sedan Title and he has organised Grant Woodhams to attend the Production Sedan Title at Gympie.

**NT – None**

### **QLD**

Street Stocks will be happening in QLD can they be put on the rotation.

When they are physically racing they will go on the rotation.

Street Stock CTAC, can Qld have a CTAC member? Once they are up and running they can put a person forward.

### **WA**

Geoff is working on a flow chart on direction of contact.

**16.    *Date and Venue of Next Meeting***

**17.    *Close of Meeting 2pm***