

# Speedway Sedans Australia Inc

## Board Meeting Minutes

Comfort Inn Haven Marina, Adelaide, SA  
16<sup>th</sup> and 17<sup>st</sup> May 2015

**1. Open Meeting – 8.42am**

**2. Introduction of Board Members**

Greg Lynd - CEO  
Rod Meakins – VSCF  
Alan Edwards – SSA of NSW  
Jim Cowley – SSQ (QSCA)  
Garry Gale – TSCF  
Michele Harris – NTSCI  
Geoff Green – SSWA (WASCF)  
Moss Buchanan – Speedway SA  
Beckie Jones – National Secretary

**3. Introduction of Delegates and Attendees**

Di Lauder – VSCF  
John Gore – SSA of NSW  
Allan Jennings – Stewards Advisor  
Pam Franz – SSQ (QSCA)  
Jason Crowe – SSA Media  
Barry Youl – TSCF  
Brett Edwards – NTSCI Steward  
Allan Smallwood – SSWA (WASCF)  
Leann Wilson – Speedway SA

**4. Apologies**

None

**5. Presidents Opening Address**

Welcome, once again one and all to this the SSA National May Board Meeting!

This may well be an opening address that well may slightly different to what we have become accustom to.

When I finally sat down to put pen to paper, I honestly struggled to find, emphasis and focus with clear vision as everything had become such a blur, so to speak! Primarily the thoughts surrounding the period from September to May would be a time that was plagued with an enormous amount of undertakings, events and commitments and quite frankly I questioned myself on what and where I should start, while contemplating on what had been achieved, what still hasn't made the grade, what's around the next corner, the highs and lows and should I sugar coat anything and so on. It wasn't until I sent the agenda out on Sunday that it become apparent that everything I was looking for was forecasted, itemised and highlighted within and the opportunities to bring it all to the table will be right there as we progress throughout the meeting this weekend.

With no secrets things at times have been frustratingly busy, but I suggest that may well be the nature of the beast. The opportunities available over this past season to meet, listen, talk, work with and assess where things are at across the country have clearly stamped further and better understandings within myself and I thank you for allowing this to transpire.

There needs to be a time during this meeting that where we as an organisation must reflect on the resources, the makeup and possibly the structure currently in place! Going forward, some of the systems will need to change!

To the team that play the game and continue to push and work together for the requirements of the organisation I salute and thank you for your ongoing support and contribution and to those in the engine room I sincerely commend, throw gratitude and cannot thank you enough. Great job, well done!

Comments: None

## **6. Board Member Reports**

### **SSA of NSW**

May I once again commence by acknowledging the continued effort put in by our state affiliated Clubs. As time goes by it is becoming difficult to find volunteers who have the time to devote to their Clubs. To those who do put their hands up each season we say thank you.

Once again during the off season, our club Steward and Scrutineer officials will be attending an "officials Accreditation Seminar ". It has been the case in recent seasons that we have had enquiries, and therefore included officials from other divisions. This coming year we have negotiated with "Speedway NSW " for them to have direct involvement in the running of this seminar, which will include all sedan and open wheel divisions in the state. There will be two seminars held, one being in the north and one in the south to accommodate all who wish to attend. It is a requirement of the NSW Dept of Sport and Recreation that no official may carry out club / track duties unless they have completed the course. I would like to thank John Gore for the effort put in to make this happen. His position as a Board member of Speedway NSW has made this possible.

I cannot speak for other States, however in NSW it is becoming difficult to sell National and State Titles at the current price we are asking. Promoter and Club run tracks are willing to run these events, but they advise that the asking price is not financially viable for them. I believe we need to look at this situation at board level.

Super Sedans and their low car count have been used as an example. We are now in the process of installing a new formula which includes a " Pro-rata system which we will put to our tracks for their consideration.

I would like to advise my fellow Board members that this will be my last Conference as the Board member for NSW. I have made the decision not to stand for re election as State President at our AGM in July. I will remain as Club President for the Sydney Club, and will also continue in my role as Clerk of the Course at Parramatta Raceway.

My thanks to all, over the last 17 years, for allowing me to be part of a great team of volunteers, administering the affairs of the SSA.

Comments: Alan elaborated on parts of his report but would prefer to keep it in house due to issues within the State.

### **Speedway SA**

Speedway SA has worked hard this season to encourage its drivers to compete as much as possible throughout the state by offering to provide next years licence to the highest pointscorer in each of the sections, it has encouraged some to travel to more tracks than have done in the past years. The state has provided medallions for all who started in state titles . state titles have been run for Supers, street stocks, juniors, with Modifieds, low in numbers to be run Sunday at Waikerie. Congratulations to all placegetters. The state has been using its decoder for events held at tracks with the use of SSA transponders to try and train some officials in its use. Officials are in short supply, all will need to do accreditation for this next season.SA is in a sound financially , the state has bought afuel tester, also a sonic tester .Car counts in classes are the same as last season except supers who are down 5 but have some young up and coming drivers.Again this season MJS was run successfully for the street stocks , as was the JD Series for super sedans ,but local supers supporting the national series at local tracks were nearly none . The tragic accident at Whyalla involving junior drivers and Darryl Forbes the official is something that we never want to happen again.

Comments: None

## TSCF

It gives me much pleasure to present to the Board of Speedway Sedans Australia, my report on behalf of the Tasmanian Saloon Cars Federation.

The season just passed has provided the TSCF with many highlights and achievements which is summarized below.

### ADMINISTRATION

- Over the course of the season the TSCF has undergone change to the makeup of its Executive, with the resignation of President Jordy Howe. Jordy has been replaced Jarrod Harper, as Acting President, with Barry Youl, stepping up as acting Vice President. These positions (and others) will be up for election at our August AGM.
- The contributions Jordy has made to the TSCF has been outstanding, and whilst maintaining his other roles (Modified CTAC rep, Club President – Carrick), his guidance, support & enthusiasm will be missed. Thanks Jordy.
- A pleasing development this season has been the evidence of some new blood in Phil Krause & Jarrod Rogers. Both show eagerness to be a part of TSCF functions and bring fresh vigor & ideas.

### FINANCE

- At the time of writing, The TSCF sit in a sound, solid financial position. This has enabling us to seriously consider the purchase of more transponders that will ensure we are totally self-sufficient for all Sedan meetings statewide.
- The TSCF are currently considering injecting Financial support/sponsorship into some/all divisions in a Statewide series, aimed at increasing car numbers to all tracks for the mutual benefit of Competitors, promoters, and Zones & Clubs.

### OFFICIALS

- We are again indebted to our small but energetic, diligent group of officials who show maximum commitment to Sedan racing in Tasmania. Like last season, it is again evident that we do not enjoy a surplus of officials, and this continues to be a concern.

### TITLES

- Our State Title winners for the Season 14/15 were
  - Junior Sedans – Brock Atkins. Vic
  - Super Sedans – Callum Harper
  - Street Stocks – Corey Bauld
  - Modified Sedans – Mark Carlin (Vic)
  - Tassie 6's – Dwaine Sonners
  - Bombers – Nathaniel McIlwaine
- From a National perspective, the hosting of the Super Sedan National Title @ Latrobe and the Modified Sedan National Title at Carrick stood out as highlights of our Season. Whilst the trickle of water between the big Island and the main Island continues to act as a deterrent for some, numbers for both events were satisfactory. This did not translate into a decreasing standard of racing, both of which were 1<sup>st</sup> class. All competitors should be commended on their attendance, support, presentation and professionalism. Likewise the host tracks were outstanding in their support of the SSA & TSCF in conducting these titles. Both Latrobe & Carrick management teams are to be thanked & congratulated on their efforts.
- The TSCF were proud to provide financial assistance to both tracks to assist with the staging of both National Titles.
- Looking to season 15/16, I'm pleased to advise that Carrick are well advanced with planning to host the National Junior Sedan Title which promised to be an outstanding event.

### CONCERNS

- Stagnant car numbers continue to cause concerns at TSCF level, however, it is acknowledged that employment and opportunities are at a low ebb in our state, which is a contributing factor beyond our control. The injection of TSCF funding, is seen as assisting to encourage participants to hit the track, however the shape of this support is yet to be determined. Juniors & Street Stocks continue to be very strong in Tassie,

with Modified showing a slight increase over the past 12 months (due in part to the hosting of the National Title locally), with Super Sedan numbers remaining about the same. It is encouraging however to welcome some fresh faces to Super Sedans which have offset retirements in this division.

- Speedway Tasmania is yet to move out of 1<sup>st</sup> gear, and strive for a functional administrative hub for Speedway in general in Tasmania.

## REGIONAL AREAS

- Again the TSCF has been afforded outstanding support by its member Zones & Clubs. This outstanding group of people is the true heartbeat of Sedan racing in Tasmanian and their support and contributions have again been excellent, and appreciation of their efforts is immeasurable.

Putting aside the day to day spot fires, and hiccups, I am proud of the contributions the TSCF, its member clubs & zones, officials, drivers and volunteers have made to Sedan racing in 14/15, and I personally thank all for their efforts and commitment.

Comments: None

## VSCF

It has been a very busy racing season in Victoria. All our titles have been run and won with the National Junior Title also being held in Victoria this season. 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 including 3 Victorians.

One disappointment has been the clash of State Title date with Tasmania. Victoria did have its date for the Junior State Title set since December. When Tasmania set the date for their State Title on the same date, we were concerned and have had to change our date for the benefit of the SSA, Host Clubs and competitors. This will hopefully optimise numbers for both events.

I would like to see that this issue does not happen again in the future and I would ask that State Title dates be set by a particular date in the future. So not to cause future embarrassment.

Rain has once again played a big part in meeting cancellations in Victoria, with many race meetings being either cancelled or rescheduled.

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.

On a sad note, we lost one of our Committee Members earlier on in the season. A massive hole was left in Victoria with the passing of Neville Pike. He was a much loved and dedicated volunteer to the sport. Neville will be remembered for his big interest in Juniors.

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.

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

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: None

## NTSCI

The Northern Territory Speedway Council Inc committee is working well together to foster sedan racing within the Northern Territory. The inclusion of the secretaries meeting held by SSA in March was beneficial to our secretary Angela Menzies. This gave her a look into the procedures that take place in other states of Australia; some she has already attempted to implement to our state to make the administration side of the sport easier for the competitor.

Alice Springs winds down from another successful season with its last meeting being held 9<sup>th</sup> May 2015. Junior Sedans have grown in numbers in the south this year; this has been helped by the decision to separate them into two classes this year. Tennant Creek kicked off their season on May Day weekend and Darwin and Katherine are close behind.

The Northern Territory Government has been generous with large grants being handed out to our four speedway venues to improve their facilities.

The submissions have just come back to the state for approval to host the Northern Territory Street Stock and Junior Sedan Titles. The Street Stock title is to be held in Tennant Creek on the 15<sup>th</sup> August 2015 and the Junior Sedan Title being scheduled for Alice Springs on the 7<sup>th</sup> November 2015.

Comments: None

### **SSQ (QSCA)**

During the past season speedway in Queensland has been hectic with several tracks racing on every Saturday night. With the cooler weather settling in now the southern tracks are going into their recess break but our Northern tracks are getting into full swing.

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.

So far this season we have run 5 of our 6 State Title events with good car numbers at each event. A research of statistics over the past 5 years completed by Pam Franz reveals that generally less 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 we have had 369 registered cars made up of 63 Junior Sedans, 46 4 Cylinder Sedans, 109 Modified Sedans, 58 Super Sedans, 64 Production Sedans and 29 Street Stocks. This equates to 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.

Congratulations to our State Title winners so far this season – Super Sedans Mat Pascoe, Junior Sedans Matty Smith, Street Stocks Josh Arthur, 4 Cylinder Sedans Rodney Midolo and Production Sedans Chris Pagel.

In 3 weeks we will be holding our Modified Sedan State Title at Macs Speedway Mackay with 50 nominations to hand for this event including some interstate drivers and this is sure to be a great two night meeting. Queensland is having an influx of track improvements and reopenings.

Bundaberg's Carina Speedway has not been raced on since 2006 and is about to reopen under the banner of Peter Basmadjian and there is a huge program planned for the 15/16 season which will kick off in early September with a 2 night show.

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.

Mareeba Speedway in FNQ inland from Cairns have completed a massive upgrade to their complex – new concrete wall, new catch fence and soon will have lights. They are planning on having their first night meeting in 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 and although we have yet to have any discussions with Barry we have heard that there are plans to change the racing surface which will please the sedan competitors.

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.

There are also a number of proposed motorsport complexes on the drawing board in places like Maryborough, Beaudesert and Townsville 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 – 7<sup>th</sup> November 2015

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

Production Sedans – Kingaroy Speedway – 2<sup>nd</sup> April 2016  
Street Stocks – Kingaroy Speedway – 5<sup>th</sup> December 2015  
4 Cylinder Sedans – Rockhampton Speedway – 7<sup>th</sup> May 2016  
Junior Sedans – Cairns – June 2016 (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 make 2014/15 a successful season.

Comments: None

### **SSWA (WASCF)**

Well here we are again at the end of another big summer season of speedway sedan racing in Western Australia. As our summer season has now drawn to a close our winter season has just begun with most of the tracks in the northern half of our state now beginning their seasons along with Ellenbrook Speedway in the northern suburbs of Perth and a couple of our daytime wheatbelt venues.

Currently in the largest state in Australia we have over six hundred cars registered with our 25 affiliated clubs. Junior Sedan, Street Stock and Production Sedan numbers have continued to be quiet high with Super Sedans experiencing a slight resurgence. Modified Sedans have struggled this season for big fields although the division is expecting to bounce back strongly next season.

Officials or lack thereof is starting to become a problem in the west with stewards and scrutineers starting to become harder and harder to find.

This season saw Western Australia host the National Street Stock Title at Kalgoorlie on the March long weekend with a record car count for a national title in Western Australia on hand for the event.

The presentation of the cars and the quality of the racing at the Street Stock Title was second to none and although rain on the second night hampered things a bit, the racing was still brilliant.

We have completed our five state titles for the season with the Street Stock Title in Esperance kicking things off. A big field of Eastern State competitors were on hand for the Street Stock Title as it was held a few days after the National Title. Jason Oldfield was able to beat a field of over eighty to record his second state title victory.

The Production Sedan Title was held at Albany at Easter with the then current national champion Tim Atkin from Queensland travelling over for the event. Mick Hamon was able to finally win his first State Title in the senior ranks after previously winning two national titles in Street Stocks.

Super Sedans contested their title at the Mount Barker Speedway for the first time during April with South Australian Dave Gartner winning the event from Kodee Brown and national champion Matt Pascoe. Gartner had previously finished on the podium in the event twice with the racing across the weekend some of best seen in the division for many years.

A field of over fifty was on hand for the Junior Title at Ellenbrook over the Anzac Day long weekend with five eastern state competitors in the field. Current national champion Brock Atkins from Victoria won the title becoming the first interstater to finish on the podium in our Junior Title.

Aydan Trewern after many years of trying won his first Modified Sedan State Title last weekend in Carnarvon, a venue 900kms north of Perth. The field for the Modified Title was the smallest we have seen for some years. I would personally like to thank the Speedway Sedans Western Australia Executive for continuing to support me in my role as their board member to the national body.

Comments: None

General comments – Lack of officials

#### **MOTION**

**To accept all reports as presented**

**Moved NSW 2<sup>nd</sup> QLD CARRIED**

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

Board Meeting September 2014

November 2014 Telephone Minutes

**MOTION**

**To accept the September and November 14, January and February 15 Minutes.  
MOVED VSCF 2<sup>nd</sup> SA CARRIED**

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

Super Sedan Blunden Family Trophy has it been located?

Bill Miller has spoken to Chris Blunden and would like to refurbish the trophy if found and if not will like to do something going forward

WA asked if the following motion and comments from September 2014 had been investigated.

*1. 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 2<sup>nd</sup> 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.*

Work has been undertaken on this and will be discussed later in Titles

*2. SSA Slogan*

*List of final slogans was handed out and everyone was asked to look at them and give their views in morning. Nothing jumps out and reflects our association so it is still a Work in Progress.*

Nothing has been further with this.

*3. Employment agreement for Beckie needs to be written. Pam will discuss with Greg.*

Nothing has been done with this yet.

*4. Super sedan bubble testing and engine sealing.*

*The original motion was just as a means of testing an engine after a race meeting, it was never a means for sealing an engine.*

*This needs to go back to CTAC to be worked on to come up with a solution.*

This is still on the CTAC agenda.

Going forward an action list needs to be done on all motions and items that need chasing up.

**MOTION 1**

**That the SSA put out an action list after each meeting.  
MOVED WA 2<sup>nd</sup> NT CARRIED**

**9. Financial Report**

Sharee Forrester presents the financial report.

The Xero package is so much easier for the Board members to understand.

**MOTION**

**To accept the financial report as presented  
MOVED QLD 2<sup>nd</sup> NT CARRIED**

## 10. *Business Arising from Financial Report*

None

## 11. *Technical Overview*

- Technical Report – Greg Lynd

### MOTION 2

**Production & Modified & Street Stocks**

*(Tail shafts – is an extra restraint required in centre for a 2 piece tail shaft?)*

If there is a universal joint in the middle of the tailshaft a third safety chain is required.

**MOVED NT 2nd VIC CARRIED QLD AGAINST**

### MOTION 3

**All Divisions –**

*Need to specify a minimum size for resilient engine mounts/chain size eg 6mm chain or wire rope (same size as Tailshaft loops).*

**Recommendation for introduction of 6mm chain or wire rope – Add to all Divisions**

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

### MOTION 4

*Class Technical Manual – Section 2 #17 Seat – ‘fibreglass seats to be a minimum 5mm thickness’ – Wording needs to be revisited –*

**A purpose / proprietary one piece steel, aluminium, fibreglass or carbon fibre bucket type seat incorporating a substantial head rest shall be used.**

- Aluminium seats shall be constructed of a minimum 3mm material thickness.
- Steel seats shall be a minimum 2mm material thickness.
- ~~Fibreglass seats to be a minimum 5mm thickness.~~
- Proprietary aluminium full containment seats shall be a minimum 2.5mm material thickness.
- ~~Approved~~ proprietary carbon fibre competition seats must use manufacturers mounting kits When supplied.

~~Approved~~ seats include Kirkey, Butler, United Speedway Accessories, Bratpac and Racetech.

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

### MOTION 5

**All Divisions**

**Kill switch to be located centrally and forward of the windscreen mesh**

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

### MOTION 6

**All Mono Divisions**

**‘That metal firewall material to be minimum a 0.9mm’**

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

### MOTION 7

**“Daylighting of cars not to be day lighted by car owner or car builder”.**

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

### MOTION 8

**Recommendation 7**

**Class Technical Manual Section 14 – update the wording on the drawings – remove**

**‘Quick release seat belt type attachments’ .**

**Send back to Technical**



## **MOTION 9**

### **Rewrite of Suspension for Production and Modified Sedans for the Specification Book**

#### **Modified and Production Sedans**

**Section 10 (e) Modified Sedans and Section 10 (l) Production Sedans – delete entire wording ‘Any McPherson type front strut must use the original mounting point holes in the original position on the body. Aftermarket camber kits allowed.’**

**Replace with ‘When using McPherson or Chapman Strut front suspension, the centre of the shock Absorber can be no more than 25mm from the original manufacturers McPherson or Chapman strut mounting hole on the body sub-frame skirt in horizontal direction only. The centre of the shock absorber mounting bolt can be no more than 25mm above or 30mm below the OEM mounting hole on the body. Aftermarket camber kits allowed.’**

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

## **MOTION 10**

#### **Modified and Production Sedans**

**Section 10 (b) Modified Sedans and Section 10 (f) Production Sedans – after wording ‘suspension components must attach directly to original mounting points’ – add the following ‘except McPherson and Chapman type front upper strut mounting.’**

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

## **MOTION 11**

#### **Clarification 1**

**Modified, Production, Street Stock and Junior Sedan – high bars**

**Section 2 Roll Cage – add the following wording to first sentence after wording – ‘the roll cage is to prevent the collapse of cabin area under impact’ – add ‘all bar work must be entirely inside the OEM glassed area of the cabin.’ Reason – missed from roll cage draft.**

**Date of implementation required.**

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

## **MOTION 12**

#### **Clarification 2**

**To be added to all books No 7 at end of second sentence – reason – missed out from September 2014 meeting.**

**Top NASCAR door bar to be within 50mm of the window opening for all cars built after 1st June 2015.**

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

## **MOTION 13**

#### **Clarification 3**

**Modified and Junior Sedans – fuel tank protection bar**

**Add wording – ‘non underslung fuel tank is a fuel tank that has some portion above the bumper tube or chassis tube and therefore is to have a fuel tank protector bar fitted. Protector bar must be 25mm higher than a non underslung tank and mounted as mirror of Fig 12. (Brace bars not to constitute bumper mountings).’**

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

### **Street Stocks (CTAC)**

## **MOTION 14**

#### **Clarification 1 Street Stocks**

**Request by Jason Bruce to use carbon fibre overlay over aluminium for a dash panel be accepted if stick on**

**Action: letter to be emailed advising**

**Not to be entered into specification book**

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

## **MOTION 15**

#### **Clarification 2 Street Stocks**

**Add the wording:**

**If OEM body has no wheel well.**

#### Clarification to read

Removal of OEM wheel well is not permitted, must have a 300mm x 300mm hole cut in the bottom of wheel well close to the fuel tank to drain spilt fuel. If wheel well is not close to fuel tank or if OEM body has no wheel well, hole is to be cut in boot floor.

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

#### MOTION 16

##### Clarification 3 Street Stocks

Add wording:

Standard replacement pushrods, standard length and 5/16" in diameter permitted.

To read:

Camshaft and camshaft timing parts are not restricted. Camshaft lifters are to be solid or hydraulic. The use of adjustable lifters is permitted. Standard replacement push rods, standard length and 5/16" in diameter permitted.

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

#### MOTION 17

##### Clarification 4 Street Stocks

Add the wording: No strengthening of K frames permitted. Rear arms maybe rewelded but not strengthened. Front XD - XF

To Read:

Suspension – to remain visually standard with the exception of the strengthening of front lower control arms in XD – XF Falcons, by the use of on only 300mm x 12mm solid rod, stitch welded along each side of control arm.

Standard size anti roll bars if used must be fitted in original positions. Adjustable suspension arms, panard rod / watts linkages etc. are not to be used. Independent rear suspension is acceptable if option for the model. No strengthening of K frames permitted. Rear arms maybe rewelded but not strengthened.

Reason: No Strengthening of rear control arms.

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

#### MOTION 18

##### Clarification 5 Street Stock

Add the wording:

Plastic radiator support panel to be removed and maybe replaced with 1.6mm maximum panel steel all steel components of radiator support panel to remain.

To read:

(r) Plastic radiator support panel to be removed and maybe replaced with 1.6mm maximum panel steel all steel components of radiator support panel to remain.

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

#### MOTION 19

Submission for Nissan Skyline in Production Sedans from Peter Smith in Qld.

#### Engine Specifications

RB30E – 3.0L fuel injected single-cam

Bore – 3.3858

Stroke – 3.3464

Valve Intake – 42.10

Valve Exhaust – 35.10

Throttle Body – 64mm (outer section ID)

Throttle Body – 54mm (butterfly section)

#### Dimensions

Wheelbase – 2615

Track Front – 1434-1425

Track Rear – 1410-1420

Overall Length – 4650

Overall Width – 1690

**MOVED QLD 2<sup>ND</sup> SA CARRIED**

## General

**Bubble Testing and Engine Sealing** – Bubble testing is for checking only – engine sealing is to be carried out per SSA Policy Engine Sealing.

### **MOTION 20 for discussion**

**That bubble testing be used only for checking Super Sedan Engines. Engine sealing to be done as Per policy.**

**MOVED VIC 2<sup>nd</sup> SA not voted on as needs to go back to CTAC**

**CTAC Chairpersons Positions** – current policy states that the appointment of Chairperson is completed at the September Board meeting – this is after the September Tech/CTAC meeting – several months before they have the opportunity to attend a Tech/CTAC meeting, - take to Board May meeting to make the relevant change.

### **MOTION 21**

**CTAC Chairperson to be appointed for a two year term commencing 1<sup>st</sup> July 2015 onwards.**

**Moved NT 2<sup>nd</sup> VIC CARRIED**

**VSCF**– are there any plans to encourage the non SSA similar divisions to move over to the national classes? To be taken to Board meeting for further discussions.

Discussed and the VSCF have a State Motion that if the state class drops below 20 then they will look at rationalizing them, so at this stage the answer is no.

**General discussion** on lack of in-depth car checks at club shows due to time constraints and lack of available scrutineers – leads to cars being outside specification and when attending National Title events cars owners are upset that their cars are outside the specification and it hasn't been identified at Club show level.

Discussed and going forward after the titles, a summary of scrutineering issues including during and post race issues will be emailed to state branches to act on.

Drivers want consistency, interpretation and education and to continue lifting the bar.

## **12. Stewards Overview**

- Stewards Report – Rod Meakins
- National Stewards Advisor Report – Allan Jennings

The last few months since Xmas has been very busy for me dealing with the day to day inquiries from stewards and a lot of calls and e mails from drivers this season.

I have attended the junior title in Mildura which was huge weekend as it was almost rained out and the entire meet was run in 1 day ,I also attended the super sedan title at Latrobe Tas, this was a great event even though there were low numbers the racing was very good.

I also attended the modified sedan title at Carrick Tas and with thirty seven cars the racing was fast and close, out of all these meeting only one infringement notice to a modified driver was served for a pit crew violation.

I have also revamped the officials training program for the coming season as accreditation is required in most states, so far I am conducting training in nsw on the 27th June and again in late august I also will be hosting training in several areas in Qld.

And any other states that require it, the training will be available to all states from the 1st June 2015 and can be sent via e mail.

Yesterday I attended our annual stewards meeting with all states being represented.

This season sees a revamp of the current racing rule book by Speedway Australia.

All states put items on the agenda for discussion and will be presented today for the board's approval, and then to be forwarded the Speedway Australia for inclusion in the new rule book.

Looking forward to next season

**Recommendation 1** – Change Section 5.3 from Drivers Briefing to Drivers/Officials Briefing and add Rule 5.1.4 – Any Officials working at the race meeting must attend the Drivers/Officials Briefing.  
Reason – to be in attendance when the Duty of Care Statement is read.

Duty of Care Statement to be changed to read – This duty of care statement is to be read out to the Drivers and Officials at every Drivers/Officials Briefing before the start of any Race Meeting with no exceptions starting with the following introduction.

Reason: to be covered by the Duty of Care Statement as speedway is dangerous for the Officials as well as the Drivers.

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

**Recommendation 2** - to be added as 2.2.12 (a) any driver involved in an accident that the Chief Steward deems serious will be subjected to a health check by ambulance/first aid personnel. This will be at the discretion of the Steward and the driver involved will not compete further at the race meeting until such time as the health check is carried out.

Reason: Duty of Care responsibility

MOVED VIC 2<sup>nd</sup> NT CARRIED

**Recommendation 3** – penalty to be applied minimum \$100 and maximum \$500.00 – penalty to be issued by Steward at the track that was not attended within 7 days.

Reason: No prescribed penalty

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

**Recommendation 4** – Upgrade Infringement Notice to reflect Rule 7.10.1

Reason: Infringement Notices to be updated

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

**Recommendation 5** - for all events/race meetings nominations/late nominations will be deemed to have closed 1 hour prior to the scheduled commencement time of the first event. Applicable to Driver or Car.

Reason: to provide an even playing field for all competitors

Send back to be reworded

**Recommendation 6** - Qualification for any Main / Final / Feature event the nominated driver must have competed in a minimum of one heat race at that event / race meeting for the Division and start as per the points awarded in any heat race/s.

Reason: not determined in the rule book what the requirements are

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

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

**Recommendation 8** – Any lapped cars to be placed in their respective position behind the lead lap cars in the line up for the restart

Reason: to make restarts clearer

Moved: TAS Seconded: WA LOST AT STEWARDS MEETING SO JUST FOR REFERENCE

**Recommendation 9** – Rule 4.13.9 and Rule 4.25.1 – cars with any flat tyre be given mechanical defect flag and withdraw to the Infield.

Reason: safety and possible incidents on track

**MOVED: WA SECONDED: NT LOST (VIC,QLD,TAS,NSW,SA Voted Against) LOST AT STEWARDS MEETING SO JUST FOR REFERENCE**

**Recommendation 10** – Annexure E Part C Rule 5.1 – wording amended to read - All SSA Officials must have undertaken and passed an approved SSA accreditation program to be eligible to officiate at SSA sanctioned meetings.

Reason: to clarify the rule book

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

**Clarification 1** – Page 1 - Section Definitions – Basic Tools – battery operated drill and reciprocating saw to be added to basic tool list.

Reason: previously passed by SSA Board

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

**Clarification 2** – Page 8 – Section 3.4 Mirrors and Communication Equipment – add ‘ including mobile phone’

Reason: make it simple for everyone

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

**Clarification 3** – Cars withdrawing from races voluntarily and missing green flag laps and then rejoining races under green flag conditions or at a restart.

**LEAVE AS PER CURRENT RULE**

**Clarification 4** – Part 4 – 4.25.2 withdraw from race immediately when shown mechanical defect flag.

**Definition – mechanical defect flag Page 9 Part 4 – Mechanical Defect – Driver to withdraw to Infield where fault may be rectified.**

**BACK TO THE STEWARDS**

**ACCEPT THE STEWARD REPORT AS PRESENTED**

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

### **13. National Titles**

- Titles – Michele Harris

An overview of our five national titles in a few words – rain, rain go away. We had rain and also airlines to deal with but somehow we have managed to get through. Credit must go to everyone who was involved in a rain affected title this season, promoters, track curators, officials and competitors, it's always hard to make decisions when it comes to the weather, but with the elements set to try we still managed to complete all of our titles within the weekend set down. Bec and Chief, a job well done. The amount of time and effort put into all of these titles to ensure that all loose ends were tied thank you very much to the both of you. To all the title officials that donated their time thank you most of the teams work well. Congratulations to the clubs and promoters for their work in ensuring the visit to their venue was one to remember. To the competitors, pit crew, families and sponsors the bar keeps getting higher. Congratulations to Matt Pasco, Mark Carlin, Andrew Corbet, Anthony Beare and Brock Atkins.

The time and dedication to the on line nomination page is very much appreciated this has made our title nomination process so much easier again this year, thank you Andy Young. Title nominations were on a par with last year's numbers:

	2015	2014
Super Sedan	29	51
Modified	37	46

Production	58		50
Street Stock	87		65
Junior Sedan	83		74
Total	286	total	294

This year we employed Ash media for our titles; in doing this it gave us a new dimension to our media team, I would suggest that the board at this meeting locks in Ash Media for next year.

This year was not easy in putting together title teams. It's not a simple task to get the right team player that suits a particular title while attempting to do this the cheapest possible way. The inclusion of the CTAC chairman to the title teams has been beneficial, they can talk to the competitor on the ground one on one, and this gives the CTAC some direction into the future of specifications within the class.

Again thank you to all that had input into our national titles this year.

Scrutineering venues – need to be addressed mainly due to weather conditions. Post race checks also need to be organized concrete floor with a hoist and suitable workshop needs to be put in the submission is advisable.

State support is minimal.

Title reports

Best presented car trophies for each title

Rain Insurance need to look into whether we get a policy

Radios – utilizing the states equipment

### **MOTION 33**

**The SSA supply and present a trophy to the best presented car/team at each National Title.**

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

### **MOTION 31**

**The SSA name the trophy for first place in National Super Sedan Titles “The Chris Blunden Trophy” this is to replace the original Chis Blunden Trophy.**

**MOVED WA Rescinded**

### **MOTION 34**

**The SSA Title Manager, Chief Steward and Technical Officer remain on the day after National SSA Titles to complete post race checks equipment to be available to carry out checks as required home state to help out where possible.**

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

### **MOTION 35**

**Policy 17.5**

**SSA National Title roof number allocations to be done by the national secretary once nominations have closed.**

**Policy to be updated removing 17.5 as currently written.**

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

### **MOTION 36**

**The first National 4 Cylinder Sedan Title be held during the 2015/2016 Season in QLD.**

**Notice of Motion for next phone hook up.**

**MOVED QLD 2<sup>nd</sup> NSW Notice of Motion**

### **MOTION 37**

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

**MOVED VIC 2<sup>nd</sup> QLD LOST For VSCF, QSCA Against NSW, TAS, WA, SA, NT**

Discussion on title dates and the SSA Super Sedan title clashes with the SA State title.

To accept the title report as presented  
MOVED NSW 2<sup>nd</sup> WA CARRIED

**MOTION 38**  
From 2016/17

That for National Titles submission/contract to read “driver only” pass (free). Reason to hard for tracks to supply 3 free passes.

MOVED VIC Lapsed due to no seconder

**14. Secretaries/Admin Meeting Overview**

- Update – Minutes will be forwarded shortly to Board Member and Secretaries. An over view was given by Jason.

Engine sealing register to be delayed until September and to continue with what is currently being used.

Registration forms have been emailed to state branches.

Trademarks to be investigated and Speedway Sedans Australia to be possibly the main name.

Discussions on officials

- Forwarding Items

**15. State Agenda Items**

**VSCF**

Due to a date clash with 2 States for their respective Junior State Title, VSCF would like to make a suggestion when

National Titles are being allocated in the future.

VSCF would like to put forward that:

When National Titles have been allocated, the host State for each Title announces that classes State Title date for the same National Title in their State.

This announcement to be made within 30 days of the National Title been allocated.

This would help all other States when allocating their own dates knowing the same National & State titles for each States dates.

Discussed.

**SSQ**

Item 1

Adjust the wording on the National Title information sheet to accommodate maximum fields of cars in the A,B C Mains. All tracks are licenced to run 20 cars in the Finals. Currently it reads:

‘Top 16 to “A” Main over 40 laps and sufficient cars in finishing order, from the B Main so that there will be 20 starters.

· 17 – 32 to “B” Main, top 4 to rear of “A” Main or sufficient cars in finishing order so that there will be 20 starters in the A Main. 20 Laps

· 33 up to 50 to “C” Main, top 2 to rear of “B” Main. Laps = amount of cars plus one.’

**MOTION 27**

**Top 16 to A Main over 40 laps and sufficient cars in finishing order from the B Main so that there will be 20 starters**

**17 – 34 to B Main - top 4 to rear of A Main or sufficient cars in finishing order so that there will be 20 starters in the A Main – 20 laps**

**35 – 55 to C Main – top 2 to rear of B Main or sufficient cars in finishing order so that there will be 20 starters in the B Main – maximum 20 laps or number of cars plus one**

**This format will allow for 20 cars in each of the A,B,C Mains and effectively 5 more competitors the opportunity to run in a A,B,C main and gives the promotion full 20 cars fields in each of the Main events.**

**MOVED QLD 2<sup>nd</sup> VIC LOST For VIC, TSCF and QLD Against NSW, WASCf, SA, NT**

Item 2

Running of a National 4 Cylinder National Title – this is the only national division that does not have a National Title. Currently there are approximately 82 registered 4 Cylinders in Qld and NSW. These competitors contribute to the national scene of SSA speedway racing in the same manner as other divisions. The SSA embraced 4 Cylinders a few seasons ago and it has continued to be a class providing close exciting racing in both Qld and NSW at tracks on a regular basis.

Qld and NSW car regularly travel to support each others racing both at Club/Blue Ribbon and State level. There has been good numbers of nominations received at the past 2 seasons Qld Title with nearly 40 cars attending on each occasion.

It is felt that the holding of a National Title for this division might be a stepping stone to encourage some of the cars that comply to the 4 Cylinder specification in other states to dual register and attend a National Title event.

This would require a change to the SSA Policy - suggested change as follows:

Currently - Section 17.11 (vii) - To constitute a National Title, a minimum of 4 States must have at least 6 cars registered in that division.

Replace with – Section 17.11 (vii) – To constitute a National Title a minimum number of registered cars must be in excess of 50 and in a minimum of 2 states.

New Item for SSA Policy - To be eligible to be included in the rotation of National Titles the host state must have a minimum of 20 cars registered cars in the division of the Title.

Qld believe the reason why this change to the wording would be acceptable is that the SSA would not sanction a club/state only based division to be a National division so therefore going forward this change will not cause any stress to the organisation.

Costing of this event to be worked out if this proposal is accepted but Qld would envisage it to be less than a Production Sedan title event.

Qld would like to see this event added to the 2016/17 season rounds of National Title events and would like to have the opportunity for a Qld track to host the inaugural National Title for 4 Cylinder Sedans. The rotation of this title event would be dependent on the growth of registered car numbers in states other than Qld and NSW.

#### **MOTION 28**

**New Item for SSA Policy - To be eligible to be included in the rotation of 4 Cylinder Sedan National Title the host state must have a minimum of 20 registered cars in the division of the Title.**

**MOVED QLD 2<sup>nd</sup> NSW CARRIED WASCf Against**

#### **MOTION 29**

**That QLD will host the 2016/2017 National 4 Cylinder Sedan Title and NSW will host the National 4 Cylinder Sedan Title in 2017/2018.**

**MOVED QLD 2<sup>nd</sup> VIC CARRIED WASCf Against**

#### **MOTION 30**

**To constitute a National Title a minimum of 4 States must have at least 6 cars registered in the division, with the exception of 4 cylinders.**

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

#### **SSA**

One day licence/Infringement cards/club membership/promoting the sport.

Dealt with earlier



## **SSWA**

1 Production sedans species getting to close to modifieds , modified fields declining

Discussed

2 Engine sealing.

Discussed earlier with a register

## **MOTION 32**

**That engine sealing be disbanded in all divisions.**

**MOVED QLD 2<sup>nd</sup> SA Notice of Motion Sept meeting**

**Clubs and states need to do more checks during the season**

3 Super sedans long term direction and series continuation – a meeting has been organised in June to discuss with state super sedan associations. Resources are available with Speedway Australia through an application.

4 Super sedans and Modified series combine into one. – Discussion on using the big events currently to use as a mini series. More information needs to be put forward.

5 Street Stock cost getting out of control becoming less and less stock. – CTAC to be made aware

6 Corporate support for SSA may be look at employing a company to look into it with some help from Speedway Australia - The goals need to be set first and the board need to all work on this.

7 Junior sedan finals to start at 10 pm at latest gives time to finish by 11 pm – We have a duty of care which is that they must be on the track by 11pm.

8 Travel fund to assist junior competitors to travel to Travel to Tasmania for national title may be approach by SSA to state government could help – The government avenue has been tried in the past and unfortunately grants are not available. Suggestion that the State look at supporting Juniors within their state to achieve this. WA will come forward with a proposal to the Sept meeting.

9 Out of pocket expences for officials at national titles. – Discussed and stay with 3 days only.

10 Look into online state registrations and state title nominations

Each state and Board member needs to do work in between meetings and come to the meetings prepared.

## **17. Media**

Media Report – Jason Crowe

It has been another busy year on the Media front for Speedway Sedans Australia, and a slightly dis-jointed one for myself personally.

Firstly I would like to thank Scott Beattie for standing in for me while I took a six week sabbatical overseas last year, and in what turned out to be a seamless transition Scott did a brilliant job.

January 28 will not be a day I forget in a long while either, when I was rushed to Hospital and hence missed the Australian Super Sedan Title. A massive thanks to Pam Franz who took over Facebook and Allan Smallwood who did the commentary of the event, and Scott updated the Website, showing what can be achieved at little notice to get the job done.

Apart from the normal daily updates of the Website with articles, updates of driver profiles and results, along with maintenance of other pages, the Facebook page continued its strong growth, up more than 3000 friends in the last 12 months, with now 7681 people having access to the site.

The website did also crash again in early January, and this needs to be addressed as we again exceeded the bandwidth of the website, meaning there was too much data on the site, for the size of the site we have. Work is being done in the back ground for a resolution, so that we continue to provide a product that everyone can view and rely upon.

There have been over 700 stories posted in the last 12 months, and results have been posted to more than 500 events.

This season also saw the introduction of Ash Media Speedway Footage. At first I was wondering how this would work, but I shouldn't have wondered long. This is the biggest enhancement to our coverage, since live audio. While live audio numbers are still strong, sadly there have been several events where internet signals have not been strong enough to allow an uninterrupted coverage, which is no fault of the program or us. As for the video footage, it is first class, with Jarred and I working closely together at each event, show casing the event in many different ways, including promoting the town or city we are in, along with video coverage from Scrutineering which has been of particular interest to many. Along with Jarred's sidekick, Kate Ritchie who provides the second camera angle, we have forged a great team, and are working already on ways we can improve our coverage in the future.

I would ask for the upcoming season, that the host venues of Redline, Lismore and Rockhampton be made aware of how we do the media, live audio and commentary, as we have not visited these venues since I started five years ago. This request is so there are no surprises when we turn up, unlike at Dubbo, where the local commentator was not aware of what was happening.

In closing, thanks to the SSA for allowing me to be the voice and face I guess in many ways of our coverage.

Question from Allan Smallwood on why don't we get sponsors for the website and give them a prominent place.

We don't have a marketing person.

Ash Media will be putting everything onto You Tube but this takes time when everyone has a full time job.

Look into designing an app to utilizing covering of our titles.

More photos on the news page with stories

Subscriber emails.

Dubbo TV personnel were inexperienced with Speedway and asking non related questions.

- Publicity – Garry Gale – Website host update - WA – Allan Smallwood to undertake the looking of a quote for a website host. We need to source a new host WA will undertake and respond in 14 days.
- Title Ash Media –

#### **MOTION 22**

**That we continue to use Ash Media for our National Title Coverage for 2015/2016 Season.  
Moved VSCF 2<sup>nd</sup> NSW CARRIED**

#### **18. *Speedway Australia Report***

- Report – Greg Lynd

The Speedway Australia report was presented by Greg and discussed.

#### **MOTION 23**

**SSA advise Speedway Australia that we will be continuing with our officials accreditation and registration process and will not recognise the Speedway Australia Officials process.  
MOVED NT 2<sup>nd</sup> QLD CARRIED Unanimously**

Have Speedway Australia discussed fees for next season? Our knowledge is no.

One Day Licences, if they are going to be continued to be used then our States need to be informed so that not only infringement cards can be issued but that we can be informed of competitors.

#### **MOTION 24**

**SSA will from this date not recognize 1 day licences for drivers for competition.  
MOVED WA Lapsed due to no seconder.**

**MOTION 25**

That the SSA Introduce a One Day Infringement Card to be purchased by the State from SSA National Office for \$20.00 and sold to the competitor for a cost of \$35.00. Maximum 2 per season. A One Day Infringement Card must be accompanied with a Speedway Australia One Day Licence.

**MOVED QLD 2<sup>nd</sup> VIC CARRIED WASCFC Against**

**MOTION 26**

States do not issue infringement cards to One Day Licence holders unless they are members of a recognized affiliated State Club.

**MOVED WA Lapsed due to no seconder.**

Track manuals need to be sent to Stewards, Secretaries and National Body.

**19. SSA Policy**

- Updates – there are a few that need to be updated.

Portfolios to be addressed in September.

**20. General Business**

*SA - Investigation with the incident in SA is still being undertaken*

*WA – Item 9 no further action will be taken.*

*NT – Lack of officials and how are we going to look after the ones we have. Education and support from the club and state.*

*TAS – Nothing*

*QLD – Super Sedan meeting will be sent shortly to Board members.*

*Allan Jennings – email a copy of the new accreditation criteria. Allan will email me a list of people that he has accredited. Substitute car motion needs to be put forward.*

*NSW – Technical Admin role discussion.*

**MOTION 39**

**The Admin Tech Assistant position remain as is.**

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

**VIC – Inconsistency of officials. Education of our people on the ground. The training package will assist with a resolve.**

Officials card distributed through the SSA with be at no cost.

Get rid of 7 day work orders – take back to technical.

Greg thanked Alan Edwards for his 17 years in the organization and to John Gore 22 years. John thanked everyone for the friendship.

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

**Same venue 3<sup>rd</sup> week in September.**

**22. Action List**

To be sent out in due course.

**23. Close of Meeting 1.15pm**