

Speedway Sedans Australia Inc



Comfort Inn Haven Marina, Adelaide, SA
19th and 20th September 2015

Minutes

1. Open Meeting – 8.30am

2. Introduction of Board Members

Rod Meakins – VIC
Tony O'Neill – NSW
Allan Jennings – QLD
Garry Gale – TAS
Michele Harris – NT
Geoff Green – WA
Moss Buchanon – SA
Greg Lynd – CEO
Beckie Jones – National Secretary

3. Introduction of Delegates and Attendees

Di Lauder – VIC
Benny Taylor – NSW
Kay Arthur – QLD
Pam Franz – QLD
Jarrold Harper – TAS
Jamie Oldfield – WA
Leann Wilson - SA

4. Apologies
Jason Crowe

5. Presidents Opening Address

Welcome one and all to this the 2015 SSA AGM and September Board meeting!
Today marks the end of what has been an epic journey over the past twelve months, but more importantly the beginning of what lies ahead for the SSA as we prepare to maximise the best opportunities for the benefit of each and everyone associated with our organisation.
As a reflection of the past twelve months, it was difficult to honestly find somewhere to start! It certainly wasn't about the trials and tribulations of anyone individual, but to seek and high point what had been undertaken, the achievements and with limited resistance the exercises of what will need to be done to at least maintain and reach sustainable results for the SSA going forward.

At the time of this report although an acknowledgement of the SSA board to visit and reassess the structure and the fundamentals of the organisation was agreed upon it had not yet transpired, a recognisable opportunity of admission that may understandably address the needs and functions of the SSA in maintaining the acceptable degree of service levels for what will be beneficial for all associated within the SSA for the future.

The Technical portfolio over the past twelve months continued to be one of the biggest draw cards on resources! I am not going to sugar coat it, in fact we have a considerable amount of personnel that are supportive of the processes and believe the technical side of the SSA is moving forward, others are simply not on the same page nor do they want to accept and work the systems! Is this good enough, no its not but that's how it is and can we fix it, yes we can! The Technical report as part of this meeting may well hold a number of ingredients that possibly will work towards helping the whole deal. Stability is a belief that is required throughout our specification and it is time to make it happen, although we have to evolve or be left behind it is imperative that we stabilise across those divisions that are constantly under the spot light. As there is so many, I must thank our entire technical team and also those that have contributed overtime and have now moved on, thanks team!

Financially the SSA maintains a level which is serviceable for the organisation! It may well be a grand old traditional process with a modern twist of current technology, but it works and works well! Sharee will join us to deliver the Annual Report shortly!

The SSA National Stewards Committee this year under the guidance of Rod Meakins and Allan Jennings undertook the duty of reviewing the Australian Speedway Racing Rules and Regulations book in sight of the new rule book to be released in September 2015. The committee worked their way through the book to better understand a number of the rulings and address and foresee where notable changes to particular rulings would be better served within the book for the benefit of SSA competitors and officials. The updated Accreditation course was finalised by Allan and has since been rolled out with Allan delivering the course up and down the East Coast along with Ian Menzies in the Northern Territory and Leann Wilson also delivering the course in South Australia with pleasing numbers in attendance to say the least.

Michele and Beckie have and continue as required, the efforts in working through the entire National Title package! Doing what is needed in addressing, adjusting and delivering the first leg of the process as we look to accommodate the respective divisions and their National titles for 2017. I must say that it is pleasing and a terrific result to have a considerable amount of submissions received to host the titles in 2017. Preparation also by Michele and Beckie is well underway for the titles that will be held during this coming season as host tracks have took to task in readiness for what should see a very successful 2016 for National Titles. As we know it is a tuff gig in pulling this all together, we appreciate what you do thank you!

As particular direction from the board of Speedway Sedans Australia to generically push for National processes for the benefit of our stakeholders and to systematically having everyone on the same page, hail the administration meeting that was held earlier in the year! This meeting was well received and I believe these meetings must be held on more regular occasions. To have the personnel who operate the engine rooms of our state associations present and having their input will be a valuable asset as the SSA continues to look at aligning across all facets of the organisation.

Understandably when change happens there becomes confusion, with the introduction of the SSA Officials Registration process the board of Speedway Sedans Australia were adamant that this would be the best way forward which I must agree with, as it is a necessity that we ensure that all our people who represent our associations do have the applicable requirements to fulfil and meet the requirements of not only the SSA as per policy, state legislative requirements and also the adherence to the rule book we currently operate under. If Speedway Australia hadn't reintroduced their so called official's card then perhaps it may have well been a mere formality with little confusion. At the time we continued to implement and set our system into place and what was a belief Speedway Australia were content with the SSA having their own system, obviously this was not the case as the particular notification advising S.A of the SSA process hadn't reached the office personnel and then the up roar

began and the rest is history! As to try and maintain common ground whilst having control of our own destiny the current working relationship for our officials registration process with Speedway Australia is now falling in to place.

Jason Crowe unfortunately cannot be with us this weekend and has prepared a detailed report that will be presented during the meeting. All things SSA sedans is what gets Jason up and about as he delivers and continues to advocate our brand across all areas that are available too his finger tips. There have been a number of terrific stories through the winter months placed on the website and social media and the seasonal competition results, updates, general news and feel good stories from our northern counterparts in the midst of their season.

Speedway Australia more on that later, the day to day running of our organisation, the phone calls the emails it all happens! There are bucket loads I could go on and talk about but we may run out of time sometime next week! It all happens for a reason and we all question what those reasons may well be, good, bad or even ugly at times but we all share a common interest, undertake the similar exercises everyday and continue to play our part for sedan racing throughout the country and for this I salute one and all!

I possibly should apologise for the intensity over the past two years as CEO, but what the hell that's probably the nature of the beast! With all the bullshit aside it has been an eventful journey and I thank each and everyone who has played a part, for their guidance, their support and the contribution given in what was one very interesting ride. Good job well done!

From here what's next, interesting times ahead, let's do it! All in all thanks heaps and good luck.

Motion to accept the CEO Report
MOVED SA 2nd TAS CARRIED

6. Board Member Reports

SSA of NSW

The current SSA/NSW state executive has only been in office for a very short time compared to those in whom we have replaced, however, the changes we have made in how the association conducts its business has had an immediate effect on the future direction of Sedan racing in NSW.

Before we took office in July, those willing to stand for executive positions were labelled Trouble makers, outlaws, & a Factional group undermining the stability of the Executive. Surprisingly, the incoming Executive were appointed unopposed without any objections. Since then we have been referred to by the previous as " The B team " . We have been accused of having personal vendettas, & comments such as " out of their depth " & " They wont last long " have been heard. All of which is very disappointing but not surprising. None the less, we have made a start on implementing some initiatives that will help SSA/NSW into the future.

-We have expanded our Executive management Committee to seven from three, so as to spread our work load & to become more accountable & transparent with the office holders spread evenly throughout the state, instead of Metro East coast concentrated

- We have introduced the positions of Junior Vice President, Secretary Assist, & Stewards Advisor

-We have reverted back to Club Numbering of cars, just like the rest of the country. This has been extremely well received by clubs & drivers

-We have increased the number of State General Meetings per year from 1 to 4. the location of which is on a rotation type deal that is spread throughout the state. This is so more affiliated clubs can have a

realistic chance of attending meetings to have their say, obtain the correct information, & become part of the solution to our numerous issues. This too has been very welcomed by clubs

-We are currently in the process of giving our State constitution & policy a long overdue update after 20 years that is more reflective of what our association represents.

-We have started to look at the relationship between ourselves & the NSW/SPA, pertaining to the allocation of State titles. This is very confusing & a lot of clubs are frustrated at the situation. We have asked the NSW/SPA for a copy of their Constitution & Policy so as to better understand their role in the sport. This as yet has not been forthcoming. As we understand it, NSW is unique in this regard ??

-We have had a part in changing our state junior specification to one that mirrors that of the National Division, This is one of our top priorities. This situation is also very confusing & frustrating in that Speedway NSW/ACT at times seems unwilling to be a part of a different approach in lobbying state government for some kind of solution to our request of lowering the age restriction of junior competitors. The relationship with Speedway NSW/ACT also needs to be addressed & understood more clearly

-We have increased our list of affiliated clubs, with the inclusion of a reformed Wagga club whose members have returned from the State based VSC divisions. They have a lot of work to do in building numbers but realize SSA is by far the best business decision. Broken Hill are also in the process of affiliating, after a long association with NASR SA, & have been extremely proactive in understanding the registration process & are welcoming informative communication

-We have conducted a major overhaul of our system of finance with a Net bank facility, & an invoicing system that is more user friendly. Senior Vice president Warren Watt has spent an awful amount of time getting this sorted & we are even starting to fill out cheque books, something that hasn't been done in 12 months or more. Warren is more grumpier than ever & continues to hate everyone equally.

-We have updated our State Officials wardrobe, & now have a more OH&S compliant at the track garment, complete with High Vis reflective banding, & a more fashionable meeting garment, where the fabric used is softer on the skin, & has been manufactured with 2 large breast pockets to accommodate Tony's pen fetish

-We have just recently completed both rounds of Official Accreditation Seminars, with the last one at Goulburn having over 80 in attendance. These were organized by Speedway NSW/ACT & saw every looney toon state based affiliation show from RSA, NSW/ACT Board, open wheel & probably even calathumpian Go Carts to hear Allan take us through the SSA official procedure & Training. This will NEVER happen again. In future SSA/NSW will be hosting the Seminars for SSA Officials ONLY. We have had a lot of issues regarding the official application process with people getting signed off that haven't attended the training seminars, People getting upgraded in Status with no prior experience, People getting downgraded in status with experience, & even people trying to bypass the State component. We are confident that those occurrences will cease & those responsible will be made accountable

-Contrary to what some may have been led to believe, Registrations have commenced & for those that have provided the correct required applications, TISs, & engine Seal documents (were mandatory) they have been processed & returned to the applicable club without one bit of drama. The clubs have received log books etc in under 14 days which is a feat in itself considering the new State Registrar allegedly lives more than 100kms from a post office. We have however, had issue with registrations being issued before Daylight inspection, before an Engine Sealing sheet has been produced, & before

payment has been received. This seems to be 1 division only, & 1 official only (not licensed at this point) We expect a big influx of Rego apps to be just around the corner especially after accreditation has now finished , when they arrive they will be processed as quickly as humanly possible providing they have ALL the necessary paperwork in order & have been filled out by an official that is Licenced.

- We now have a Social media page (Facebook) established, that although is a bit light on for information at the moment will be updated continually when we get up to speed with more important matters. Facebook continues to be somewhat of a concern but hasn't been a major issue for SSA/NSW at this time. More & more people seem to be using this kind of forum to communicate & we feel with the correct amount of regulation & close monitoring, this will provide us with another communication & education method, which unfortunately has been left a bit wanting in the past. The level of communication has also increased dramatically, between the Executive & clubs, as has the distance new personnel are travelling to attend rego days, club AGMs, club presentation nights, & even race meetings in an attempt to show our members we are actually interested in their existence & their issues !! again, this has been most welcomed by clubs , especially our newest ones such as Wagga & National Capital.

-The introduction of Street Stocks in NSW has been discussed, at times with misinformation & frustration surrounding the RSA but we have been approached by Darren Forrest from Victoria with a possible start to an outcome which may prove favourable, That has been presented for discussion & feedback this weekend

We are about to introduce Registered Engine Sealer reform, where all current Engine Sealers, registered & not registered within NSW will have to re-apply. We have stumbled across some mysteries with our current system over the last 12 months or so & feel now is the time to have a bit of a clean up. Although this reform hasn't been advertised as yet the feedback we have received from our more proactive clubs has been, " Well its about Time "

We have been very busy in coming to terms with National Procedures & both Madam Secretary Jones & Technical Admin Pam have been extremely patient in helping us along this sometimes daunting learning curve. Their advice & guidance is most appreciated

In closing, we are excited about our future & are absolutely resolute in our ambition to bring NSW into the current era & show the SSA Board, NSW is open for business & dose have something to offer We are most proud with what we have achieved so far. Not bad for a bunch of Muppets !! We look forward to working with & communicating with the other States on all topics that arise . & working threw the numerous challenges we no doubt will face.

Comments: Are the car numbers increasing? Productions have increased by about 15, 4 cylinders about 10 currently.

Speedway SA

Since last Board Meeting this financial year, John Dawson has implemented all the new sign-in paperwork for the pit sign-in and the sign-in guarding paperwork for the Stewards which was used a couple weeks' ago at the practice training day.

In July, the State held 2 accreditation days for officials, including the stewards and scrutineers. It was quite well attended, but those who could not make it, then did another course a fortnight ago in Adelaide.

2 weeks' ago Murray Bridge had a Junior Training and Presentation day, held in the clubrooms where Darren Disbury spoke on driver presentation and the stewards went through the rules of racing. During the afternoon, Junior training sessions were held on the track with the steward, using communication to practice stopping, starting lights, etc.

Next weekend, is the state AGM where there are 4 positions up for election. At that conference, the State is allocating the State Titles for the following season.

The first race meeting for the 2015-16 season will be on 4th October at Murray Bridge.

Comments: None

TSCF

So, there was an off season since my last report??? It is true that all the Speedway activity in Tasmania has been of an administrative nature, of which, it gives me pleasure to share with you.

* Certainly one of the most important events on the TSCF Administration calendar is the AGM, which was held on the 30th August, with a number of new faces, and changes to our personnel, in some key roles, as noted below.

- TSCF President – Jarrod Harper. New Appointment (1 year)
- TSCF Secretary/Treasurer – Garry Gale. Re elected. (2 Years)
- TSCF Vice President – Brian Morice. New Appointment (1 year)
- TSCF Jnr Vice President – Phillip Krause. New Appointment (1 Year)
- State Chief Steward – Phil Hext. Re elected. (1 Year)
- State Technical Officer- Noel Russell. Re elected. (1 year)

Jarrod very capably took the role of Interim TSCF President brought about by the resignation of Jordy Howe. From a TSCF perspective, having Jarrod recommit to this role, with the enthusiasm that he has, it is a massive bonus for our State body.

Both Brian & Phillip, are both relatively new to the administrative roles that they occupy, however, vibes are strong that they will both be assets to our body going forward. I see the new additions complimenting nicely the re elected personnel, ensuring we continue as a relevant, vibrant and proactive State body. This is the standard we proudly embrace, and has been set in stone since one G.Lynd sat in the chair.

* Officials Accreditations were conducted in August, and thanks must be afforded to Allan Jennings for the quality and professional session that he conducted. Whilst we had a small handful of absentee's, I was very pleased with the number of Officials in attendance.

* State Title dates have been locked for all Divisions with the exception of Modified Sedans. This is currently under negotiation with the host track and our new State President.

* Carrick are well placed in organizing to host the SSA National Junior Sedan Title, announcing a sponsorship deal with Pepsi Max, as naming rights sponsor. The track itself and the pit area have been given a substantial facelift, with an immense amount of work being undertaken by CSDA club members.

* The TSCF currently have a motion on its books to change its name from "Tasmanian Saloon Car Federation Inc." to "SPEEDWAY SEDANS TASMANIA". The motion was submitted to enable our State body to fall into step with most other States and indeed our National body. The required "Special Meeting" will take place on the 4th of October 2015, where this motion will be read, and decided. Indicators are that this will proceed with a big majority, and subsequently presents our state body with a wonderful opportunity to rebrand and rebadge itself in a professional manner, including (but not limited too) areas such as Stationery, Uniforms, Website, Signage, Trophies etc.

* Stock orders and Car number requests received to date, indicate that numbers will be at least consistent with previous years.

* Audited reports for financial year ending June 30 2015, reveal a successful year for the TSCF financially. Our financial position is such that we are about to take delivery of a further 14 Transponders and 1 charging case, bringing our total to 68 Transponders & 2 cases.

In closing, I acknowledge with pleasure, the continued support of the dedicated people from our member clubs and zones, all of whom do a massive job in continuing the fine tradition of excellence in Sedan racing in Tasmania. I look forward to the coming season with enthusiasm and high expectations.

Let's go racing.

Comments: None

VSCF

It has been a very busy racing season in Victoria. All our titles have been run and won. We look forward to hosting the Street Stock National Title at Redline in March.

On a National Title note, I would like to congratulate all placegetters.

Nothing has changed within the Committee of the VSCF this season. The Committee is stable and works well as a whole. At our recent AGM, our Secretary Di Lauder was awarded a life membership to the VSCF for all of her hard work and dedication to the group, members and the drivers.

Accreditation once again was a success with many officials attending and keeping up to date. I would like to see more than one accreditation carried out each year though.

The SSA Red Card has been well accepted, although I am disappointed that nowhere on the card is the SSA logo. I feel this needs to be looked at for future cards. As this system is new to the SSA I feel that we need to be on the ball with these cards. We have had a couple of instances where forms have not been received or have been incomplete. We need to ensure that we notify all concerned of any issues, not just put them to one side. People cannot fix an error if they may not be aware that there is one. This is a new system and it will take people time to get used to.

Initially there was some backlash about another officials card although this seems to have passed with many Victorians placing applications.

The new rule book will be released shortly. A big thanks to all of those who had an input into the changes to the rule book. Especially Allan who spent many hours on the book.

A car that was brought from South Australia, that was registered in South Australia in 14/15 and daylighted by a very senior SSA official from South Australia was found to be very far from conforming to the Specification book for that particular class.

This matter has since been addressed by the SSA CEO and the Victorian Technical Rep, but my point is that if we cannot carry out jobs correctly at a senior/top level how can we expect our scrutineers/stewards and other officials to follow the rules if we don't. It all begins at the top!

The junior sign in criteria has been put into place. It will be interesting to see if all tracks follow the process as set down. I am concerned that there will be a cost involved to the tracks for this new criteria. I would like to see this cost covered by the SSA, as many clubs have just had to pay for new Daylight books.

There are some clubs in Victoria that are not happy with paying for the new daylight books, especially those who had only used a couple of pages, or if any out of previous books that they had already purchased.

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. Thank you to the 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.

I would also like to thank 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.

The VSCF work well with other bodies in the state. This allows all of our officials to save time for the same purposes (accreditation meetings, training days, etc). The bulk of our officials are dual registered which means the majority can now do any car at a race track/day for both Stewarding & Scrutineering etc.

Comments:

SSNT

Northern Territory is on the cusp between the northern and southern season. Darwin will host one more street stock meeting this weekend being the Jacob Brumfield memorial. Tennant Creek held the sixty lapper for street stocks last weekend and Alice Springs is getting ready to host it first meeting for the season in the lead up to hosting the Northern Territory Junior Sedan Title on the 7th November 2015. There has been a lot of interstate interest for this event and the club are preparing for good numbers on nominations.

The Northern Territory Street Stock Title was held in Tennant Creek in August with disappointing numbers. Congratulations to the winner Justin Brumfield from Darwin.

We have seen junior sedan numbers grow again this year and we should have a few more junior competitors in Alice Springs this year. Unfortunately there are no EFI cars in this line up. This appears to be held back due to no rear wheel drive options available.

Street Stock numbers are still low but Justin Brumfield is working hard in Darwin to ensure that the class remains as strong as possible.

Officials, well that's the same old cracked record. Northern Territory still is struggling to find enough officials for their race meetings. The implementation of the SSA officials licence has been dragged out, even after advising the officials what was required the secretary was receiving paper work in dribs and drabs. I am not sure of the problems as all of the requirements for holding a state stewards and scrutineering licence last year to holding a SSA licence this year had not changed.

Katherine speedway has just started their track and venue upgrade after securing funding from the Government.

Our secretary was successful in putting in a grant for purchase of equipment for delivering officials accreditation throughout the territory. This was done through NT Motor Sports. Angela is also looking at further funding to foster SSA racing within the NT.

Angela also organised transponder training in July which has attended by a good number.

Since the last board meeting Speedway Sedans NT has had its new constitution approved for use.

Thanks to Angela for this and also thank you to Gary Gale from Tasmania for his assistance with helping Angela.

The AGM of Speedway Sedans Northern Territory will be held on the 7th November 2015. There is talk of some structure changes within the committee at this time.

Comments: Short discussion on the Junior EFI and rear wheel drive. EFI is the way forward in the majority of states.

SSQ

During the past season speedway in Queensland has been hectic with several tracks racing on every Saturday night.

We have now formally registered the name Speedway Sedans Queensland as the business trading name for Queensland Saloon Car Association Inc and will be gradually moving to using the name more. All 6 State Title events were run with no interruptions from the weather and all had good car numbers at each event. A research of statistics over the past 5 years completed by Pam Franz reveals that generally less than 50% of cars registered in a division attend the State Title event. This trend has continued during the current season. The one division that defies the statistics are the National 4 Cylinder Sedans – over the past couple of seasons they have attended their Title event in high numbers with around an 80% attendance.

During the 14/15 season our numbers of competitors and cars has been maintained. In total 324 senior competitors and 63 Junior competitors.

The Street Stock division has seen the greatest increase with it being only in their second season of competitive racing in Queensland. We anticipate that with the holding of the National Street Stock Title in Queensland during the 2016/17 season these numbers will increase markedly and look forward to this event as it should be huge.

Congratulations to our State Title winners this season – Super Sedans Mat Pascoe, Junior Sedans Matty Smith, Street Stocks Josh Arthur, 4 Cylinder Sedans Rodney Midolo and Production Sedans Chris Pagel and Modified Sedans Brodie Boss. It is great to see so many of our younger competitors stepping up and taking out major events.

Queensland is having an influx of track improvements and re-openings.

Bundaberg's Carina Speedway has not been raced on since 2006 and is about to reopen under the banner of Peter Basmadjian and supported heavily by the Bundaberg Speedway Sedan Club. There is a huge program planned for the 15/16 season which will kick off in early September with a 2 night show with the season culminating with the holding of the Qld Modified Sedan Title in June 2016.

Gladstone Club have commenced work on their new facility at Benaraby – near the Drag Strip – after a delay of some years since they last promoted at the Gladstone Showgrounds.

Townsville has re-commenced holding race meetings at the Showgrounds under the umbrella of a promoter – two successful race meetings have been held at Townsville with the most recent meeting being a \$10 gate entry and attracting a crowd in excess of 6,000 paying adults plus 2,000 children. Work has begun on the motor sport complex which will eventually be home to a multitude of motor sport sections including speedway.

Mareeba Speedway in FNQ have carried out a massive upgrade to their complex – new concrete wall, new catch fence and lights. Although not 100% finished they are able to race and are planning on having their first night meeting on 26th September this year. Mareeba have also joined the Marsh track insurance scheme and to go along with their complex improvements are joining in the fray with recognised divisions.

Toowoomba Speedbowl has had a lease change and is now in the hands of Barry Waldron who also owns Parramatta Speedway in Sydney. The season is looking good in Toowoomba with all SSA divisions being programmed at various times throughout the season. There has been a change to the racing surface which will please the sedan competitors. Bennie Bishop has been contacting various Qld officials so there will be familiar faces on the nights that Sedans are programmed.

The speedway scene in Brisbane is about to change also with the announcement of a new complex being constructed between Brisbane and Gold Coast which will be under the leadership of John and Kathy Kelly. 2015/16 looks like being the last season of racing at Archerfield Speedway in the heart of Brisbane – already earthworks in the previous pit areas have put a major change to operation for the new season.

There are also a number of proposed motorsport complexes on the drawing board in places like Maryborough, Beaudesert and only time will tell what the outcomes are for these places.

We have allocated our State Titles for the 2015/16 season as follows:

Super Sedans – Macs Speedway Mackay – 7th November 2015

Modified Sedans – Carina Speedway Bundaberg – 11/12th June 2016

Production Sedans – Kingaroy Speedway – 2nd April 2016

Street Stocks – Kingaroy Speedway – 5th December 2015

4 Cylinder Sedans – Rockhampton Speedway – 7th May 2016

Junior Sedans – Cairns – 25th June 2016 (first weekend of school holidays)

We are looking forward to supporting both Rockhampton Saloon Car Club and Speedway Sedans Australia in the holding of the National Super Sedan Title at the Rockhampton Showgrounds venue on the Easter weekend - 25/26/27 March.

I take this opportunity to thank everyone who has helped me in my position as board member representing SSQ with the SSA. I have recently resigned from this position as I had no intention of being part of the sacking of Bill Peall from his position of state technical representative, (when I rang Bill to speak to him about the matter he said to me that he would resign immediately from this position but stated that he would still like to stay on as scrutineer in our state.)

Allan Jennings will step in to the position of board member and I wish him well.

Thanks to everyone who has helped make 2014/15 a successful season and we are looking forward to 2015/16 being as great.

Comments:

SSWA

Speedway sedans WA finished a very successful season in the southern part of our state with over 600 registrations and 5 state titles run very successfully and the jewel in the crown was the national Street Stock title run in Kalgoorlie run under trying weather conditions , the event turned out very well thanks to the hard work by the club state and national officials . Our AGM was held with John Purser being elected for a further term as president , the driver of the year was awarded to Cody Brown and the dedication award now named the Julie Green dedication award was awarded to Lyn Purser . The tracks in the Northwest are now winding up their season, the biggest event at Broome with large fields in all divisions , Alan Smallwood and Scott Beattie travelled to broome to help out with registrations, insurance, lap recording and timing this was very successful with inroads away from NDRA .

Comments: None

Motion to accept all Board Reports

MOVED SA 2nd VIC CARRIED

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

Board Meeting May 2015

June 2015 Telephone Minutes

August 2015 Telephone Minutes

Motion to accept the previous minutes

MOVED NT 2nd VIC CARRIED

8. Business Arising From Previous Meeting Minutes

- Minors as Officials – Discussion on having mentors for the new upcoming scrutineers and stewards.

MOTION 1

That SSA Inc not accept the registration of Officials under the age of 18 years.

MOVED QLD 2nd VIC CARRIED

Send a letter to SA

MOTION 2

Notice of Motion from May 15 Motion 32

That engine sealing be disbanded in all divisions.

Moved QLD 2nd SA LOST Everyone against the motion apart from QLD

Discussion on defining the process for sealing an engine. Suggestion that all States make an effort to pull down engines after race meetings and also check out the sealer. The engine sealer needs to be held accountable and a contract needs to be signed by the engine sealer. Formulate the whole process for engine sealing. To be presented at the May Board Meeting.

MOTION 3

That all engine sealers sign accountability form for each engine that is sealed, this form to be with each sealing form, or new sealing books to include accountability.

MOVED VIC Lapsed for no seconder.

Motion Standing orders be suspended for Annual General Meeting 10.13am

Moved VIC 2nd QLD CARRIED

Meeting reopened after morning tea at 11.15am

9. Financial Report

Sharee Forrester presents the financial report.

Accept the financial report as delivered

MOVED SA 2nd TAS CARRIED

10. Business Arising from Financial Report

None

11. Technical Overview

- Technical Report – Greg Lynd

SSA Technical Report to May 2015 Board Meeting

Last weekend the SSA Technical Committee met to discuss items pertaining to all 6 Sedan divisions. It was pleasing to see that all present participated in the meeting contributing toward the final outcome on a wide range of items.

General

Discussion on the merits of engine sealing – is it being policed or done correctly or is it cost effective or does it prevent cheating? Cars not being checked at Blue Ribbon events where there is good prizemoney on offer. Technical committee left the final decision to the SSA Board members.

Training resources are required to ensure that all scrutineers are applying the rules equally in all states. A Technical handbook is on the drawing board to help with the education of scrutineers.

Lengthy discussion on data logging dashes and what information was available – not legal in any division but a number of competitors have these high end dashes although they say they are not data logging types. A proposed specification was drawn up which will be circulated through CTAC groups for discussion by competitors which is envisaged to be introduced on 1st July 2016.

The Roll cage material review continues with no firm outcome yet. Some testing will be done through Mechanical Services at Ipswich as to the strength of tube types which are available.

Motion 4

Modified Sedans and Production Sedans – clarification required for Section 10 of the specification book – wherever the word Chapman strut is mentioned place next to in brackets (double wishbone) throughout the specification books

Moved WA 2nd NSW CARRIED

Modified Sedan and Production Sedans – considerable discussion was had on the suspension mounting in the later model cars.

A clarification put forward for the Street Stocks in regards to the removal of seat mounting brackets on the floor of cars will be sent through the CTAC processes for the other mono divisions.

Sealing of ECU's for Street Stocks and Junior Sedans – there is a form being drawn up for the recording of ECU sealing – this form will be required to be with the log book same as engine sealing/daylight sheets are kept with the log book. Sealing of ECU's will be done through the Brisbane workshop of Automotive Service Solutions only.

Under 18 sign in sheets – suggestion - current form to be amended from Junior Driver to Under 18 years – reason – to cover the competitors in senior divisions who are not yet 18.

Placement of Radiators in the cabin area – to be included in Section 7 of the Specification Book

a. Fitment of radiator in rear of car – what is the definition of 'rear of the car'?

Motion 5

Clarification – add to Modified/Production/Junior/4 Cylinder – Rear radiator to be rearward of Roll Cage main hoop mounted in the rear cabin area.

Moved VIC 2nd QLD CARRIED

Proposal to have a page on the technical web page with a list of items which are currently being reviewed by the CTAC group.

Proposal to maintain stability with specifications – submissions will be tabled at the April/May meeting each year for implementation 1st July – September meeting to be used for training of technical personnel.

CTAC roles document needs to be updated to reflect the way the CTAC group operate.

Motion 6

Change the name of the CTAC Recommendation and CTAC Clarification form to combine into one form – SSA Technical Clarification.

Moved VIC 2nd QLD CARRIED

Sonic Testers – investigation needed to find out if there is a need to calibrate when changing from measuring steel to aluminium.

Technical Committee would like to purchase a Sonic Tester for use at National Titles

Motion 7

That the SSA Inc to purchase a new Sonic Tester to enable scrutineers to test roll cages and other materials eg National Titles

Moved WA 2nd VIC CARRIED

Discussion on the negative use of social media to distribute information prior to any formal final decision being arrived at. Confidentiality is of utmost importance by meeting attendees until such time there is a final decision arrived at and fully passed through all authorising channels.

Submission received from J&M Racecraft – this submission was to alter the inlet/outlet pipes in radiators to be from the side – currently must be from the rear of the radiator. This submission was not accepted and J&M Racecraft will be notified in due course.

4 Cylinder Sedans

A new Specification book is being prepared for this division – it is now in it's final stages and has been accepted by the CTAC members and the Technical Committee. On approval by the SSA Board it will be able to be finalised and uploaded to the website.

Discussion took place on merging the specification to remove the 'standard' specification. This had already been done through the review of the specification book.

Motion 8

Remove the standard specification section from the National 4 Cylinder Sedan specification

Moved QLD 2nd NSW CARRIED

David Weir to investigate the building of a FWD car and converting to RWD.

Recommendation 1 – Wording changed MAY to MUST

Paintwork and signwriting: All paintwork, signwriting and numbers to be neat, attractive and of a professional standard. All vehicles MUST carry the identification number, as issued by their Club. This number MUST be displayed on each side of the car and optional on the roof.

SEND BACK TO CTAC

Recommendation 2 – A submission from a NSW competitor asking to increase the size of the fuel capacity due to longer races and larger tracks eg Bundaberg 530 metres.

a. Original fuel tank must be removed and replaced by a tank/s of up to 72 litres for unleaded, E85 and Avgas - 84 litres for methanol.

SEND BACK TO CTAC

Motion 9

Recommendation 3 – add www.automobile.catalog.com Reason – non Australian vehicles and on line access - to read – if unsure of model options refer to Glasses Dealers Guide, www.automobile.catalog.com or a car park check if required.

Moved QLD 2nd NT CARRIED

Motion 10

Recommendation 4 – tyres – 14c Tyre must not have a tread wear rating of under 200 marked on side wall (200 and over permitted)

Add – Tyres with no tread wear rating marked on side wall are permitted providing they satisfy all other tyre specifications contained in these rules.

Reason – so there is no confusion on tyres with no tread wear rating eg Bob Jane All Rounders

Moved QLD 2nd VIC CARRIED

Motion 11

Recommendation 5 – Section 16 to read – Carburettor and mechanically injected cars

Moved VIC 2nd QLD CARRIED

Motion 12

Recommendation 6 – reason – to have specification read to how cars are being built – far safer than patching many holes in this area.

a. No modifications to engine firewall to allow engine block positioning – ADD – upper front firewall/plenum section and dash panel may be removed and fabricated with metal minimum 0.9mm maximum 2.0mm thickness. Rear floor pan, inner guards and original chassis rails behind the main roll cage hoop may be modified and/or removed and refabricated (see rules for chassis size)

Moved QLD 2nd NSW CARRIED

Roll Cage Specification

Motion 13

Recommendation 7 – roll cage updates – items underlined are the updated/altered areas

Moved: Qld Tech Seconded: NSW Tech CARRIED

Main Hoop: The rear main hoop will be made of one continuous length of tubing. See Fig.3 (i). Hoop to be within 50mm of sides of roof at the narrowest point, be within 50mm of the inside line of the B pillar measured at point B of Fig. 3 (i), and be completely inside the body line. The base of the hoop will be fitted square in the car. Main Hoop must be at least minimum 20% forward of rear axle measured horizontally between the centre line of the main hoop/subframe intersection and centre rear axle (for cars constructed and registered as of January 1st 2016). See Fig 3 (ii)

Front Legs / A pillar: The two front legs are to be formed each from a continuous length, and be welded to the roll cage base (bar 13) and the roof hoop (bar 2) or if using the second option for the roof hoop, welded to the main hoop (bar. 1). A third option is: The top Nascar bar, lower windscreen bar and passenger's top Nascar bar may be formed in one continuous bar. This entails the front leg to be formed in 2 pieces. One from the roll cage base to this hoop with the upper section from this hoop upwards to the roof hoop.

The top part of all options must join the roof hoop in the general area of the front windscreen opening and follow downwards to point A of Fig. 3 (i) at an angle of minimum 45 degrees to 65 degrees maximum downward from the horizontal and be no further behind than 300mm behind and 50mm inwards of the OEM door opening at points A & C of Fig 3 (i).

Cars previously registered prior to the 1st January 2016 will fully comply with the relevant Specification Book, with that being the last printed version of the National 4 Cylinder Sedan Specification Manual (Evidence of Registration may be required).

NASCAR Bars: On the driver's side, three horizontal bars that will resemble the drawings provided. They are to have a deflection/bend at either end of the bar which allows the Nascar bars to be positioned towards the door skin and placed between front and rear cage legs, evenly spaced between window sill and roll cage subframe. Top NASCAR door bar to be within 50mm of the window opening for all cars registered after 1st July 2015. The centre horizontal bar may run straight through, from front wheel arch to rear wheel arch, and then have two separate pieces of 38x3mm CHS turning at 90 degrees to the Nascar bar connecting to the roll cage main hoop, and to the front leg. There will be a minimum of two bars evenly spaced between the front leg, and the rear hoop for each of the openings created by the Nascar bars, making a minimum of six bars to be fitted. Refer to Fig 3 (i). The distance between the rear of the main hoop and the front of the A leg at the intersection with the sub frame rail to be a minimum of 900mm (Cars registered as of 1st January 2016).

Sub Frame: Roll cage legs shall be welded to the top of a sub-frame of 38x3mm CHS, 40x40x3mm RHS, or 50x50x3mm RHS section running fore and aft. Sub-frame to be securely welded, or bolted to the floor pan/sills using at least four 12mm steel bolts through the sub-frame and using 100mm x 100mm plates under the floor. NOTE: Cars previously registered with 50x50x5mm angle iron can continue to be registered.

Moved QLD 2nd VIC CARRIED

Junior Sedans

Several items were sent back to Junior CTAC for further investigation – reinstatement of plastic bumper covers, containment seats, minimum measurement for the cage

The use of Chinese replacement heads is acceptable in Junior Sedans. They bolt straight on.

EFI Juniors are now in full swing and able to be built, registered and raced. There continues to be insufficient cars on the track to get a real picture of whether there will be a need to use a restrictor plate.

The updated specification book is underway and will be forwarded to Darren Sutton to share with his CTAC group for further input.

Production Sedans

Discussion was held on ways to keep the lid on the costs of this division to ensure it remains attractive to the competitors.

Several items were sent back to CTAC to finalise and re-present – length of wheel studs, tyre types acceptable, upgraded gear boxes, gear box internal modifications.

Dual registration of Street Stocks as Production Sedans was discussed – cars that dual register must be fully compliant to the specification. Eg Street Stocks being dual registered as Production Sedans need to have a fuel tank protection bar.

Street Stocks

The usual items continue to be controversial for Street Stocks – shock absorbers, fuel pumps etc – the following clarifications had been accepted by the CTAC group and were presented to the Technical meeting for approval.

Motion 14

a. Specification Book Page #12 Section 4 ENGINE AND AUXILLIARY EQUIPMENT Rule No h Clarification 1

– CLARIFICATION: No copper head gaskets permitted unless OEM

To Read

h) Refer, Australian Standards “AS 4182-1994 Code of practice for Engine Reconditioning Standards”.
Engine Balancing: The balancing of any engine componentry or removal of any balance shaft in this class is **STRICTLY PROHIBITED**. The only tolerance allowed, are the drill holes in the crankshaft as done by the manufacturer (OEM). The conrods cannot have any metal removed or polished. The pistons cannot be machined or lightened. No forged pistons allowed. No flat top pistons permitted unless OEM in base model .E.g. Magna. No copper head gaskets permitted unless OEM.

Moved NT 2nd WA CARRIED

Motion 15

b. Specification Book Page #13 Section 4.1 2 b ENGINE EFI CONFIGURATION Rule No 11 Clarification 2 -
CLARIFICATION: Allow the use of a Bosch 044 fuel pump as it is listed in the current Bosch catalogue for Porche 928

b) Any passenger car fuel pumps only are permitted. Bosch 044 fuel pump allowed. Fuel pump must be fitted with engine monitoring relay to stop fuel pump running when engine stops. Fuel pumps to be mounted in the boot area.

Moved QLD 2nd WA CARRIED

Motion 16

c. Specification Book Page #4 Section 1 BODY/ROLLING SHELL Rule No h - RECOMMENDATION - To allow seat mounts and other brackets in the cabin on the floor to be removed. Roof bracing may only be removed where it interferes with roll cage bar work.

Existing wording - h. Only interior parts which may be removed:- Dash Panel - to assist with the roll cage installation. Replacement dash panel is not permitted to continue past the forward most point of the steering wheel across the width of the car. No extra decking or internal sheeting permitted in cabin. If the rear radiator mounts against the rear firewall, the core area of the rear firewall may be removed.

Change above to read:

h) Only interior parts which may be removed:

- Dash Panel, to assist with the roll cage installation. Replacement dash panel is not permitted to continue past the forward most point of the steering wheel across the width of the car. No extra decking or internal sheeting permitted in cabin
- Roof Bracing may only be removed where it interferes with roll cage bar work.
- Floor brackets including seat mounts within the cabin area
- If the radiator mounts against the rear firewall, the core area of the rear firewall may be removed.

Moved VIC 2nd WA CARRIED

Modified Sedans

Motion 17

A submission had been received from a competitor to build an RX8 Mazda for Modified Sedan racing – the CTAC group spent considerable time researching this car prior to giving their approval. This was presented to the Technical Meeting and accepted.

To allow the use of a Mazda RX8 in Modified Sedans

Mazda RX8 specifications Sold in Australia from 2003 to 2012

Add to table 1: Rotary 1.3 ltr /13b Renesis

Add to table 3: Butterfly Section ID 70mm

Add to table 5: Wheel Track front 1775mm rear 1781mm Wheelbase 2703mm

The above track measurements include all allowances.

Moved VIC 2nd QLD CARRIED

Motion to accept the report as presented

Moved WA 2nd TAS CARRIED

12. Stewards Overview

- Stewards Report – Rod Meakins
Nothing to report
- National Stewards Advisor Report – Alan Jennings

With the roll out of our new accreditation training program I have been flat out with training, so far in the last 3 months I have been to nsw twice, Tassie, and have held two in qld; so far I have done approx 250 officials, as well as that the program has been sent to n.t. for Ian Menzies to train and to s.a for Leanne Wilson to present as well.

Vic have had Kelvin grey do a couple of sessions and w.a, well not sure what happens there, but Jerome Sutton (wa state steward) undertook a correspondence course from me to attain his ticket. We have also done about a dozen or so correspondence as well for those who couldn't make it to the courses. So far the training has been received very well with some good feedback

I have also had many calls from other divisions about training and have welcomed them to do our training as it appears that our training is the only one on the block and speedway Aust have been giving out my phone number hoping i can help .

As well as the training there is also the day to day stuff that comes up. Plus the new rule book is due for release any day and I have been heavily involved with that over the last 6 months

I am looking forward to continuing my role as stewards advisor and well as my newly appointed role as the qld board member

Comments: Video footage to assist with presentation? Education of training packages needs to be looked at eg Technical and scrutineering, footage of incidences at a race meeting. Letters are to come forward to the office for accreditors to be registered

To accept the Stewards report

Moved NT 2nd NSW CARRIED

13. National Titles

- Titles – Michele Harris

Up graded submissions went out to all the venues on the rotation for the 2017 round of national titles. We changed the forms to include more information as to what the SSA supply and what is expected to be supplied by the venue. In the past this information was included in the contract only. Included in this process this year was the tender form for the inaugural National Four Cylinder Title to Queensland. Three venues have shown

interest in hosting this event. Street Stock and Junior Sedan submissions were strong but we only had two Super Sedan, one Modified Sedan and Production. Contracts have also been sent out for the 2016 titles.

Expression of interest forms from officials willing to apply for the next round of titles has been disappointing. I have endeavoured to get these official title allocations done in readiness for this board meeting but don't have enough applications or licensed officials to fill the positions required. It makes it hard as I know that many officials need to book their holidays in advance. As per other years when these forms have come in I have replied to all via email, thanking them for their application.

After the last board meeting when it was decided that we would present a "Best Presented Team Award" at our national titles and the board accepted the criteria as presented we then ordered the first round of title plaques. These were done in conjunction with the appreciation plaques to the venues hosting the titles. Thank you to Alan Edwards for his assistance with this.

I am working on a generic form which is to be completed by title officials after a national title so that we receive the information which we require to ensure future improvement of our titles. This will replace the required title reports.

Motion 18

That the SSA purchase "car USB flash drives" as memento's to the competitors for the 2016 Junior Sedan Title.

Moved NT 2nd WA CARRIED

- Allocations

Motion 19

Allocation of the 2017 National Title venues are as follows.

Super Sedan – Albany 14/15/16 April 2017

Modified Sedan – Murray Bridge

Production Sedan – Wahgunyah 26/27/28 January 2017

Street Stock – Kingaroy 30/31 December 1st January 2017

Junior Sedan – Mount Gambier 5/6/7 January 2017

4 Cylinder – Maryborough 21/22/23 April 2017

Moved NT 2nd TAS CARRIED

Motion to accept the Title Report as presented

Moved SA 2nd QLD CARRIED

14. Administration

- General
- Admin/ Secretaries meeting – would SSA be better served with more regular meetings? Definitely beneficial for annual meetings.
All releases to be sent to everyone competitors/clubs/officials etc as necessary.

Motion 20

All SSA Officials must have a current working with children's card prior to being issued with an officials card. A police check is no longer an accepted option.

Moved NT 2nd WA CARRIED

15. Media

- Media Report – Jason Crowe

Firstly may I apologise for not being at the conference this weekend. I am heavily involved in Football Umpiring and the largest league outside of Perth and the timing of this meeting and the finals meant I was not able to commit to being at the conference for the full weekend.

With that aside the Media has been bigger than ever in the last twelve months, with more articles, more pictures, more results and more users more particularly on the Website, which is the face of our organisation. The previous record for the most users on the site on anyone day was 4072 for the Australian Super Sedan Title in April 2014. This was superseded by the Australian Street Stock Title in Kalgoorlie in March of this year with 4297 users, and further to this more than 10,000 views for the event over four days.

In the four years since the commencement of the current website, we have had 234,099 users, who on average look at the website for 3.03min per session, with 71.9% of the users being frequent users.

Outside of Australia, the USA, New Zealand, United Kingdom, Singapore and Indonesia are the top five Nations who view the website, although 97.56% of all views are from within Australia.

Jarrad Ash and I have worked really well I believe with the Video coverage, and I would love to see this continue and be enhanced into the future. Jarred and I have some great ideas, and with his technology we should be able to extend our coverage this season.

The conference does need to look at what we do with promoting our product on Television, with David Tapp announcing that his weekly show “Chequered Flag” will no longer be produced, and he will just focus on big events. Although our titles may be big events, that regular timeslot may well be lost, should we decide to still have events on Television.

We are still in the review of the website, with Shane Wray still in consultation with myself, the National Secretary and the CEO. At the day of this report I am no closer to getting a resolution to our annual problem where our website crashes when peak usage occurs in January, as our server is also used by other users as well, including World Series Sprintcars. This as some would be aware is why we need our own server, as it is not acceptable that this continues to happen every year.

Going forward it will be business as usual, with the website and facebook updated daily, along with a greater usage of Twitter. Totally Speedway have recognised that our Facebook page has more “Likes” than any other Speedway Organisation, and that our website is one of the most used.

I have started doing Feature stories on drivers, one driver from each state per category, which started successfully with Super Sedans, followed by Street Stock. Unfortunately two drivers who I chose and spoke to have failed to return their answers which broke the series. I intend to re-commence the series shortly with Modified Sedans and Production Sedans.

I acknowledge that I have detractors, some even within the organisation, who believe the Website is West Australian based. Those same people obviously still haven’t realised that sadly some venues within their states, still have not come into the 21st century, and obtaining results or even knowing they have had events are a near impossibility. Until all venues get with the “program” and have a website and facebook page which is updated regularly, issues Nationally with reporting on events will continue.

I thank Speedway Sedans Australia for having the faith and trust in me to do the job that I do, and hope to continue to provide the same comprehensive coverage going forward.

- Publicity – Garry Gale

As we embark on a new season (in most states), it is interesting to reflect on the ebbs & flows of our Marketing and publicity over the past 12 months, and to gauge what we have learnt from past exercises.

Over the past season, SSA has engaged in arrangements and exposure with Television coverage (National Titles), print Media (Oval Express & SRN), Ash Media, and our own website.

What has become clear to me, that whilst SSA has a number of good ideas, we do not have a clear objective or goal as to how best we spend our Marketing/Publicity dollar. As a result we turn to tried and tested avenues that have been utilised in the past, with Ash Media being the exception.

You are by now all aware of David Tapp's response to me when advised that the SSA were not intending to continue with TV coverage of National Titles in 15/16.

The by-product of this decision is clearly that the SSA will save a considerable amount of money, however, a critical time now approaches, and that is..... "How do we market Speedway Sedans Australia nationwide, with the end result being an increase of bums in seats of cars", and as a direct result, increase of paying spectators through the gate.

The coming 12 months I believe, is to be a critical time. The Board of SSA are provided with an opportunity to seek & test new ideas in the Marketing, Publicity & Promotion fields. Do it right, and we may see gradual, but encouraging signs of growth. Do nothing, and we will see nothing.

As always, when opportunities present themselves to me, you will be bought straight into the loop, however, I am of the opinion that we need to be gathering ideas from our Board's State Delegates, from their club members and most certainly their drivers. This will enable us to capture the thoughts of our people. I am of the opinion that we all need to be doing some homework on this, this will provide us (SSA) with feedback and a platform in which we can work from, and build upon.

The one thing I can be certain of however is this. If each State isn't committed to driving this in their own area, then collectively we have failed as a group.

I pray that this will not be the case.

Comments: We need to see what is out there and it needs to be something that works for us. Need to look into locating a publicity marketing person.

- Website hosting update

The letter from Shanoweb was read out and discussed, there is some confusion as the original directive was to change hosts, not create a new website. National Secretary is to be the contact between Shane and the SSA.

Motion to accept the media, publicity and website hosting report.
Moved NT 2nd VIC CARRIED

16. *Speedway Australia Report*

- Report – Greg Lynd

Verbal report was given

The process for the officials card was discussed again and the SSA Officials Card can be recognized by other divisions if they are happy to do so, but to officiate Sedan divisions you must have applied to be registered with the SSA and have appropriate approval.

- Speedway Australia – Staff attendance, Shane Collins – Operations Manager, Rhys Taylor Competition Manager



Speedway Australia Report



SPEEDWAY SEDANS AUSTRALIA (SSA)

Adelaide SA

SEPTEMBER 2015

Topics Covered:

- Speedway Australia Staff Status
- Minimum Standards –Safety
- Insurance Report
- Risk Management Issues
- Licencing Report
- Rising Star Program
- Grant Distribution
- Current things on the Agenda
- Rhys – SSA Competition Report



SPEEDWAY AUSTRALIA STAFF STRUCTURE

Operations Manager – Shane Collins

- * Major Events
- * Risk Management
- * Company Representation
- * General Sport Governance

Office/Accounts Manager – Robin Pearce

- * Finance Control
- * Office Staff Management

Competition Manager – Rhys Taylor

- * Racing Rules and Compliance
- * Drug and Alcohol Policy
- * Division Management and Communication



SPEEDWAY AUSTRALIA STAFF STRUCTURE

Licencing and Insurance – Nicole Arnold

- * Manage all Licencing Processes
- * Risk Management assistant
- * Administration

Receptionist – Nadia Pollina

- * Reception Communications
- * Licence Processor
- * Administration



SPEEDWAY AUSTRALIA STAFF STRUCTURE

Digital Communications– Anton Nortkus

- * Manage all communications
- * Website and Technology
- * Marketing

Public Relations Co-Ordinator– Seb Wrangles

- * Media and Marketing
- * Events and Sponsorship Management
- * Communications

Truck Driver – Doug Irving (Volunteer)

- * Speedway Australia Truck Manager



SPEEDWAY AUSTRALIA



What is it and what do they do?

OUR ROLE IN THE SPORT

Speedway Australia's role within the motorsport industry is to provide governance and safety standards to make sure the sport is managed and enjoyed by all parties in a safe and structured way that all can enjoy.

This is achieved by providing the following infrastructure for the sport:

- Racing Rules and Regulations
- Public Liability Insurance for Venues
- Personal Accident Insurance for all Participants
 - Drivers
 - Officials
 - Mechanics/Crew
- Minimum Safety Standards for all aspects of the sport
- Drug and Alcohol Policy
- Resources and Support (Grants, staff etc)



SPEEDWAY AUSTRALIA MINIMUM STANDARDS

Why have them?

To protect all parties involved in the sport, so you can either:

Stay Protected



Take the consequences



Where are the Minimum Standards?

- Track Operators Manual
- Speedway Australia Racing Rule Book
- Speedway Australia Website
- Handbooks
- Division Specification Books
- Venue Signage
- Drivers Meeting
- State Bodies
- Government licencing (NSW,WA)

What are Minimum Standards?

- Safety Equipment (Helmets, Gloves, Hans devices)
- Licence's – Accepted to compete
- Car Registration – Compliant and with no visible faults
- Scrutineering
- Pit Standards:
 - Alcohol
 - No-Smoking
 - Licence Holders Only
 - Minimum Age
 - Appropriate Clothing
- Ambulance / Medical personnel in attendance
- Minimum Fire Fighting requirements
- Catch Fence and Crowd Control
- Track Density numbers
- Insurance Permits – Government Licence (NSW/WA)

HOW DOES SPEEDWAY INSURANCE WORK?

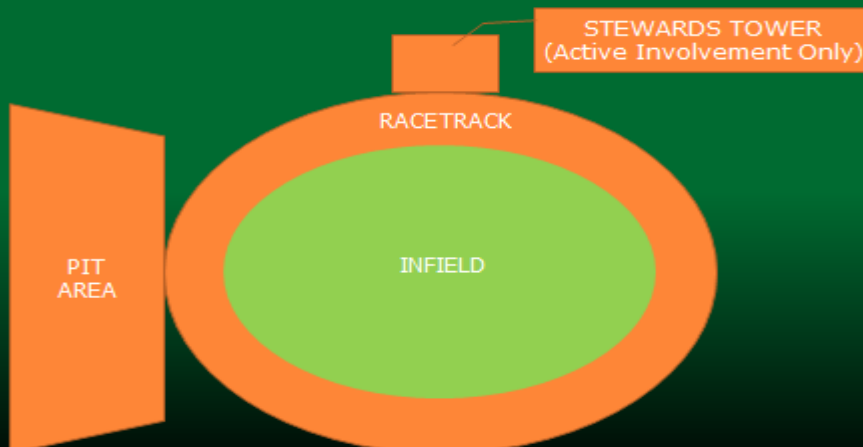
LICENCE - Personal



TRACKS – Public Liability



WHERE DO YOU NEED TO BE LICENCED?



SPEEDWAY AUSTRALIA INSURANCE REPORT

Personal Accident Insurance:

- Unfortunately for the Insurance scheme we have had some MAJOR claims that has given us quite a large Total Incurred
- Total number of claims has decreased substantially
- * Note – Claims still coming in, and FATALITY claim has not yet been lodged.

GENERAL OVERVIEW

YEAR	Number of Claims Lodged	Grand Total Incurred	Ave Amount Per Claim	Broken Bone Benefit Claims	Amount on Broken Bones
2011/12	27	\$288,925	\$10,700	14	\$76,000
2012/13	23	\$111,616	\$4852	13	\$20,500
2013/14	32	\$282,795	\$8,837	12	\$20,000
2014/15	21	\$399,396	\$19,019	13	\$24,000



PERSONAL ACCIDENT CLAIMS HISTORY 2011- July 2015

CLAIMS RANKINGS ON TOTAL COSTS INCURRED

Rank	Total Incurred	No of Claims	Category	Ave Cost
1	\$222,029	12	Speedcar	\$19,237
2	\$151,276	5	Officials	\$30,255
3	\$142,684	9	Wingless Sprint	\$15,854
4	\$131,085	14	Sprintcar	\$9,363
5	\$68,946	5	Demo Derby, CnB, FB	\$13,789
6	\$57,720	4	Mechanics	\$14,430
7	\$55,501	10	Karts	\$5,550
8	\$52,976	9	Other Sedans	\$5,886
9	\$50,000	1	Journey Claim	\$50,000
10	\$40,235	4	Super Sedans	\$10,059
11	\$33,443	7	Formula 500	\$4,778
12	\$29,943	6	Junior Sedans	\$4,991
13	\$25,368	1	Bombers	\$25,368
14	\$4,854	3	Pit Pass	\$1.62
15	\$4,416	3	AMCA	\$1,472
16	\$2,002	2	Modified	\$1,001
17	\$898	1	Other Open Wheel	\$898
	\$1,082,949	95		

2014/15 CLAIMS PER DIVISION

CLAIMS IN 14/15 RACING SEASON (Major Divisions Only)

DIVISION	TOTAL LICENCES	CLAIMS	COST
Wingless	326	1	\$12,500
SKAA Karts JNR & SNR	302	3	\$17,000
Sprintcars 410 & 360	437	3	\$48,340
Speedcar	147	1	\$140,000
Formula 500	258	1	\$860
AMCA	184	1	\$500
SSA Junior Sedans	289	1	\$4,000
SSA Super Sedans	209	1	\$4,000
VB Dirt Modifieds	84		
SSA 4 Cyl Sedans	58	1	\$14,035
SSA Mod Productions	259	1	\$8,928

PUBLIC LIABILITY INSURANCE

PAST 5 YEARS CLAIMS AREAS

- 89 Speedway Australia Tracks
- \$50 million indemnity limit
- Account held with QBE London

\$403,841 in Public Liability Claims since Oct 2010

CURRENT PUBLIC LIABILITY CASES ON HAND

- 3 Claims are still open – Est total Incurred \$215,266.00
- Only 1 Claim been lodged since June 1st 2014 (closed at \$12,000)
- Claims open date back to 29/4/2011
- 1 Claim open is for \$110,000 but our legal party are fighting vigorously



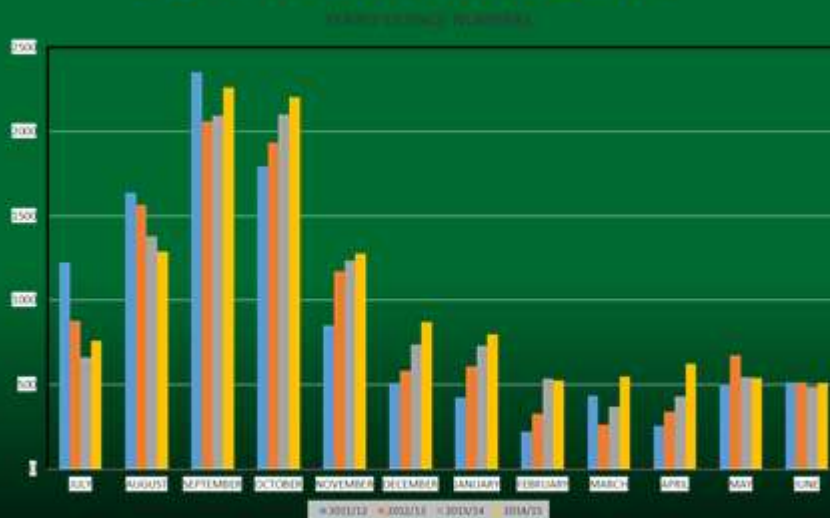
NATIONAL SPEEDWAY ISSUES

Important subjects of concern we all need to be aware of to continue eliminating as many risks within the sport as possible.

- Venues advising they sell Insurance – Please notify only Licence sales
- Divisions/Tracks not carrying out correct scrutineering process
- Competitor licences not being provided at venues or checked at tracks
- Worksafe SA Implementation of Infield Standards
- Incident/Accident Reports not being provided for Speedway Australia and Insurer
- Red Zone officials not being licenced
- Social Media compliance – Abuse and derogatory comments is on the rise
- Forged medicals on applications
- Breaking Traction under yellow lights – Enforce Penalties



LICENCING NUMBERS



TOTAL LICENCE NUMBERS (as of June 30th)

2011/2012	2012/2013	2013/2014	2014/15
TOTAL (AV per Week)	TOTAL (AV per Week)	TOTAL (AV per Week)	TOTAL (AV per Week) Ends June 30th
10,710 (206)	10,916 (210)	11,309 (218)	12,110 (233)

LICENCES	TOTALS
SENIOR DRIVERS	4266
JUNIOR DRIVERS	564
MECHANIC/OFFICIAL	4185
JUNIOR MECHANIC	261
DAY LICENCES	2766
EXTRANEIOUS	68
Total	12,110



2015 Rising Star Program

AIS Program (3 Day Camp)

- Media and Marketing course
- Psychology – Physiology
- Fitness – Recovery
- Diet – Weight Training
- Speedway Australia Web Site Support
- Driver/Teams Press releases
- Results Page
- Speedway Australia E-News publicity
- Marketing exposure for Sponsors
- Networking Opportunities
- Media support
- Facebook Page for all Drivers



2015 Rising Star Program

MALE-

Daniel Keen	WA	Sprintcars
Blake Watson	WA	Modified Sedans
Kaiden Manders	WA	Speedcars
Tristan Johnson	QLD	Formula 500
Lachlan Abbott	NSW	Sprintcars
Jack Bell	VIC	Formula 500
Ben Disbury	SA	Wingless Sprints
Lachie McHugh	QLD	Modlites

FEMALE-

Renee Pestka	SA	Wingless Sprints
Stephanie Munn	SA	Formula 500
Kristy Bonsey	QLD	360 Sprintcars
Courtney O'Hehir	NSW	Wingless Sprints
Nicki Briton	NSW	Wingless Sprints
Jessica Cassidy	NSW	Late Models
Ellie Hills	NT	Formula 500



RISING STAR CLASS OF 2015



SPEEDWAY AUSTRALIA GRANTS

QBE TRACK GRANTS-

\$50,000 – 12 Tracks across Australia in 2014/15

NATIONAL TV GRANTS –

\$23,590 – 7 National Televised Events

GRASS ROOTS GRANTS –

\$6,000 – 12 x Clubs/Tracks/Events



GRANT DISTRIBUTION

TV GRANTS

Grant Awarded to	Event	Location	Amount (Inc. GST)
Sydney Speedway	2015 Scott Darley Memorial	Valvoline Raceway, Paramatta	\$ 3,500.00
VB Dirt Modifieds	2015 Australian VB Dirt Modified Championship	Avalon	\$ 2,500.00
Speedcars Australia	2015 Australian Speedcar Title	Premier Speedway, Warrnambool	\$ 3,000.00
Late Models QLD	2015 Australian Late Model Championship	Kingaroy	\$ 3,500.00
QUIT Bunbury Speedway	Krikke Boys Race	QUIT Bunbury Speedway	\$ 4,400.00
Speedway Sedans Australia	2014 National Super Sedans Title	Murray Bridge	\$ 3,850.00

GRASS ROOTS GRANTS

AWARDED TO	EVENT	AMOUNT
Townsville Speedway Association	Townsville Showgrounds speedway club event	\$500
Sapphire Speedway	Track Signage & upgrades	\$500
Victorian Compact Speedcar Club	Victorian Compact Speedcar Title	\$500
Victorian Wingless Sprints	Super 6 Series	\$500
Sydney Street Stockers Inc.	Bryan Foyle Street Stock Open	\$500
Esperance Speedway Association	40th Anniversary Club Show	\$500
Manjimup Speedway	"Quit" Street Stock Stampede	\$500
JSRA of WA	Country Series Round 5	\$500
Hamilton Speedway	VSCF Vic Junior Sedan Championship	\$500
SA Speedway Karts	SKAA Australian Speedway Kart Title	\$500
Bordertown Speedway	Club Street Stock Feature	\$500
Late Models QLD	QLD Late Models State Title	\$500
Sunraysia Karts	Mildura All Powers Nationals	\$500

THINGS ON THE AGENDA

- Handbook – Roll out
- Continued education of Officials
Recognition Cards
- Racing Rule Book – Roll out
- Championship Database
- Hall of Fame
- National Awards Dinner
- SA Infield Track Standards - National

SPEEDWAY AUSTRALIA ONLINE – OFFICIAL RECOGNITION CARD APPLICATION PROCESS

<https://licences.speedwayaustralia.net.au/nasr-test/>



Australian Racing Rules – Rule Changes 2015 Edition

Rule Changes

- Change to penalties for drug and alcohol breach:
 - for a first offence under this Part 6 within the last ten (10) years, a maximum penalty of \$1000 fine and two (2) years suspension;
 - for a second offence under this Part 6 within the last ten (10) years, a maximum penalty of \$2500 fine and five (5) year suspension; and
 - for a third offence under this Part 6 within the last ten (10) years, a maximum penalty of \$5,000 fine and ten (10) year suspension.

Provides ability for flexible penalty depending on result of test.
- Change to maximum penalty handed down by Chief Steward – more onus on disciplinary tribunals. Penalties deemed to be over \$1000 and/or 6 months suspension must be sent to tribunal.
- Reminder that it's now compulsory for a Junior Licence Holder to be accompanied in the pits by a parent or guardian who is in possession of an annual Speedway Australia licence. Use Junior in WA as an example.
- Change to fine payment process when a suspension is involved. Now provides the option for licence holder to pay off fine during suspension period.

Annexure Changes

- Change to wording re officials, putting onus on "SSA" official

Australian Racing Rules – Tribunal

Tribunal

All divisions and tracks were issued with a memo in early July, along with template running sheets on how to run a Disciplinary Tribunal. It was identified that there is a need for Speedway Australia to be even more pro-active with educating divisions and clubs on how to appoint and run a Disciplinary Tribunal.

On the negative side, it is unfortunate that this has become an issue, as it reflects a growing list of Licence Holders who are finding themselves being issued with Infringement Notices for breaches of Racing Rules, Policies & Procedures.

However from a positive, it is also showing Speedway Australia that Licence Holders are becoming more aware of their rights to appeal a decision handed down by a Chief Steward, and raise an appeal in the correct manner.

Speedway Australia envisages that these procedural documents will ensure that a division has the ability to appoint a Disciplinary Tribunal and trust that, by following the attached guidelines, the Tribunal will get to a fair and natural justice based outcome.

Speedway Australia is here to help with this process.

Speedway Australia were thanked for their time and report.

17. SSA Policy

- Updates – Work in Progress

18. General Business

VSCF

National Infringement and Registration Form

- There is no provision for the affiliated Club Licencing Secretary to sign the form.
This means that a competitor may gain access to a form complete it and acquire an Infringement card and registration without being a club member.

Discussion on how states get around this. Get the club to co sign where the applicant states they are a member of that club.

- No provision or requirement for parent or guardian to sign the Code of Conduct.

New SSA Officials' Ticket

- ~~The new procedure is time consuming, complicated and not at all cost effective. The ticket is identical to the Speedway Australia card which can be applied for online with the ability to set up the requirement for Accreditation in regard to SSA.~~
~~We were able to ensure all officials had the required card through regular updates from Speedway Victoria. This procedure was used for all stewards in the state last season.~~
- ~~No Infringement pads have been sent with the SSA Tickets for Stewards this has always been done with Speedway Australia cards.~~

May Conference

Motion 30

~~That National Title events be held over 5 rounds of heats over two nights. First night 3 rounds, second night 2 rounds commencing from the 2016/17 season.~~

~~Moved QLD 2nd VIC Status quo FOR NSW, VIC, QLD – AGAINST WA, SA, NT. Canvas the drivers at next years titles during the drivers briefings. Contact tracks also for their views.~~

MOTION 37

~~That SSA allow 5 heats for National Titles. All points to count towards final points count 16/17 season.~~

~~MOVED VIC 2nd QLD LOST For VSCF, QSCA Against NSW, TAS, WA, SA, NT~~

~~I fail to understand why 2 motions were put forward on the same subject. The first status quo result then for no apparent reason the 2nd lost. Part of Motion 30 was to take it to the drivers at the 15/16 title drivers' briefings then it was listed in titles and without any consultation with the drivers the deal was done to leave it the same. Why? What happened to change NSW vote as nothing is recorded in the minutes. Isn't it about time the drivers are given the opportunity to determine their own business. Back in whatever year it was the Modified Title was held at Avalon the drivers voted unanimously to go back to 5 heats. Neil Sayer the then CEO said he would take it back to the Board, what a waste of effort he didn't want it so it didn't happen.~~

~~TIME TO GIVE THE DRIVERS A VOICE~~

~~Recommendation 7 – Page 60 – Annexure E – Rule 4.23.7 – delete the word MAY and replace with the word WILL.~~

~~Reason: to have consistency across all SSA Divisions in all states in all events~~

~~MOVED SA 2nd – TAS CARRIED VIC AGAINST~~

~~Surely points and prize money should be earned from genuine completion. This rule will also cause financial hardship to clubs/tracks who will have to pay prize money to all finalists rather than just those who actually finish a final. The rule should only apply to National Titles.~~

~~JUNIOR SEDAN PROMOTIONS ASSOCIATION~~

~~After receiving feedback from many Junior Driver Teams it is unanimously agreed that the Teams do not want to see the new EFI sedans able to compete in this year's National Title.~~

~~Most believe that as the EFI cars are being developed and monitored at the same they are competing that there has not been enough work done and time allowed to achieve parity.~~

~~There is major concern that at the National Title any EFI car could achieve an outstanding result, especially the 1600 capacity engines. Once the National Title has been run and won it is too late to chase the parity required.~~

~~We request that Speedway Sedans Australia place a moratorium on EFI Junior cars being able to race at the 2015/2016 National Title for this year only until there has been a reasonable amount of development and time spent on the current EFI cars.~~

~~Items crossed out have been withdrawn by Victoria.~~

SSA of NSW

- Darren Forrest- Street Stock Letter

Discussed and the letter has a lot of merit and everyone around the room thinks it is a great idea. NSW need to look into it further come back with a proposal, speak to RSA, Parramatta etc.

- SSA Official Application procedure
- Registration [Daylighting] procedure
- Log Book, Registration Decal, & Infringement card issuing procedure.

Discussed and NSW will attend to the issues.

- 5 heat format

This has been discussed in the last 2 meetings. A survey is going to be written by NSW and VIC and then the drivers can vote.

SSWA

- NDRA Insurance – making headway with the drivers that have been misinformed. Have attended tracks where issues have been noted and have been educating competitors.
- State Board Reports – reports need to be into the office and distributed to the Board at least 1 week prior to the meeting.

- That all Junior Sedan finals be started prior to 11.00pm, unless circumstances intervene such as rain, which would make the running of the final impractical on the next day. Steward and parents to meet to attain a decision on running the Final after 11.00pm. – ask Speedway Australia

Junior Sedan Start times were discussed with Speedway Australia. Currently as the Rule Book reads Juniors have to start racing prior to 11pm. If a change to this rule is required then it will have to go through the Rule Book process.

- Speedway Sedans WA are against the Speedway Sedans Australia Notice of Motion to cease engine sealing. – dealt with earlier

TSCF

- Speedway Magazine advertising – Do we want to advertise our titles in the magazines. Discussion on how best we can advertise Speedway. We can flood the internet, utilize the facebook promotion boost which gets out to 10's of 1000's of people. The states could assist with funding some tracks. Investigate a marketing person.

Motion 21

That SSA approach a Promotion/Media Group to see what is our best options for advertising.

Moved VIC 2nd QLD CARRIED

Garry will investigate and come back with some suggestions.

19. Portfolios

Discussion on portfolios

Motion 24

The CEO and or National Secretary may form and delegate work to a committee as well as other advisors or consultants as they see fit anytime. Such committees will have no decision making power in their own right and are bound to follow their terms of reference as directed and report make recommendations for the Board.

Moved NT 2nd TAS CARRIED

20. Trademarks- overview, review and re-registration.

Add

ASCF Speedway Sedans Australia Inc 4 Cylinder Sedan

And change

Modified Production to Modified Sedan

Motion 22

That SSA renew only the following trademarks

ASCF Speedway Sedans Australia Inc

ASCF Speedway Sedans Australia Inc Junior Sedan

ASCF Speedway Sedans Australia Inc Street Stock

ASCF Speedway Sedans Australia Inc Modified Sedan

ASCF Speedway Sedans Australia Inc Production Sedan

ASCF Speedway Sedans Australia Inc Super Sedan

Moved WA 2nd QLD CARRIED

- National Four Cylinders

Motion 23

**SSA register "ASCF Speedway Sedans Australia Inc 4 Cylinder Sedan" as a registered trademark.
Moved QLD 2nd NSW CARRIED**

21. Accreditation, Trainers and officials

Dealt with over the duration of the meeting

22. General

VSCF – Juniors A & B's, how do other states do it, categorized at the Chief Stewards discretion.

NSW – Promotion speak to Speedway Australia

QLD – Dual Registering of cars – 1 car 2 log books

TAS – Great to see new faces in the room.

NT – Nothing

WA – Nothing

SA - Nothing

CEO – Affiliation – asked for items as to what each the SSA does for Speedway. A package needs to be formulated to promote what the SSA do as an organization. Annual report for all clubs etc. to view?

Utilise the blank pages in log books for tell the competitors what they need to go racing.

Motion 25

**That SSA implement as a guide for competitors a sticker containing relevant information and reference to website. This sticker is to be placed on the inside front page of competitors Log Book.
Moved NT 2nd TAS CARRIED**

Guardians – can be a parent that is also racing.

CTAC Chairman for Super Sedans – Work in progress.

Officials Registrations expire at the earliest date of expiry of Licence, Working with children's or accreditation.

Certificates for accredited officials will be forwarded by Allan via email.

Meeting finished 1.35pm