

# ASCF Speedway Sedans Australia Inc

## Board Meeting

Old Adelaide Inn, North Adelaide, South Australia  
19<sup>th</sup> & 20<sup>th</sup> April 2008

### Minutes

**1. Open Meeting – 8.30am**

Meeting opened by CEO, Neil Sayer at 8.45am

**2. Introduction of Board Members**

Alan Edwards - NSW  
Bill Miller - NASR (SA)  
Guy Thompson - TSCF  
Kevin Theyer - WASCF  
Michele Harris - NTSCI  
Rod Meakins - VSCF  
Paul Gannon - QSCA

**3. Introduction of other Attendees**

John Gore - NSW  
Moss Buchanon – NASR (SA)  
John Purser - WASCF  
Di Lauder - VSCF  
Terese Lange - QSCA  
Sharee Mortimer - (NASR) Saturday 9am – 3pm  
Tim Mcavaney (NASR) Saturday 9am – 11.30am  
Paul Trengove – (NASR) Saturday 9am – 11.30am

**3. Apologies**

Jason Crowe

**5. Presidents Opening Address**

It is with great pleasure that I table this report to this board meeting.

Since our last board meeting both Beckie and I have been very busy going about the day to day duties of running this organisation and the matters presented.

Currently the organisation is facing a few challenges which in the main are not entirely within our control per se. I refer to the Junior Title debacle and the ensuing appeals over technical issues and states writing letters giving approval of technical issues.

**Finances** – Sharee Mortimer from the NASR will present the financial and considering the extra ordinary costs we endured since our last meeting we are still in a strong financial

position. During this financial period we transferred 20k to our investment account for future projects.

**Stewards** – the updated 2008 national racing rules is now completed and at the printers for distribution upon licence / membership application. The lessons and short comings learnt from the first round of appeals have been incorporated into the manual. I must thank the SSA members (Rod Meakins & Therese Lange) who attended the recent meeting in Melbourne to assist in the finalisation of the new manual.

**Appeals** – with the new Australian racing rule book in play and with the first round of appeals been heard has given this organisation a wakeup call of such. At this meeting I hope we will address the anomalies that were raised from these appeals.

Another issue we need to raise is each state needs to have a reasonably independent tribunal in place so that the appeals when lodged can be dealt with in the prescribed time frame. The decision & minutes of the appeal after it is been heard needs to be communicated ASAP to the SSA office. This precaution is in case of further ongoing appeal. Another point for this to happen is suspensions / fines where we are obligated to notify NASR.

**NASR** – Tim McAvaney & Paul Trengrove will both be in attendance at the meeting today to present to us with an update on NASR matters including an explanation of the ACCC matter.

**Titles** – the titles for this season have been run & won, although albeit some belated, due to appeals. From the title reports we do have some issues to overcome before we can really make progress in this area.

From an organisational issue we need to be able to go to a track and present the title. By this I mean we do the same as the NSSS and present the show. To do this we need a dedicated team to attend each title for this very purpose. This will create consistency and our titles will not be subject to internal problems within a club. This would mean the purchase / rental of our own radios.

Most states, although competitor driven, are now observing SSA policy by making transponders and one way communicators mandatory at all state titles and blue ribbon events.

On a disappointing note we must desist on holding state titles on the same weekend when a national title is being held in that state. Not only does it leave the state / national title without adequate experienced manpower but in this instance allowed a car with an illegal carburettor to compete.

**NSSS** – the series just going from strength to strength with an increased number of tracks indicating they would like to run a round. The proposed dates for the upcoming seasons series is nearly ready for presentation to the working party for their approval.

**Transponders** – we have had some criticism over the non use of roof numbers when using transponders. To a certain degree I can see their point but technical has been asked to reintroduce numbers on the side of cars. This will fix this problem!

**Technical** – the technical committee has come under a fair amount of criticism of late over technical persons reading the same page of the specification but a slightly different version of the page, so it seems. Confused so is the rest of Australia. What I mean here is the

technical committee come to a talk fest (technical meeting) and then go home again. The rest of Australia is not kept in the loop on the results of what the clarification and or the finer points that eventuated at the meeting. The members of the committee believe they understand what was clarified etc. Unfortunately the message they believe is correct isn't and therefore the correct message is not being relayed down the line to the rank and file members. To overcome this I have asked both Paul & Des to come up with a plan to overcome this major problem of communication.

The plan is to include;

- 1... Training Program – maybe Des conducts the training in each state.
- 2... Create an atmosphere of common understanding. This is where everyone is on the same page and version of page. In other words everyone is reading and speaking the same language. Not saying, no I don't believe in it or it isn't correct so we won't enforce it.
- 3... United front (one team). This means not every state is doing their own thing. The technical team are all interpreting and saying the same thing. The writing of letters on technical matters to competitors must be cleared by the SSA office. This one instance has found us wanting and in a great deal of embarrassment on two occasions.
- 4... Communicate faults found from titles with photos via the website. This will create a common learning and technical knowledge base.
- 5... Tek Torque. This valuable tool as a further means of communication needs to be used to its utmost.

I realise we can never get it perfect but we must take these type of steps to improve, and if we can start by putting this plan in play then the next step along the way will come more obvious and then off we go.

**Class Rationalisation** – Kevin has started on this process with the first meeting being held at the Production Title in South Australia. Another meeting was held in Victoria with the 3 litres. A further meeting with the RSA is currently being put together. Kevin can bring the board more up to speed in his board presentation.

Members of the board, I know I have said this before and I will say it at every board meeting but let's put our team player hats on, lets us always think big picture, not always focus on our own situation, no pedantic situations and / hidden agenda and let's move forward as the national sedan body we are meant to be.

If we don't the other classes we are trying to invite to join us wont. They must have a need to want to join us. That is we must portray a united user friendly group who are on top of their game.

We have the power, the means and the ability to do so, and it also needs from you the passion to achieve. If we don't have the desire and a clear commitment to do so then we are all wasting everyone's time, but if are you up to the task to make this organisation achieve its goals and objectives then let's go for it?

#### **Comments:-**

Verification back to the Technical people does not seem to get back to them. Lines of communication should be via the state and via the portfolio holder.

It was noted in the report that there was an illegal car ran at a State Title. SA Tech people did not allow any illegal cars to run.

**To accept the CEO Report  
Moved TAS & VIC CARRIED**

**6. Board Member Reports**

**NSW – Alan Edwards**

Once again we are heading towards the end of another busy season. A consistent effort has been put in by all out State and Club officials and I would like to thank them once again for a committed effort throughout the 07-08 season.

Our State Titles were again very successful, with the Gunnedah Track hosting the Super Sedan event and the Gilgandra Club playing host to the Modified Productions. The junior Sedan State Title was held at the Gilgandra track and a good field of competitors put on some very exciting racing. All that remains is the running of our Production Title which will be run in Leeton on April 26<sup>th</sup>.

The NSW State Super Sedan Series was again very successful, as an 8 round series was run at Parramatta, Gunnedah, Gilgandra and for the first time at the Goulburn Complex.

At the beginning of April we also took the Supers to Nowra track for a club show. It had been many years since the Super Sedan division had run on the South Coast, and no one was disappointed. Track management, spectators and competitors were all extremely satisfied with the show the drivers put on. And to quote the drivers at the presentation, we will be back.

We are continuing to work at our rationalization program within the state and our increased success is evident in the Modified Production Series which has doubled in size this season. I would particularly like to thank the Vice President of the Sydney Speedway Sedan Club for his tireless work in pulling together all of the competitors competing in this series. Drivers have been drawn from all the three different Associations with NSW and are confidently running side by side each and every race night. They have already been approached with sponsorship for next season for next season, and indications are that the numbers will increase even further.

In an effort to improve the working relationship further, I have arranged to be at the newly upgraded Canberra Speedway at the end of April. As this track is a NSW/ACT Board run facility we will be looking to secure racing for SSA registered vehicles.

As stated in my Board report of September 07 we were endeavoring to secure a position on the NSW NASR Board. After many years, persistence has paid off and John Gore was elected to that Board. Thank you to NASR state executive for finally allowing a Sedan representative this opportunity.

At National Board level I look forward to the streamlining of our Specification Books in the near future, so as to remove the grey areas that have plagued us this season. Legal assistance may be required but I believe it may be time.

## **NASR (SA) – Bill Miller**

Our State Board is now working as a 9 Person Board. We have had a few problems with the distance of some members having to travel to meetings, so we are now trying phone hook ups to overcome this problem.

The one way communicators are now being used in all Sedan divisions with a lot of success. The State Body is looking at purchasing its own Transponder System and tracks buying loops.

The Junior Sedan division is still growing with its own series running across the state and Mildura, Street Stocks also have good car counts with the National Title having been held at Murray Bridge and running their own series as well. Modified Sedans have dropped in numbers, whilst Super Sedans have increased.

Murray Bridge Speedway have changed Managers again.

A new sticker has been printed, also two banners which were used at all of the National Series Rounds and at the National Titles. Oval Express adverts were again used to advertise National Titles and their winners.

## **TSCF – Guy Thompson**

The season has go very well with all our titles been run and one. Some were delayed by rain.

It was quite pleasing to get cars from other states attending our titles and before the junior title was washed out we had quite a number of entrants from other states some returning for the rain dates. Our Tec people had minor faults will these cars and I have forward a list to Des

We also had interstate modified cars and drivers attend our state title. In both cases these people were conducted them self's well and would be more than welcome in the future.

We again have had complaints of our stewards not seeing the breaches of the rules or applying the rules and I believe we on a national level need to look at the method of training that is used.

Under the new racing rules and regs. we have had no appeals and generally a very good year.

On my national duties I attended the street stock title.

I have spent some time going over our title policy with much help from John Gore, Bec and Sharee and hope we will pass the amendments to policy that are put forward. Thanks John Bec and Sharee .

On financial have been emailing and talking with Sharee on a monthly basis to make sure we are on track, and I believe we are.

### **WASCF – Kevin Theyer**

Western Australia has held three of its State Titles and the National Junior Title so far this year.

All titles have been successful with numbers up in all classes except Modifieds. A meeting is planned with the Modified class at the end of the season to see if a solution can be found for their low car count. There is also a meeting planned with the motorplex at the end of the season to discuss any problems or positives from the season in regards to SSA classes.

We have held our annual conference in the north of WA with representation from NASR WA Speedway Commission and WASCF in attendance. While numbers were down it is felt that these meetings should continue to keep our clubs in the north better informed and we feel the benefits will follow in safety and participation.

At our last state conference during club reports all clubs reported a growth in numbers and a profit in turnover which is very heartening in today's climate.

One issue that is being debated strongly around WA is the issue involving the ACCC and the effect that NASR's wording in regards to licensed drivers competing against drivers licensed with another body. We need to have some discussion on this so we can all understand where we are going on this issue.

### **NTSCI – Michele Harris**

NTSCI

I am pleased to report that we have just got Tennant Creek Speedway back on track and will start their new season the first weekend in May. Due to the hard work of Colin Fry and his committee they will be programming Junior Sedans and also Street Stocks. Peter Griffiths held an accreditation weekend in March in Alice Springs to which all new officials from Tennant Creek were present. This enabled a refresher for some of the Alice Springs officials also.

There has been no interest in any positions on the Northern Territory Speedway Council although there is a lot of new blood standing up in the SSA ranks at club level. We are hoping that this may soon sift through to the state.

The Northern Territory Street Stock and Junior Sedan Titles are to be held in Alice Springs around the end of October early November they are held at this time as the North of the state are just finishing their season and the South have just started. We have seen stable numbers in both Street Stock and Junior Sedans this year. We also had a good amount of competitors travel to the National Titles in both classes.

Northline Speedway in Darwin will host a Street Stock series this year which they hope will secure cars from Tennant Creek and Alice Springs.

## SSA

I have gone through some major changes in my life since the last Board meeting which has taken up much of my time. I feel that I will have more time now to carry out the necessary tasks required. I have some concerns, firstly Beckie's work load during title times. We need to put some thing in place to avoid this happening each year. Beckie doesn't need to be bogged down during this period.

I was fortunate to be able to attend three out of the five National Titles this year. We really have to lift the goal posts and get smarter with our approach to these including venues, facilities, promoters, officials, right through to the competitors. I believe that we will be spending time later in the meeting to work on this.

I would like to thank Des Alfirevich for allowing me to attend the technical meeting held in March. I am pleased to say that all the technical team worked well together during the weekend and they have become more professional in their approach to the tasks at hand. Paul Gannon is also a valuable asset to this team as he works in well with the technical members. Since the last board meeting Peter and I completed the Street Stock specification book. This was the first manual done to the new format which is very achievable.

## VSCF – Rod Meakins

We have had a great season this year. Our numbers have increased slightly, especially in the Junior class.

To date we have held all but one State Title. Street Stock title is to be held over the Anzac weekend in Swan Hill.

### Titles:

3 Litre:	27 nominations. 1 <sup>st</sup> Rodney Burr, 2 <sup>nd</sup> Luke Nash, 3 <sup>rd</sup> Kenny Griffey.
Production:	25 nominations. 1 <sup>st</sup> Shane Box, 2 <sup>nd</sup> Paul Whyte NSW, 3 <sup>rd</sup> Adam Wilson
Modified:	27 nominations. 1 <sup>st</sup> Andrew Blackwell, 2 <sup>nd</sup> Anthony Wilson, 3 <sup>rd</sup> Mark Carlin
Super Sedan:	26 nominations. 1 <sup>st</sup> Lucas Roberts, 2 <sup>nd</sup> Dave Gartner SA, 3 <sup>rd</sup> Mick Nicola
Junior:	70 nominations. 1 <sup>st</sup> James Gardiner, 2 <sup>nd</sup> Charlie Brown QLD, 3 <sup>rd</sup> Michael Gorman
Street Stock:	55 nominations.

All the national class titles have attracted interstate competitors, which is great to see that these drivers are willing to travel to contest in these titles. Drivers have traveled from Queensland, New South Wakes, Tasmania and South Australia. We were impressed to see Junior competitors traveling from Qld, SA and Tasmania for this title.

All the drivers at these titles have shown an excellent display of driving and the racing was excellent to watch, especially the Junior Title. The host track Redline Speedway arranged for a sponsor to give away a tool box to the value of \$1200 to one of the

competitors. After all cars had been scrutineered, all names were put in a hat and a lucky driver was picked to win the toolbox.

Submissions have been sent out to the Clubs to submit for next seasons titles.

We have introduced one way communicators as mandatory for all races as of 01/07/08. All drivers have been sent a letter informing them of this and at present we have orders for 12. As the new season gets closer the demand for them will increase.

Also as of 01/07/08 all Stewards and Scrutineers will be required to have a Working with Children check done before their relevant tickets will be re-issued for the 2008/2009 season. Some completed checks have started to come through to the office.

We have sent a submission for the Production Sedan National Title to the office for discussion at this meeting. This class needs to have a Title next season, as we need to be promoting this class to help improve the numbers as part of the class rationalization. We hope that the Board will give this submission serious consideration.

### **QSCA – Paul Gannon**

It is very pleasing to commence this report by stating that the numbers of licence holders within the state of Queensland has shown a steady rise throughout this season. I do not believe that this has simply just occurred, but rather that it is due to a lot of hard work and dedication by many people within the state and I take this opportunity to thank them.

I believe that the QSCA is now benefiting from the insistence that our state titles do hold prestige for the winners, with some extra benefits being offered to them for their success. This has contributed to increased numbers of nominations at state titles.

The Super Sedan division continues to thrive in Queensland. Jamie McHugh's win in the National Super Sedan Title was just reward for him and his team for many years of total dedication to the sport.

The National Super Sedan Series, I would believe, also showed the rest of the nation just how powerful this division is within the state. Congratulations go to Michael Doblo for his excellent Series win from Wayne Brims and Jamie McHugh, and to all of the other Queensland based drivers who performed so well during this very exhausting Series.

It was terrific to be able to see some of the Series on television. Perhaps a full coverage is something to aim for in the future.

My thanks to the Super Sedan Association for their continued high quality programme presentation of a two-tier competition that ensures the best exposure for the division within the state.

The State Super Sedan Title is still to be run over the May Day long weekend.

Modified Production Sedans have also had a steady growth in numbers this season. The national title could have been a contributing factor to this increase in competitor numbers or perhaps the great work being done by the Modified Production Drivers' Group in organising class race meetings for this division.



The National Modified Production Title was a huge success for the Modified Production class in particular and for speedway sedans in general. This title was a spectacular showpiece for our sport and no better advertising could have been arranged.

Congratulations to the eventual winners-

1. Todd Doyle who successfully defended his title.
2. Andrew Blackwell who finished less than 0.2 seconds behind the winner.
3. Greg Worling.

The State Modified Production Title is still to be run over the June long weekend.

The Junior Sedan division continues to grow from strength to strength with new drivers continuing to boost the numbers of competitors. In just a few short years, this division has exploded onto the scene in Queensland. In 2004 there were just 7 licensed drivers; now there are 44.

This season's State Title for Junior Sedans was a spectacular event. It was only the 4<sup>th</sup> occasion that this title was conducted and the first time that it was won by a Queensland competitor.

Congratulations go to-

1. Kristin Brown.
2. Nathan Francis.
3. Charlie Brown.

The QSCA has introduced two new statewide committees for stewarding and scrutineering. Members of these committees were selected from expression of interests. Although it is only very early in this concept; both committees have provided an extra avenue for those interested and have produced a much broader range of opinions.

State meetings have been well attended by representatives of all of our affiliated clubs that allows for an open discussion on all matters concerning members.

I would like to conclude this report by thanking all of the members of the QSCA Committee of Management, club officials and volunteers and all competitors and crews for their undying efforts in ensuring the continued growth and prosperity of our sport.

Meeting with the Stewards and scrutineers is not mandatory. Accreditation is every 2 years.

### **Board Member Technical Report**

Since the last Board Meeting the members of the Technical Committee have been extremely busy.

The new Street Stock Specification Manual is ready for print and will be available for use for the up coming season. The compilation of this manual was the responsibility of Peter Harris, who ably assisted by Michele has finalised the work well within the time limits set. This is the first specification book to be developed in this manner, but it seems to have been a success.

The Production Sedan Specification Manual re-write has been put on hold, but it is not far from being completed.

I do question the belief that specification books need to be re-written on a regular basis, when little or no changes are needed.

The Technical Committee met in Adelaide on March 15 and 16 and as can be seen from the report from this meeting, the Technical Members completed a large amount of constructive work. A number of items listed in the meeting report need to be finalised by the Board.

Naturally, there have been numerous e-mail and telephone discussions amongst the Technical Members, mainly concerning National Titles that remain a concern for all those involved.

I do believe that the Technical Committee is working better as a cohesive unit although there is still some way to go. Perhaps some of the weaker points will be overcome through the introduction of a training program that is now being developed. It was surprising to discover that the ASCF/SSA actually already had such a programme. The training document out of Western Australia will be the basis for the Technical Training Program.

I would like to take this opportunity to thank the Technical Committee Members for their efforts throughout this season in striving to promote a fair and equitable playing field for all of our competitors.

**To accept all the Board Reports  
Moved TAS 2<sup>nd</sup> NSW CARRIED**

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

1. Board Meeting September 07 - Guy to chase Mildura dates for Junior Title
2. Conference Call Tribunal Hearing Junior March 08

**To accept the previous minutes MOVED QLD 2<sup>nd</sup> WA CARRIED**

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

**9. *Inward Correspondence***

Super Sedan Title – Reports from Title Reps etc & Belinda Jenkins  
Roof numbers and number positioning needs to be discussed within Technical before the nominations go out to the competitors  
Modified Production Title – Reports from Title reps etc & Greg Raymont  
Junior Sedan Title – Reports from Title Reps etc  
Street Stock Title – Reports from Title Reps etc  
Production Title – Reports from Title Reps etc

MOVED TAS 2<sup>nd</sup> SA CARRIED

**10. *Business Arising from Inward Correspondence***

**11. *Financial Report***

**Balance Sheet**

As of March 2008

1-0000 Assets  
 1-1000 Current Assets  
 1-1100 Cash on Hand  
 1-1101 Westpac Everyday 321848 \$60,783.84  
 1-1105 ANZ General Cheque Account \$10,755.18  
 1-1115 Westpac - Maxi Direct A/C \$27,046.90  
 Total Cash on Hand \$98,585.92  
 1-1160 Debtors - Receivables \$2,778.79  
 Total Current Assets \$101,364.71  
 1-2000 Other Assets  
 1-2040 Prepayments \$1,055.90  
 Total Other Assets \$1,055.90  
 1-3000 Fixed Assets  
 1-3100 Plant & Equipment  
 1-3110 Plant & Equipment at cost \$51,642.36  
 1-3120 Plant & Equipment Accum Depn (\$14,848.00)  
 1-3125 Low Value Pool \$15,956.09  
 Total Plant & Equipment \$52,750.45  
 1-3200 Shares  
 1-3210 NASR Shares \$6,000.00  
 1-3300 Intangible Assets  
 1-3310 Trademarks - at Cost \$11,140.09  
 1-3320 Less: Accum Amortisation (\$495.00)  
 Total Intangible Assets \$10,645.09  
 Total Fixed Assets \$69,395.54  
 Total Assets \$171,816.15  
 2-0000 Liabilities  
 2-2000 Trade Creditors \$40,062.85  
 2-3000 GST Liabilities  
 2-3010 GST Collected \$7,051.79  
 2-3020 GST Paid (\$6,168.34)  
 Total GST Liabilities \$883.45  
 2-6000 Title - Funds Held-WaitP/Work  
 2-6230 Production Title \$38.00  
 2-6240 Street Stock Title \$47.50  
 2-6250 Super Sedan Title \$213.00  
 Total Title - Funds Held-WaitP/Work \$298.50  
 Total Liabilities \$41,244.80  
 Net Assets \$130,571.35  
 3-0000 Equity  
 3-8000 Retained Earnings \$104,252.71  
 3-8100 Stale Chq's Cancelled Prior Yr (\$26.65)  
 3-9000 Current Earnings \$26,345.29  
 Total Equity \$130,571.35

#### MOTION 1

That all monies still held by SSA 60 days after the declared title will be forfeited if the appropriate paperwork is not submitted by the driver. MOVED TSCF 2<sup>nd</sup> WA CARRIED

That the financial report is accepted  
 MOVED TSCF 2<sup>nd</sup> SA CARRIED



---

## **NASR PROGRESS REPORT**

to

**ASCF/Speedway Sedans Australia**

Adelaide  
April 2008



## Overview of Presentation

---

- Membership
- Australian Speedway Racing Rules
- Safety Updates
- Hall of Fame
- ACCC Notifications
- National Super Sedan Series
- Current Issues/Developments
- Administration



## Membership

---

- Member numbers exceed 10,000 again  
(and growing)
- No Price Increase for 08/09
- 08/09 Application Forms available next week
- Member benefits updates
  - Personal Accident Insurance
    - Weekly from \$700 to \$800
    - Benefit period 104 weeks
    - Capital benefit to \$85,000
    - Broken bones benefit to max \$10,000



## Membership Categories

---

- Request from NASR Board to review ASCF stand alone Category
  - AA – Super Sedans (with Late Models, Sprintcars and Speedcars)
  - A – Modifieds, Productions
  - B – Street Stocks
- Uniform National Licencing System
- Super Sedans currently poor cousin of Late Models
- NASR Resources being allocated to Super Sedans warrant higher level
- ASCF presence/ownership on licence would not change – only the category would change



## Australian Speedway Racing Rules

---

- ASRR Advisory Committee met recently – final amendments now being completed
- Legal review of rules to begin next week
- Major Changes Include:
  - Plea bargain option for tribunals
  - T-Line only applies to front row
  - Infringement Time limits from 30 to 60 minutes
  - Appeal time limits increased from 24 to 48 hours
  - Drug Testing Changes (target testing added)
  - Changes relating to technical infringements



## Safety in Speedway

---

- Speedway Safety Advisory Committee
  - Helmet & Apparel Standards mandatory July 2008
  - Track fire safety standards being developed
  - Incident Reporting a major area to be reviewed
- Australian Institute of Motor Sport Safety
  - Currently holding Head & Neck restraint seminars
  - Currently conducting belt testing – speedway application tests to follow
- 2008 National Safety Conference
  - Saturday July 26 in Sydney
    - Bankstown Sports Conference and Events Centre



## Australian Speedway Hall of Fame

---

- Inaugural Hall of Fame Huge Success
  - 10 inductees
- 2008 Hall of Fame Induction Dinner
  - Held Bankstown Sports Conference and Events Centre in Sydney on July 26
  - MA now partner in event
    - (Bikes now included)
  - Televised event coverage planned
    - (Foxsports and DVD to be produced)



## ACCC Notification Process

---

- Notifications submitted by NASR, SSA, SCCA, DMA, Avalon, Motorplex
- Exclusive dealing & Third-line forcing issues
- Public Consultation Process now complete
- Demonstration of lack of understanding by industry – many threatened
- Process protects current structure for all



## National Super Sedan Series

---

- Successful 07/08 Series
  - 28 Contracted cars
  - 15 drivers received appearance money – based upon performance and commitment from previous 2 years
- 07/08 Series had eight rounds
  - Rockhampton, Brisbane, Toowoomba, Mildura, Avalon, Hamilton, Mount Gambier, Murray Bridge
  - Series completed within 4 weeks
- Carline partnership was successful
- Televised 4 rounds on Chequered Flag
- Michael Doblo was series champion
- Working Party meeting scheduled for late May to review and plan next season






## NSSS Financial Results

---

■ Total Income	\$167,846
■ Total Expenses	\$160,620
■ Net Profit	<u>\$7,225</u>

\* NASR Resources Not accounted



## DRAFT 08/09 NSSS SCHEDULE

---

- Sat Dec 27
- Mon Dec 29
- Wed Dec 31
- Sat Jan 3
- Fri Jan 9
- Sat Jan 10
- Sun Jan 11
- Fri Jan 16
- Sat Jan 17
- Sat Mar 14
- Fri Mar 20
- Sat Mar 21
- Sun Mar 22



## Current Issues/developments

---

- NASR Driver Development Program
  - AIS program – 2<sup>nd</sup> week completed
- Public Liability Insurance
  - Scheme continues to grow – more tracks
  - Further improvements anticipated for 08/09
- Tribunal Hearings
  - Junior Title Issues – lessons to be learnt
    - ASCF & NASR – Technical/scrutineering processes & procedures
    - NASR – Tribunal system processes and procedures
  - Misconduct charge in WA (OH&S Issue)
- Lightning Sprints
  - Litres, Mini Sprints, V6 Sprints, Compacts
- Drug and alcohol testing
  - National testing agreement



## Administration

---

- Summary of identified issues
- Resolutions
- Title administration
- Finance Report

Kevin feels strongly that NSSS should come over to WA. Fuel sponsorship needs to be investigated. A partnership agreement needs to be put in place.

### MOTION 7

That the SSA contribute to a maximum of \$15,000 to the running of the 08/09 National Super Sedan Series.

Not only does it assist with the promotion of Super Sedans the SSA believes that this is catalyst to improve and promote all the classes of the SSA.

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

### MOTION 8

That a proportion of the \$15,000 (50%) be allocated to TV promotion for future events and other divisions are advertised. Promote other SSA classes e.g National/State Titles.  
MOVED WA 2<sup>nd</sup> NTSCI CARRIED

There need to be discussion at the next working party re someone trying to arrange a breakaway from SSA

**12. Business Arising from Financial Report**

None

**13. Technical Overview**

**Recommendation 1**

**SSA Engine sealing form to be modified as per sample to include engine builders details. State registrar to record details onto National Registration Database Form and send to National Office every 3 months.**

**MOVED VIC 2<sup>nd</sup> TAS CARRIED**

**Sample below**

**ENGINE SEALING FORM**

CLUB.....

DATE...../...../.....

[Please circle registered division of car that engine is to be sealed]

SUPER SEDAN

MODIFIED PRODUCTION (3 Litres VIC)

PRODUCTION SEDAN

STREET STOCK

JUNIOR SEDAN

CAR NO.....Make.....Model.....

ENGINE MAKE..... CAPACITY.....  
(SSA capacity formula – bore x bore x stroke x .7857 x number of cylinders)

**ALL DIVISIONS**

ENGINE NO.....SEAL NO's.....COLOURED SEALS.....

BORE..... STROKE.....

WHERE ARE SEALS ATTACHED.....

**STREET STOCK & JUNIOR SEDAN DIVISION**

PISTON TYPE                      FLAT TOP                      CONCAVE      (Please circle one)

VALVE HEAD DIAMETER- INLET.....EXHAUST.....  
(Please state size)

VALVE SPRINGS.....std?      YES / NO..... SINGLE / DOUBLE      (please circle one)

CONROD LENGTH.....std?      YES / NO..... (please circle one)  
SEALED BY.....(please print).....SIGNED  
CAR OWNER.....(please print).....SIGNED  
ENGINE BUILDERS NAME.....  
ADDRESS.....  
E-MAIL ADDRESS.....  
PHONE.....MOB.NO.....

Completed engine sealing form /copy to be attached to registration form & returned to State registrar with a copy forwarded to SSA National Office . It is mandatory to use SSA approved seals only. All other seals fitted will be deemed as non-conforming and therefore will be considered illegal.

**Recommendation 2**

*The current plastic engine seals become an engine identification tag only to determine class of engines attached through one of the engine seal wires. The twist seal as used by AKA, Sprint Speed Cars be purchased and a new numbering system be started to go with the new recording system. This will replace all State Independent seals.*

*Costs \$660 1000 \$500 wire  
MOVED TAS 2<sup>nd</sup> VIC CARRIED*

**Recommendation 3**

*All States to forward a list of all licenced machine examiners, on a 3 monthly basis, to the National Secretary, to enable forwarding of information to machine examiners.  
MOVED NT 2<sup>nd</sup> WA CARRIED*

**Recommendation 4**

*Scrutineering for National Titles be done with car in an area with one (1) representative allowed next to the car. The scrutineer go to the representative after decisions are made to explain any irregularities and have the paperwork completed.  
MOVED WA 2<sup>nd</sup> TAS CARRIED*

**Recommendation 5**

*That we allow the use of Racetech New Zealand composite seat for use in all sedan classes.  
MOVED QLD 2<sup>nd</sup> NSW CARRIED*

**Recommendation 6**

*Illegal parts and safety equipment to be confiscated and stored tag with owners name. Stored by the State where event was held. Released after any appeal time lapses.  
MOVED TAS 2<sup>nd</sup> VIC CARRIED*

**Recommendation 7**

*After all avenues exhausted of appeals photos of illegal parts to be posted on website to educate members.*

**MOVED NT 2<sup>ND</sup> VIC CARRIED**

**Recommendation 8 (Street Stocks)**

*Complete harmonic balancer to remain standard for model of engine.*

**MOVED NT 2<sup>nd</sup> TAS CARRIED**

**Recommendation 9**

*That SSA recommend to the Australian Racing Rules and Regulations Rulebook Committee to include sections 14.1 out of the Green ASCF Rule Book.*

*14.1 (f) To any person misrepresenting a race car or using illegal fuel.*

*14.1 (g) To any person misrepresenting any safety attire or equipment.*

*14.1 (h) To any person making a false log book declaration or knowingly provides wrong information for the registration of a race car.*

*This was already discussed at the ARR&R Meeting*

**Recommendation 10**

*The Australian Racing Rules and Regulations committee remove word "state" in rule 3.2.1. MOVED VIC & SA PASSED*

*Not a workable motion*

**Recommendation 11 (All Spec Books)**

*Wording needs to change in spec books under penalties. Replace words ASCF/SSA Inc with current Australian Racing Rules and Regulations Book.*

*Junior Page 7 Section 8*

*Street Stock Page 5 Section 8*

*Production Page 5 Section 8*

*Modified Production Page 7 Section 8*

*Super Sedan Page 7 Section 6*

*To be incorporated when the books are printed*

**MOVED NSW 2<sup>ND</sup> TAS CARRIED**

**Recommendation 12 (All Spec Books)**

*All Spec books Section 1 Interpretation*

*Remove word "It" add the SSA National Technical Committee. (3<sup>rd</sup> line in specification book)*

**MOVED NSW 2<sup>ND</sup> QSCA CARRIED**

**Recommendation 13 (All Spec Books)**

*All Spec Books*

*Junior Section 7*

*Street Stock Section 7*

*Production Section 7*

***Modified Production Section 7***

***Super Sedans Section 5***

***After Section: The ASCF/SSA Inc Reserves the right to impound and inspect any race car at anytime, ADD this may include removal of any seals for inspection and if found non compliant, registration may be revoked.***

***As books are printed***

***MOVED TAS 2<sup>ND</sup> NSW CARRIED***

***Recommendation 14 (All Spec Books)***

***Change wording Section General***

***Remove (of a general nature only) add in its place "A guide to building racecars unless otherwise specified"***

***Junior Section 3 Page 4***

***Street Stock Section 3 Page 2***

***Production Cars Section 3 Page 2***

***Modified Production Section 3 Page 4***

***Super Sedan Section 2 Page 3***

***MOVED TAS 2<sup>ND</sup> WA CARRIED***

***Recommendation 15 (All Mono Cars)***

***All Mono Cars – Transponders to be fitted a maximum of 450mm forward of the front axle centre line.***

***MOVED WA 2<sup>ND</sup> NT CARRIED***

***Recommendation 16 (Street Stocks)***

***Delete word "and injectors" from 18.1B***

***Change 18.2A to read***

***Standard size OEM fuel injectors are to be used for make and model of engine or fuel injection system used. Inside diameter not to be increased or decreased.***

***MOVED WA 2<sup>nd</sup> NT CARRIED***

***Recommendation 17***

***Draft Street Stock***

***SSA reserves the right to exchange sealed, and tested computer supplied from Automotive Service Solutions at any time during a race meeting.***

***MOVED WA 2<sup>nd</sup> NT CARRIED***

***Recommendation 18 (Modified Production)***

***Section 22D Mod Prod Spec Book***

***Remove wording "and at least 50mm of original shock absorber tube" Reason Spec unworkable.***

***MOVED WA 2<sup>nd</sup> NT CARRIED***

***Recommendation 19 – (Modified & Production Cars) Front Stubs for Cortinas – Safety Submission***

***Continue the wording at the completion of Section C and before Section D Or the fitment of a Mitsubishi L300 Front Stub Axle be permitted to be used.***

*Reason to avoid any welding and machining to be done and have less chance of equipment failure.*

**MOVED TAS 2<sup>ND</sup> WA CARRIED**

**Recommendation 20 – (Street Stock Draft)**

*If OEM Base Model standard wheels are 16" minimum they may be used. One Reason: BA Falcons don't come out with 15" wheels = 15" fitted rub on brake calipers.*

**MOVED QSCA 2<sup>ND</sup> WA CARRIED**

**Recommendation 21 (All mono Cars)**

*The 25mm x 3mm support from the foot protector bar must be attached to the foot protector bar at one end and the other end to barwork to the left. Add photo to the internet.*

**MOVED TAS 2<sup>ND</sup> VIC CARRIED**

**Recommendation 22 (Production)**

*Dave Helyar and Peter Theyer to research engine setback on early model engines into late model cars. As Speci Draft is incorrect. Reason too many variations to fit draft.*

**Ongoing project MOVED QSCA 2<sup>ND</sup> WA CARRIED**

**Recommendation 23 (All Classes)**

*National Title rechecks to be carried out as safety checks logbook to be signed once per Title Event.*

**MOVED WA 2<sup>nd</sup> NT CARRIED**

**Recommendation 24 (Super Sedans)**

*That an inspection hatch be available in RHS Inner door cover to inspect nascar door bars in all Super Sedans. Hole to be 300 X 200mm Min.*

**MOVED VIC & NT CARRIED**

**Clarification 1 (Mono Cars)**

*Front road car plastic bumpers fitted to mono cars not to have non OEM skirts fitted to bottom of bumpers*

**MOVED VIC 2<sup>ND</sup> TAS CARRIED QSCA Against**

**Clarification 2 (Junior Spec Book Spec Book p29 18d (p7 item 7)**

*All Technical committee members agree that pages 28 & 29 Junior Spec book re : "engine balancing and con rod can not have metal removed." In fact covers that removal of metal from con rods being illegal and has always been the case.*

**Statement only**

**Clarification 3**

**Mono Cars**

*All batteries to be covered with a non conductive cover if fitted in the cabin area.*

**MOVED WA 2<sup>nd</sup> QSCA CARRIED**

**Clarification 4 – Production Cars**

**Add wording to stick in**

**“maximum H rated tyre casing to be used for retreading”**

**Reason Drivers are using V rated casing and should be H rating. As per specification book.**

**MOVED TAS 2<sup>ND</sup> WA CARRIED**

**Clarification 5 ( Junior Spec Book misprint)**

**Junior Sedan – That front track on 120Y be 1300mm Inc.**

**That Sunny Rear Track to be 1350mm inc to be posted to internet.**

**MOVED TAS 2<sup>ND</sup> WA CARRIED**

**MOTION 2**

That the Technical Committee review CAMS Manual and incorporate the sections on appeals/technical infringement into the SSA Spec Books.

**MOVED WA 2<sup>nd</sup> VIC CARRIED**

Information provided by solicitors after previous hearings are as follows for all classes.

“Based on the additional evidence provided, the Tribunal considers that the Rules and Specifications make it clear that strict compliance with the Specifications is required. The onus is clearly on the driver and/or owner of the racecar to ensure that the Specifications are complied with, regardless of the outcome of any previous scrutineering of the racecar.

**MOTION 3**

That Peter Theyer & Tony O’Neill from Technical Committee research and present a feasible way that coil over suspension can be fitted to all makes in Modified Division as per Board Meeting minutes August 06.

**Motion 16 - Modified Production Division - Front Mounting: Cars fitted with McPherson/Chapman Strut suspension or OEM Coil/Shock Absorber combination (where shock absorber fits through center of coil spring) the following procedure will apply;**

1. A weight jacking system may be fitted (as per book).
2. The strut tube or shock absorber tube may be threaded or have a threaded sleeve fitted over the outside of strut tube or shock absorber (already allowed in book).
3. A cap to centralize coil spring may be fitted to strut/shock absorber shaft (clarified last conference)
4. Must be mounted in original position (as per book).

**Moved by VSCF Inc and seconded by NASR(SA)**

**CARRIED**

**Motion 17 - Modified Production Division - Rear Coil over Fitment;**

1. Coil over unit may be used as an option and be mounted in original shock absorber position.
2. Top and bottom mounting may be moved a maximum 25mm in any direction (as per book).

**Moved NASR(SA) seconded by WASCf Inc. TSCF Inc & QSCA Inc against.**

**CARRIED**

**MOVED WA 2<sup>ND</sup> VIC CARRIED QSCA Against**

Battery fitments in Juniors needs to be addressed on website & Tek Torque.



Tech want to invite Hans Devise people to the next meeting.

General discussion on States writing Technical Letters.

**14. Policy Overview from Workshop**

**15. Standing Orders Overview from Workshop**

**16. General Business**

1. Chief Steward Application – Nev Collins - Discussed and will be considered when the Title Jobs are allocated.
2. VSCF – Public Liability Insurance  
Motion was passed in 2004 and also when the policy was accepted in 2007
3. VSCF – ACCC Report – Done with Tim’s report from NASR
4. VSCF – Clarification on Rollover Rules & bonnets – If car has rolled has to be sent back to the pits and rechecked. Bonnets as per the Racing Rule Book.
5. QSCA – ASRR Infringement Notices  
**MOTION 5**  
That the SSA immediately implement the use of the infringement notices recommended by the Australian Speedway Racing Rules.  
MOVED QSCA 2<sup>nd</sup> VIC CARRIED
6. QSCA – Daylight Inspections and registrations - Dismissed
7. QSCA – Placement of Transponders - Covered
8. QSCA – NASR and SSA involvement – To protect our interests the letter was sent.
9. Wangaratta Speedway Submission for Production Title 09  
No decision has been made.
10. Appeal re Production Title driver – Di Lauder to bring information with her if received in time. – Just wanted it noted so that errors can not happen in the future.  
Information was read and discussed at great length. – Minutes have been requested from NASR (SA) as of yet minutes still have not been received all minutes from tribunals need to be received within 7 days.  
Paperwork has been sent to NASR and Tim was supposed to be passing over – Beckie to check. The 9 month sentence was from the 31<sup>st</sup> March 2008 the date of the hearing.
11. Class Rationalization  
  
There have been three meetings held so far in regards to class rationalization. The first meeting was held with the Production drivers at their National Title. This meeting was very positive with good input from all concerned and gave me good vibes as to the direction we were going.

The next meeting was held with the 3 litre class at Ballarat. This meeting did not get off on the right foot to begin with but as the discussion progressed there seemed to be less resistance and more interest in what we are trying to achieve. The end result being that 2 delegates from the 3 litres are prepared to sit down with interested parties to discuss a direction that we can go.

A further meeting has been held with the Production drivers at Mildura to bring them up to speed with the 3 litre division.

I have also made contact with the RSA in Steve Hall and he has agreed to set up a meeting to have initial discussions as to a direction that we can all go.

I have given the Production drivers an undertaking that the Production book will be kept on hold until all the groups have had time to sit down and work through a matrix of the differences in the various sections. This is very important to show that we are committed to the future of the class.

Comments:-

Very positive meeting at Mt Gambier. We need to keep the drivers informed at all times. Kevin would like Di Lauder to go to the next meeting with him. NSW would like to attend the meeting in Sydney as they have done some work on this already. Di will write the letter and forward to Beckie to send to the drivers. Once dates have been organized Terese will circulate the information to all clubs etc.

#### **MOTION 6**

The we allocate \$5000.00 for expenses to class rationalization.  
MOVED NSW 2<sup>nd</sup> VIC CARRIED

12. Board Positions – Dealt with in Motions 11 & 12

13. Licence Upgrade

The licences may be increasing with each division having their own class licence. We are trying to encourage drivers into our divisions. Do we adopt the 3 tier licence system. This to be discussed within states.

14. Radios (Titles) – Dealt with in item 16.

15. Next Years Fee

Title Contracts – The best deal needs to be discussed with each submission.

Stationery

Nominations

The budget is being finalized and information will be released when completed.

16. Titles

The process for nominations has changed and any previous Title entrants will be sent a nomination form with the last years details. The office is to forward a copy to the States of who has been sent a nomination, the states will send to anyone not on the list.

Radio communication at Titles – we need to purchase our own, Motorola work really well.

**MOTION 9**

That we obtain quotes on a good quality radio system (minimum 12) for our titles. Rod, Guy, John and Bill to forward quotes through to the office and Board members.  
MOVED VIC 2<sup>nd</sup> WA CARRIED

**MOTION 10**

The board member responsible for titles, put together a plan of format and personnel for all Australian SSA Titles for 08/09 to be presented for Board approval and endorsement.  
MOVED WA 2<sup>nd</sup> NT CARRIED

**MOTION 11**

That Guy Thompson be appointed as the Board Member responsible for finances.  
MOVED VIC 2<sup>nd</sup> WA CARRIED

**MOTION 12**

That Michele Harris be the Board Member for National Titles.  
MOVED WA 2<sup>nd</sup> VIC CARRIED

A discussion was held with regard to Motions 11 and 12 and a 5 minute recess for people to gather their thoughts on Motion 12. The position really needs to be split into 2 parts.

Each Board Member with a portfolio needs to send in their role within 30 days.

Problems that Technical had whilst conducting the Titles.

Clothing – with fluro built in – Guy will look into pricing  
Daylight Saving

Examining areas, need to be in a suitable area.

There are a lot of cars that are not being followed up with notes in their log books. The message is not getting passed the State Technical people. The lists of all the title car defaults should be put out to all the competitors. It would be advisable for SSA and States look into purchasing a digital camera.

Take the finding out of the Tribunal conclusion and the role of the scrutineer to circulate to all competitors, and training manual.

Potential hire of transponders needs to be looked into for next years Titles.

**MOTION 13**

That SSA reserves the right and in agreeance with the promoting club due to the number of nominations to allocate a title to a one night event.  
MOVED SA 2<sup>nd</sup> TSCF CARRIED

To use the radio frequency it would be courteous that states requested use.

17. *Date and Venue of Next Meeting*

*20<sup>th</sup> & 21 September 2008 The Old Adelaide Inn*

18. *Close of Meeting 1.30pm*