

Speedway Sedans Australia Inc

Board Meeting Minutes

Old Adelaide Inn, Adelaide, SA
14th, 15th and 16th September 2013

1. **Open Meeting – 8.30am**

AGM was conducted between 9.15am and 10.25am on Saturday Morning.
Sunday – Forward Planning Day – discuss Rod Meakins letter.
Speedway Australia – Paul Trengove and Warren King attended on Monday

2. **Introduction of Board Members**

Paul Gannon - CEO
Alan Edwards – SSA of NSW
Bill Miller – Speedway Australia SA
Greg Lynd – TSCF
Di Lauder – Acting Board Member VSCF Saturday morning then a delegate
Pam Franz – Acting Board Member QSCA
Michele Harris – NTSCI
Geoff Green – WASCF
Rod Meakins – VSCF from 1pm on Saturday

3. **Introduction of Delegates and Attendees**

John Gore – SSA of NSW
Garry Gale – TSCF
Allan Jennings – Stewards Advisor
Jason Crowe – Media
Allan Smallwood – WASCF
Beckie Jones – Secretary

4. **Apologies**

Jim Cowley – QSCA
Moss Buchanon – SA Delegate

Motion to accept the apologies
MOVED NSW 2nd WASCF CARRIED

5. **Presidents Opening Address**

It is with the greatest of pleasure that I present my CEO report to the September 2013 Speedway Sedans Australia Board Meeting.

There have been many and varied challenges faced by the SSA since our last Board Meeting in May. Let me take this opportunity early in this report to thank everyone who has, in any way, assisted the SSA with these difficulties. It would have been so easy to simply become 'swamped'; but the SSA members have faced these concerns and are overcoming them. It has been difficult, but there is a bright future available for this Association.

The development of class technical specifications and the policing of those specifications are among the major reasons for the existence of this Association. The SSA owes to its competitor base the opportunity to

participate in fair and equal competition. A number of steps have been developed to assure that this is the case.

The Super Sedan CTAC rewrite of the Super Sedan Class Specification Book was a long drawn out process that had to overcome many hurdles. Many owners, drivers, constructors and interested persons were given the opportunity for input into the book. This process was one of the major reasons for the development of the CTACs. Many of the concerns and short comings with the development of this book have been or are being addressed. The SSA has learnt from this process and has designed alternative strategies to assist with future similar situations.

This fact was borne out only recently at the National Technical Committee Meeting, where the CTAC Chairpersons were in attendance to deliver their reports and to participate in discussions centred around their class of vehicle. It proved to be a very positive meeting, where all concerned took part for the ultimate benefit of competitors within all classes. Those CTAC Reports will be tabled at this meeting.

At that same meeting, a revised draft "Roles and Responsibilities" document was presented for discussion. The resulting document is to be presented to this Board meeting for adoption.

On behalf of the entire competitor base, I thank Greg Lynd for his super efforts in the technical field, and congratulate him for the benefits that have been gained through his efforts. No doubt he will have many topics to present from that Technical Committee Meeting.

A very positive technical aspect that is coming to fruition is the publishing of the Class Specification Books on line on the SSA web site. This will enable such books to be 'live' documents which will enable upgrades and clarifications to be easily managed and freely available to all. This is a step away from tradition, which means that it will possibly have 'teething' problems. On a more positive note, it will mean that up to date information is immediately available to those who need it.

What has to be the most disappointing action to have occurred in recent times is the law case that has been taken out against the SSA. There is no real gain on dwelling on this except to state that the process is in place and it will take its course. I thank Beckie for her time spent with solicitors and for the gathering information for the case.

A big 'thank you', on behalf of the SSA, goes to Greg Lynd for his work with the financial aspects of the Association. Our accountant, Sharee Wilden, requires a massive 'thank you' for her magnificent efforts in maintaining the finance books for the SSA. Sharee goes well beyond the normal level of involvement for the job, and spends many hours on our behalf and thoroughly deserves our gratitude for her efforts. Greg will be presenting a full financial report to this meeting.

Our National Stewards' group met in early July this year to produce a number of recommendations to be sent to the Speedway Australia Racing Rules and Regulations Committee. Although this group has some way to progress to be working within the SSA requirements, there is no doubting its zeal to complete its assigned task. Again the process used has been assessed and steps have been taken to rectify any short comings in the future. I thank Rod Meakins and Allan Jennings for their concerted efforts. I also thank Selena English for her work in producing a written record from the meeting.

Last season's National Titles received enthusiastic positive press from every aspect. Results were decided on the final lap of title events as well as title finals being completed without a stoppage. The car count numbers were all high and car presentation at all titles was excellent. The professionalism of all teams continues to reach new heights each season. The SSA can feel proud in the knowledge that through its efforts it has provided the conditions for such successful titles.

Many thanks must go to Michele Harris for her wonderful work in the organisation of our National Titles. Michele has been working on the process of 'on line' nominations for our titles and will be updating this meeting on the progress of that initiative. Thanks also must go to all of the title teams for their efforts in maintaining smooth running events for all competitors.

Lucas Oils Australia has come on board just recently as the naming rights sponsor for our Junior Sedans. This will ensure some extra financial assistance for the promotion of the National Junior Sedan Title as well as extra recognition for the Junior Sedans throughout the entire season. I take this opportunity to officially welcome Jeff Pahlke and the Lucas Oils Australia team on board and thank them for their fantastic support. I trust that this support will continue for many years.

After some grievances, Bill Miller became the SSA representative on the Speedway Australia Board. Bill is performing his role excellently and is giving speedway sedans a strong voice on the SA Board. The Speedway Australia proposed restructure remains high on the SSA unfinished business agenda. Bill attended a SA Shareholders meeting in Adelaide from which the SSA received a report. Greg Lynd attended another shareholders meeting in Melbourne and will discuss that meeting during the course of this Board Meeting. The information made available at both meetings was extremely varied to say the least. The SSA requires a precise explanation of the final make-up of the restructure before any commitments are able to be made.

I attended the initial NSSS Working Party meeting for the coming season. It seemed for a while that decisions made at that meeting were going to be ignored but, common sense eventually may have come to play and the Series seems set for a bigger and better run than ever before. The SSA has offered official and equipment support for the Series, at this stage. Bill will be able to give a run down on the plans for the Series during the meeting. While with Bill, congratulations are in order for his efforts in maintaining a high profile presence for the SSA in the national speedway print media.

On the media front, the SSA is fortunate to have the services of Jason Crowe whose electronic media coverage of speedway sedans can only truly be described as amazing. The electronic media is the future that is with us now and Jason has the SSA up there in the high profile list. Jason will have facts and figures to back up all of these claims.

By holding regular monthly phone hook ups, the SSA has developed a process to keep all topics current and to solve issues at their source. These phone meetings are another example of the SSA adapting its procedures to meet the concerns that it faces.

Let me please conclude this report by thanking everyone who has in any way contributed to the successful running of the SSA and assisted to the growth of the sport of speedway sedan racing. A simple 'thank you' goes a long way in gaining and maintaining the enthusiasm and support of our wonderful network of volunteer workers.

Let us all get down to the business of running the SSA so that it provides a positive environment in order to foster, encourage and promote the continued growth of speedway sedan racing in Australia.

Comments:

To accept the CEO Report
MOVED VSCF 2nd WASC F CARRIED

6. Board Member Reports

SSA of NSW

At our recent State Conference held July 27th our standing State executive were re elected to their positions.

On this same weekend we held our Officials Accreditation Course. Attending this course along with our stewards and scrutineers where officials from both the Speedcars and the Formula 500's. A total of 70 officials were in attendance.

Our thanks to Allan Jennings (SSA inc Stewards Advisor) and Selina English for presenting the course. They were very well received and all participants were actively involved in the proceedings.

We were also fortunate enough to have a guest speaker from the NSW State Government. Mr. Morgan Lander who works in the "Working with Children "department gave us a rundown on the requirements of his department's policies. The content of this subject was an eye opener for many of our officials, and very beneficial for all in attendance.

All officials stayed at the adjoining motel and socialized at the club on the Saturday night. Special thanks to John Gore and his wife Silvia, for feeding all participants the following morning with a BBQ breakfast, sponsored by the State Association.

Dubbo City Speedway has a new promoter. One of our Super Sedan drivers, Lachlan Onley has now secured the lease for the venue and will be running the NSW State Title for Super Sedans along with a number of major events including a round of the NSSS on Friday the 3rd of January.

Dubbo is one of the major tracks in NSW and drivers look forward to competing at the big open race surface. An increase in the promotion and advertising at the venue should see a vast improvement in the area and we wish Lachlan well in his endeavour to lift the profile of Sedan racing in the Central West.

Title results for 2012 / 13

Super Sedans: Sydney; Darren Kane, Lachlan Onley, Dave Gartner

Modified Sedans Lismore; David Jacobi, Greg Worling, Nathan MacDonald

Production Sedan Gilgandra; Frank Packer, Jim Cowley, Paul Whyte

National 4's Grafton; Aaron Barnes, Sue Healey

Titles for 2013/14

Super Sedans; Dubbo City Speedway, 23rd November 2013

Modified Sedans; Nowra Speedway, 15th March 2014

Production Sedans; Leeton Raceway, 12th April 2014

National 4's; Lismore Speedway, 5th April 2014

As this is the off season for us that concludes my report.

Comments: The enforcement of working with childrens card is necessary

Speedway SA

The off season has been busy with the monthly state meetings and combined clubs meetings. Car registrations are slowly coming in.

The Street Stocks will again run the MJS Series across the state and into Victoria, with good support from local competitors and good interest from interstate. MJS is also supporting the Junior Sedan Series this season.

Venues have also been busy upgrading for the new season with Murray Bridge doing a lot of work modifying the pit and viewing areas.

The JD Series is also running again this season for Super Sedans. The Super Sedan season will be ending with a Speed Week, starting on Good Friday at Bordertown, State Title on Saturday night at Murray Bridge and Sunday night at Adelaide. Then the following weekend the Australian Title at Murray Bridge.

The State will be supplying all drivers with a transponder bracket with their registration this season.

A Junior Training Day was held at Murray Bridge Speedway which was well received and a Stewards and Technical training day will also be held on the 15th September, also at Murray Bridge Speedway.

The Super Sedan Club is holding a Driver Reunion on the 22nd September.

The State Titles have been allocated to the following:-

- Street Stocks Remark January 25th
- Modified Sedans Mount Gambier January 11th
- Super Sedans Murray Bridge April 19th
- Junior Sedans Waikerie January 18th

Comments: None

TSCF

Is it that time again? It is difficult to comprehend where the time has gone over the past four months since we last met for the May Board Meeting. Clearly through that time the season and the speedway fraternity took a short break and boy was it very short for a few of the willing personnel that continue to deliver what is required for the benefits of all involved within the sedan associations throughout Tasmania. I must acknowledge and gratefully thank those individuals who keep on keeping on, terrific effort.

With all the state formalities behind us now and the preparation for the upcoming season well underway a feeling of anticipation is becoming evident as the TSCF and those member clubs move towards a September kick off with a number of day lighting and practise days scheduled and the first race meeting mid October. Competitor numbers seem to be sustainable with some good numbers expected across all divisions to date with a feeling of uncertainty as to what numbers Super Sedans may get to this season, with the insecurity currently within the division nationally due to the ethics of individuals, is it any wonder those competitors are starting to second guess what they should or shouldn't do. With a National Street Stock Title heading to Cranes Combined Carrick Speedway in February the Streetie guy's down here are busting at the seams and the Tscf are looking forward to working with all in what should be a terrific weekend.

A number of items that the TSCF are working on currently are the state mail directory for all involved, the new TSCF Website, further radio upgrades, another purchase of transponders, Officials Accreditation (mid Sept) and simply cooperation.

The State title Dates

Junior Sedans 28th December 2013-Latrobe
Modified Sedans 1st January 2014-Hobart
Tassie Sixes 4th January 2014- Carrick
Street Stocks 1st February 2014- Latrobe
Super Sedans 9th March 2014- Carrick
Bombers 1st January 2014- Hobart

Comments: None

VSCF

Another season has passed and what a season it was.

The racing this season was excellent from all competitors and they have all shown that they are among some of the best in the country.

Our State Titles were a great success with many interstate competitors coming to Victoria to race. We are pleased that many drivers take the time to attend our State Titles and we know several of our drivers travel interstate to compete in other States.

Final Results.

3 Litres

1st Will Lamb
2nd Adam Monti
3rd Lucas Condor
4th Dan Wilson
5th Keegan Duff
Best Presented: Will Lamb

Street Stocks

1st Anthony Beare (SA)
2nd Matt Templar (Tas)
3rd Rob Faux
4th Ray Leonard (WA)
5th Mick Clark
Best Presented: Bob Wakefield

ASCF Juniors

1st Dion Bellman
2nd Jayden Peacock (QLD)
3rd Josh Buckingham
4th Alex Ross
5th Jayden Edwards (SA)
Best Presented: Cameron Pearson
Michael Gorman Rising Star: Jayden Edwards

Super Sedans

1st Lachlan Onley (NSW)
2nd Ash Bergmeier
3rd Peter Nicola
4th Neil Witnish
5th Tony Barklimore (NSW)
Best Presented: Dave McKenzie

Production Sedans

1st Tim Atkin (QLD)
2nd Mick Clark
3rd Jim Cowley (QLD)
4th Jason Duell (SA)
5th Paul Whyte (NSW)
Best Presented: Jason Boardman

Modified Sedans

1st David Smith
2nd Wade McCarthy
3rd Nick Hill
4th Ross Madden
5th Jeremy McClure
Best Presented: David Smith

Victoria can be proud of the fact that we have another Australia 1 in our State with Robbie Faux winning the Street Stock Title in Mt Gambier. Also we have Australia 2 in Juniors with Dion Bellman who drove an excellent race in Mackay earlier this year. And to top it off, we have Australia 3 in Production Sedans with Stephen Laidlaw showing that he can run with the best in Collie WA.

We held an Accreditation Day in August for our Officials, which, was well attended. We will be having another Accreditation day in late September for those who couldn't attend the first one.

Our AGM was held in July and the main change was a new President and Technical Chairman elected. Rod Meakins was elected as President and Colin Campton as Technical Chairman

Neville Pike has stepped down from the Technical Chairman position and we would like to thank him for his many years of support and wish him well for the future.

Colin Campton was elected our Technical Chairman at our AGM. Colin attended his first SSA Technical Meeting, which I'm sure he would have been made welcome by the Committee. The weekend of our Board meeting, Colin will also be hosting his first State Technical Meeting, which I hope goes well for him. I was elected as VSCF President and I thank Grant Bird for his efforts over the past few years.

State Titles for 2014.

Production Sedan Sth 500 8th February 2014

Modified Sedan Horsham 5th April 2014

Super Sedans Rushworth 12th April 2014

Juniors Sth 500 19th & 20th April 2014

Street Stock Hamilton 25th & 26th April 2014

Once again we have a full month in April for our State Titles. We look forward to these Titles being successful again this season.

I have reason to believe that there is a submission coming through for the Junior Title for 2014/2015. Let's hope it meets all the criteria points and is allocated to the track/club.

Di will be standing in for me as VSCF Board Member on the Saturday (as I won't be arriving until later in the afternoon, due to a previous organized cruise) and I know she will represent Victoria to the best of her ability.

Rod Meakins

VSCF Board Member & VSCF President

Comments: None

NTSCI

The Northern Territory has been in full race season in the north .With Katherine again supporting the Junior Sedans this season. Tennant Creek registered and licensed its first Junior Sedan competitor. Tennant also has the largest club of Street Stocks in the Northern Territory. They are getting ready to host their annual sixty lapper event which in the past has been popular with many Street Stocks throughout the Territory. Darwin has been hosting Junior Sedans but has been unable to make a class of Street Stocks.

Alice Springs will kick off their season at the end of October as the North winds down. They are busy organising the Northern Territory Junior Sedan and Street Stock titles. These will be held on the same night as we have to import so many officials to run these events. The date for this is the 1st and 2nd November 2013. Last year's Northern Territory Street Stock Title was cancelled due to lack of nominations so the promoters are hoping to get some interstate interest so that this one will be a success.

The Northern Territory Speedway Council Inc. will be holding their Annual General Meeting on the week end of the titles and hope that we have someone to take on the Technical and Stewarding positions.

Comments: None

QSCA

Well we have had a rest from racing for a couple of months and are about to embark on a new season. I must say that most of the time I have been happy with our organization and the way we help run the sport of speedway in Queensland.

We have currently registered 181 cars in Queensland for this season, those being, 38 junior sedans, 24 four cylinders, 49 modified sedans, 27 super sedans, 41 production sedans and 2 street stocks.

We have successfully run our state titles and I am very happy with car numbers and the smooth operation of our race meetings due mainly to the wonderful work from all of our volunteers.

We have embraced production sedans this season and a number of Queensland drivers have competed successfully in other states. For competitors who are running on limited budgets this is the perfect division to

let them compete around the country without costing too much. We are really looking forward to hosting the Australian production title in Gympie over the weekend of the 24th, 25th and 26th of April 2014.

Our organization ran a very successful training day for officials in Gympie and have followed that up with another one in Mackay for our North Queensland clubs. Both training/accreditation days were very well attended, 60 attendees in Gympie and 30 in Mackay. I am impressed with the high standards all of our speedway volunteers strive to maintain to help run successful race meetings, whether local club meetings, state titles or national events.

As usual we have had our share of dramas, not the least being involved with rewriting the spec book for super sedans. This is a slow painful process and as usual a great number of people are never happy with the finished product. Hopefully this edition of the super sedan spec book will be accepted by the majority and they might even be happy with it.

Another challenge for the QSCA this season will be in helping implement the beginning of street stock racing in Queensland. These cars are supposed to be the new entry level affordable class taking over from QSCA street sedans by all accounts. I personally wish them every success and hope this division becomes as popular as production sedans are proving to be. We are doing our part for class rationalization. Our job to daylight and scrutineer these new cars will prove very interesting as their specs are a lot different from what we are used to.

We continue to see improvements in the standards of our local tracks and encourage all race divisions to put on a strong show at all meetings. There is nothing worse than losing racing divisions that have been so strong over the years. I hope that all tracks will continue to support all the divisions we race in Queensland and as part of the QSCA we will do what we can to support car owners, drivers, tracks and clubs.

Comments: None

WASCF

Since the last conference, the entire season has come and gone for all of the southern WA clubs. The season has now commenced for the northern clubs, and it will be business as usual for these clubs.

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

The Street Stock event in Port Hedland was again a huge event, with several interstate drivers, with no winner unfortunately, due to a rainout, and no suitable time left to have a rerun of the event. This is the first time in history that a State Title has been completely abandoned due to rain.

The Production Sedan Title was held the weekend after the National Title, and was won by Matt Noakes, who also won the National Title the week prior in Collie. Both events were huge in number, and a credit to the drivers on the presentation of the cars. Several eastern state drivers contested both titles, which is a credit to the class and the drivers.

Super Sedans had their State Title at Ellenbrook the week prior to the National Title, with several interstate drivers in attendance, WA driver Kodee Brown was the runaway winner. The following weekend saw the National Title at the Motorplex, which was again a huge event, eventually won by Matt Pascoe. Again a record was created, with the final going from green to chequered, with no withdrawals.

The Junior Sedan title at Kalgoorlie was run and won by Johnny Terriaca in another successful event for the host club.

All State Titles has seen larger than normal nominations, and have been very successful events. With 2 National Titles being run in the same season, it has been a little taxing on officials, and the same will happen next season, with again 2 National Titles in WA. Training of officials is one area the State is working hard on, as the State Government has slashed funding to Speedway West, who are the recognized trainers of officials. Our State Executive is working with the Commission, and accreditation courses are being held throughout the season. A number of machine examiners attended the course run by Des Alfirevich.

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

Comments: None

To accept the Board Reports
MOVED SSA of NSW 2nd VSCF CARRIED

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

Board Meeting May 2013

To accept the May 2013 minutes
MOVED NTSCI 2nd TSCF CARRIED

P13 Recommendation 3 – online specifications - This needs to be put into motion quickly, with processes. This will be covered in the Technical Report.

P19 – Titles. When drivers do not turn up, we need to put something on our nominations to cover this – moved to General Business.

P20 – Motion 25 Has this been taken any further? Work in Progress

MOTION 25

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

MOVED WASCF 2nd TSCF CARRIED

P21 – QLD now have 6 registered Street Stocks and would like to go onto the rotation – moved to General Business

June Telephone Minutes

July Telephone Minutes

August Telephone Minutes

Motion

To accept the June, July and August 2013 Telephone Minutes

MOVED SSA of NSW 2nd NTSCI CARRIED

Bill noted that the drivers channel on the raceceiver is 970 for the new radio frequencies.

General Meeting is adjourned for the AGM at 9.15am

The General meeting is reopened at 10.50am.

Greg Lynd is the CEO for the next 2 years

Garry Gale is the acting Board Member for TSCF

Paul Gannon has left the meeting.

Greg emphasizes his gratitude and thanks everyone for electing him.

8. Business Arising From Previous Meeting Minutes

9. Financial Report

The financial report was presented in the AGM by Sharee Wilden.

That we accept the financial report as presented in the AGM
MOVED SSA of NSW 2nd SASA CARRIED

10. **Technical Overview**

Greg Lynd to present the Technical report

Clarification 1
PRODUCTION P34

Cooling System

Add radiators are permitted to be installed in rear fire wall. Use mod wording section 19k

Motion 1 to accept the clarification 1

MOVED QSCA 2ND SSA of NSW CARRIED

Clarification 2

PRODUCTION P16 section 11m

Part 2 remove words "and material."

Will now read "rear must be of original shape."

Motion 2 to accept clarification2

MOVED SASA 2ND QSCA CARRIED

Clarification 3

MODIFIED P16 section 11 a

That the SSA put out a media release in relation to Page 16 Section 11 Body

"Rear wheel arch dogleg section must remain part of the complete metal body"

Send to other Mono CTAC's

Motion 3 to accept clarification 3

MOVED VSCF 2ND WASCF

Motion 3 has been deferred as per VSCF until the October phone hook up.

It needs to be added that this will be adhered to

Clarification 4

All Classes

That the SSA put out a media release as follows:

"Alucavest material may be used for replacement panels maximum 2mm thick"

Motion 4 to accept clarification 4

MOVED NTSCI 2ND VSCF CARRIED

Clarification 5

Junior P42 Section 18 Rule D

Copper head gaskets are not permitted. Head gaskets to be standard replacement parts.

Motion 5 to accept clarification 5

MOVED WASCF 2ND NTSCI CARRIED

Clarification 6

Junior Section 16D Head Plate

"A minimum of 50mm clearance is required between the helmet and any part of the rollcage and headplate when driver is seated"

Street Stock Section 16D

"A minimum of 50mm clearance is required between the helmet and any part of the rollcage and headplate when driver is seated"

Production Section 13.1C

"A minimum of 50mm clearance is required between the helmet and any part of the rollcage and headplate when driver is seated"

Modified Section 14

Add wording after Fig 11 in book

"A minimum of 50mm clearance is required between the helmet and any part of the rollcage and headplate when driver is seated"

Motion 6 to accept clarification 6

MOVED VSCF 2ND QSCA CARRIED

Clarification 7

Street Stock P 31 Section 22 Rule H

"Pedal position must remain in original position"

Driver must reach and use pedals in original position with no extensions or 2nd set of pedals.

Motion 7 to accept clarification 7

MOVED NTSCI 2ND QSCA CARRIED VSCF AGAINST

Michele want it noted that Pete gets phone calls all the time from Street Stock drivers. Qld have not contacted Pete. Qld drivers have not contacted their state either they have just gone and built cars.

Clarification 8

ALL DIVISIONS

Super Sedans P15 Section 21 Anti Spear Plate

Modified Sedan P23 Section 13H Roll cage

Production P22 Section 13H Roll cage

Juniors P32 Section 15g Roll Cage

Street Stock P23 Section 15q Roll cage

4 Cylinders P30 Section 10 Door Plates

Remove wording "one piece" at start of paragraph.

Motion 8 to accept clarification 8

MOVED VSCF 2ND QSCA CARRIED

Recommendation 1

ALL MONO DIVISION

Fuel Tank

Due to no minimum size of fuel tank mounting straps being stated in all specification books. Add wording "minimum strap size to be 25mm x 3mm FMS"

Safety Item Immediate implementation.

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Motion 9 to accept recommendation 1

MOVED SSA of NSW 2ND SASA CARRIED

Recommendation 2

When the National Secretary has to forward a reply with relation to clarifications or recommendation outcomes, the class CTAC Chairperson is to word the notification for the National Secretary to forward on.

Motion10 to accept recommendation 2

MOVED VSCF 2ND WASCF CARRIED

Recommendation 3

All Classes

Daylight Inspections valid for 90 days.

Motion 11 to accept recommendation 3

MOVED SSA of NSW 2ND NTSCI CARRIED

Recommendation 4

That State CTAC Members terms run for a period of 2 years and alternate with the CTAC Chairperson terms.

Motion 12 to accept recommendation 4
MOVED NTSCI 2ND SSA of NSW CARRIED

Recommendation 5

ALL MONO CARS

As from 1 January 2014, all constructed new cars will comply to the updated roll cage specification, to be released on the 1st of October 2013.

Stage 1 – The drawing ready for the Board Meeting

Stage 2 – Technical members for wording.

Motion 13 to defer this until October 16th 2013

MOVED VSCF 2ND SASA CARRIED

Recommendation 6

All mono sections

Modified Production P23 13H

Production P22 13H

4 Cylinder P30 10

Juniors P30 15H

Street Stock P23 15R

Add the following “A plate must be fitted to foot protection if “A” pillar bar is more than 100mm rearward of OEM “A” Pillar.

After minimum requirement for foot protection be a minimum of rollcage material. Foot protection bar and brace bar is mandatory if drivers feet are past the A pillar bar whilst driver is seated in the car in race position.

Immediate implementation for safety.

Motion 14 to accept recommendation 6

Add 3mm steel or 5mm alloy plate

MOVED SSA of NSW 2ND VSCF CARRIED

Recommendation 7

ALL CLASSES

Any specification changes will have a 12 month period before implementation except for safety items which will be immediate and a recommendation will have an implementation date as per recommendation.

Motion 15 to accept recommendation 7

MOVED VSCF 2ND NTSCI CARRIED

Items for discussion

MOTION 16

That this body support the Technical Committee recommendation to start a CTAC for Junior Sedans

MOVED WASCF 2nd TSCF CARRIED

The chairperson needs to be carefully picked so further thought is required on this.

CTAC state representatives need to be sort in various states. Another Modified CTAC Member from QLD and a Street Stock from VIC.

John Gore presented Allan Jennings with a certificate for appreciation on doing the accreditation in NSW.

Meeting adjourned for lunch 12.30pm

Meeting back to order 1.15pm

Rod Meakins has arrived at the meeting at 1.30pm and introduces himself to the room.

MOTION 17

That the Technical Committee be restructured to include all chairpersons of CTAC Committees.
MOVED WASCFC 2nd NTSCI CARRIED

MOTION 18

Voting at Technical Meetings will consist of State Technical Officer having one (1) vote and CTAC chairperson have a vote on their particular section except where State Technical Officers who are also CTAC Chairpersons only have one (1) vote.
MOVED WASCFC 2nd NTSCI CARRIED

MOTION 19

That we no longer use State Numbered engine seals and replace with SSA numbered seals.
MOVED SASA 2nd NTSCI CARRIED

MOTION 20

EFI Junior Sedan Trial cars to be issued with a log book clearly marked as a "TRIAL JUNIOR SEDAN"
MOVED QSCA 2ND SSA of NSW CARRIED

MOTION 21

That the SSA purchase engine Roto Seals without the State identification on them. Seals only need to have SSA and the numbers.
MOVED VSCF 2nd NTSCI CARRIED

MOTION 22

Trial period for EFI Junior Sedans to be concluded and a final decision made at the May 2014 Board Meeting for introduction in the 2014/15 Season.
MOVED QSCA 2nd SSA of NSW CARRIED

The Junior book will need to have the relevant specifications in for the cars accepted.

That we accept the Technical Report as presented
MOVED VSCF 2nd SSA of NSW CARRIED

MOTION 34

SSA adopt the updated class technical advisory committees and National Technical Committee guidelines to be placed in policy.
MOVED NTSCI 2nd WASCFC CARRIED

MOTION 35

That this body rotate Tech Meeting around Australia instead of all being held in SA
Moved WASCFC 2nd SSA of NSW LOST everyone against except WASCFC

11. Stewards Overview

Allan Jennings present the Stewards report.

The last 12 months has flown by and has been very busy with day to day affairs of looking after Racing Rules and Regs and fielding and dealing with issues that arise all over Australia.

I also attended 2 National Titles as the Steward last season the Junior and Super Sedan Titles both the events were well represented and the racing was 1st class.

I attended a 2 day Stewards meeting in June to discuss the new upcoming racing rule book, this meeting in my opinion was the best Stewards Meeting I have been to in some time with all Stewards working together very well and with much achieved in 25 recommendations coming from it for our Sedan classes.

I have also done a large amount of training in the off season as most officials accreditations due, this has been very busy time with training held in South East QLD, North QLD, 2 day training in NSW and next weekend I will be in Tassie to accredit their officials.

These training days were very well received and will have trained and accredited more than 200 officials over the past 2 months and with the importance of a red carded accredited official this season makes this training more important than ever, as well as keeping everyone up to date with the rules.

In summing up I have been to many race meetings this season and our sport is growing and looking very strong. Looking forward to being a part of it again this season.

Comments:

Allan explains that the 35ish recommendations that went to Speedway Australia only 7 have been accepted and an issue with a rule regarding Juniors that have to finish racing by 11pm, this can be an issue when it comes to National Titles, obviously we do not want them to run that late but sometimes it happens.

Allan will raise this issue with Paul Trengove.

Motion to accept the overview from the Stewards
MOVED NTSCI 2nd TSCF CARRIED

12. National Titles

Michele Harris presents the Title report

I am excited about the new online nomination web page. A huge thank you goes to Andy Young and Beckie Jones for their input to this. Nothing was too hard for Andy he seemed to be able to do whatever we required and more. With the boards permission I would like to have this up on the web site for use as soon as possible. I am sure that this will ease the work load on both Bec and Sharee for future titles.

Once again we have a lot of interest from Western Australia in hosting the Street Stock title in 2015. One submission from Victoria for the Junior Sedan title, and two submissions from Tasmania for the Modified title and one from Tasmania for the Super Sedan Title. We still don't have a venue for the Production Title; Victoria couldn't find a track that wanted to host this. We have sent it to New South Wales to see if we can secure a venue. Thank you to all the venues that have put in submissions for these events.

I placed an expression of interest form for officials on the web site this year to try and find some new blood for our title teams. Thank you to those that completed them, but I was a little disappointed in the amount that we have got back.

A thank you to Alan Edwards who designed a vest for our driver's representatives so they stand out from the rest of the team.

The 2014/2015 Title submissions were presented and allocated.

Motion 23

The SSA accept the following allocations for the 14/15 Season

Junior Sedan – Mildura 9/10/11 January 2015

Super Sedan – Latrobe early Feb

Modified Sedan – Carrick 3 and 4th April 2015

Street Stock – Kalgoorlie 27th, 28th February and 1st March 2015

MOVED NTSCI 2nd VSCF CARRIED

Motion 24

The SSA supply to Andy Young two complimentary Junior Logbooks, decals and infringement cards for the 2013/2014 season in appreciation for his website services.

MOVED NTSCI 2nd WASC F CARRIED

Motion 25

Queensland be placed on the Street Stock rotation and allocation be for the 2016/2017 season.

MOVED NTSCI 2nd QSCA CARRIED

2014 SSA –Track Liason

Jim Cowley – Productions - Gympie

Jason Crowe – Junior - Esperance

Bill Miller – Super Sedan – Murray Bridge

Greg Lynd – Street Stock - Carrick

Peter Theyer – Modifieds - Albany

2015 SSA – Track Liaison

Garry Gale– Super Sedan - Latrobe

Greg Lynd – Modified - Carrick

Rod Meakins – Juniors - Mildura

Geoff Green – Street Stocks - Kalgoorlie

John – Productions when a venue has been chosen

Motion to accept the Title report

MOVED SSA of NSW 2nd VSCF CARRIED

Motion 27

The SSA to accept and implement the online nomination form as presented for the 2013/2014 National Titles

MOVED NTSCI 2nd VSCF CARRIED

Motion 28

That the cost associated with online nomination form be paid as presented.

MOVED VSCF 2nd NTSCI CARRIED

Motion 35

SSA to liase with host venues for National Titles in regards to number of support divisions to enable the A Main to be held in a timely manner.

Moved WASC F 2nd NTSCI CARRIED

13. Media Report

Jason Crowe to present the Media Report

It was another very busy season, which this year also included full coverage of the National Super Sedan Series, along with all five National Titles.

In total the 2012/2013 season provided 52 nights of live audio, almost all went off without a hitch, with the audio continuing to be as popular as ever. The numbers of listeners continue to be very strong, peaking in the high 400s with most National Titles.

I am now not receiving the resistance by local announcers as I did in the beginning, with almost all now happy to work in with us when it comes to presenting our National Titles, and things like NSSS. The only issue continues to be space, with many commentary boxes no longer adequate in size with the technology and scoring screens which come with technology like transponders. The timing screen which I was first introduced to me in Queensland two seasons ago, is now a required tool, to provide both the public and those listening at home, all the information which we have at our finger tips. To this end I must firstly thank Pam Franz, and

then those who have been the operators who have at times had to work with me when I become anal about what I want to have at my finger tips.

The website continues also to produce very strong numbers and is now just over two years old. It has had 109476 different visitors to the site, who have visited 1,348,515 pages or 3.28 pages per visit. 73.3% of those who access the site have accessed it more than once. The 6 May 2012, still holds the record with 2646 visitors in one day, while 2543 is the highest number this season on 9 March 2013. The most popular pages are the news stories and the results pages. After Australia, visitors from the United States, New Zealand, Singapore, United Kingdom, India, Indonesia, Mongolia, Canada and Germany make up the top ten. The USA comes in at 3071 visitor, while Germany in tenth comes in at 138 visitors. These might just mean numbers to most, but this highlights to me how far and wide our brand extends outside of Australia.

I still have issues from venues getting information to promote events, and results are always an issue firstly getting them, and getting them in a timely manner. I like to have all of the results from a nights racing either on the site same night or next day at the latest. Mylaps is my main source of results, but if the event is not transpondered I rely heavily on my contacts to get the details – it is a tough task. The feature race leaderboard I created can only be relied up as a guide due to the fact I can not rely on getting all results. It is amazing how many drivers query why their result is not posted, simply because I didn't get it.

Facebook continues to be very popular, with race night and the day after being the main days for heavy traffic, while Twitter is the least used of all medium and has lost a bit of impetus after Julie Gillard lost the Prime Ministership!

This season will be much of the same, with NSSS again being the main focus in January along with four of the five National Titles. The Production Sedan Title, courtesy of being on exactly the same nights will be covered extensively by Grant Woodhams and will include live audio, photos and stories.

I am also getting requests from venues to do live audio interstate, which if I am free, happy to do. Sadly the requests so far I have not been able to accommodate.

I thank the SSA in having the faith in me to do the job, which many people still think is my full time job. I do the job to the best of my ability and thank everyone for their support. It has given me the opportunity to travel Australia, and to see tracks that I would never have gotten to otherwise, and meet the people I have.

Finally thanks to the competitors, it is amazing how many of them give freely of their time, to talk to a middle aged Speedway tragic. Some of these competitors have now become really good friends, people who I would never have met, if not for this opportunity.

Comments: Results are not fed back to Jason often enough if State Bodies can please circulate and results sent to Jason will be posted on the website etc within 24 hours.

Motion to accept Jason's report
MOVED WASCFC 2nd TSCF CARRIED

Meeting adjourned until Monday

14. General Business

General Advertising and Television budget.

The expenses for last season's TV and advertising are discussed.

Motion 29
SSA to produce more promotional stickers. Need to fit into DL envelope.
MOVED WASCFC 2nd NTSCI CARRIED

Discussion on TV costs and the commentary not being professional with correct wording of drivers and cars etc.

VSCF moved that we suspend standing orders for Speedway Australia. CARRIED

15. *Speedway Australia Report*

Paul Trengove and Warren King attended on Monday at 10am

A list of questions were emailed to them prior to the meeting.

Paul gave an overview on Speedway Australia.

Events organizer – Cassandra will be involved in all the events for the series and will be at the majority of the events.

The new licensing system has had some updates that came through in June which included the following:

Suspension list

List upgrades

One Day licensing can now be done online

Search and reporting functions

Updates happen about twice a year as they are very costly.

NSSS – Tony, Cass and Shane have been working on this together.

4 rounds will be televised Round 1, 3, 6 and Murray Bridge on chequered flag.

The Tyre deal has been done for both Hoosier and American racing.

\$97,000 in grants has been given to various tracks etc and have comprised of Track upgrades, TV, etc.

Questions 1 – 10 have been answered as below.

1. Seat belts: - We would like to see some form of actual data figures that show the information regarding deterioration of seat belts that has created the 5 year rule being lowered to 2 years.

Speedway Australia do not have this data. SFI are the ones that brought this rule in. We would be outside the guidelines of what SFI are recommending and in a court of law we would have no stand if we did not abide by it.

Comments: Seat belts on Juniors need to be looked at to make sure that the SFI 16.1 covers 2” belts as some Juniors cannot wear a 3” belt.

2. Red Cards – these seem to be issued to people on a July/June period even though insurance is issued 12 monthly from date of issue – this means that an Official can have a current Red Card without current insurance.

This is due to the training that is mostly done in the off season

3. Red Cards - State bodies have to meet other requirements before Officials can be permitted to operate and these other requirements are being ignored – example – Working with Children Blue Cards in Qld – any Volunteer or Paid person involved in sport and recreation in Qld which includes possible contact with Juniors (under the age of 18) are required to obtain a Blue Card through the relevant government agency before commencing in a Volunteer role. Red Cards are being issued directly to home addresses of the applicants which means Clubs and the QSCA are not aware of who has applied for a Red Card.

The working with children is a State issue it cannot be controlled through Speedway Australia. A report can be produced and issued to States so that they can have a list of officials.

4. One Night Licences – the QSCA or the Clubs/Tracks are not being notified of competitors who apply for One Night Licences – can a copy of the email returned to the applicant be forwarded to the QSCA and Clubs/Tracks?

Online one day Licences are now available. Drivers must produce a copy of a one day licence to go racing. Future possibility is that the State Branches will be able to log in & see who has a one day licence to ensure that they have an infringement card.

5. At what stage is the online Accreditation at, How far away is it?

This is still a work in progress.

6. Where are they at with the “Rule Book”.

It is waiting on the committee to get back with answers.

7. Why is it we have to have a question and answer deal? why is it that in their absence Speedway Australia couldn't of constructed some sort of report outlining relevant info to be delivered at our meeting just like every other aspect of our organisation is expected to do (titles, technical, stewards etc).

This is easier so that research can be done

8. I asked at the last conference of Dale and Paul re the marketing company that been employed by Speedway Australia to obtain sponsorship for the National Series they run.

I am yet to see any sponsors for the NSSS, which we don't run, but have a vested interest in, and most people that I see associate the NSSS with Speedway Sedans Australia not Speedway Australia, as the competitors are ours. As I mentioned at the last conference the sponsorship for the NSSS comes from our monetary contribution and from the competitors companies, not outside sponsors that WSS attracts.

I was told this marketing company would be seeking sponsorship for NSSS, but I now see sponsors cropping up for the Speedcar Super Series, which is the new series under the Speedway Australia banner.

My question is – has the marketing company been able to secure outside sponsors for the series, if not – why not, as the series ultimately can not grow or prosper without the support of sponsorship, which largely last season was propped up by Competitors.

Speedcars do not have a sponsor, and sponsors are still being pursued.

Paul was asked if all information referring to ASCF/SSA could be changed to SSA, this includes licences, paperwork and online forms etc. Paul agreed to get this rectified.

Speedway Safety Advisory Committee – 3 positions are available every year and advertised on the Speedway Australia website. An email when the positions are available will be sent to the office.

The meeting was a positive session.

Meeting is back open back onto **General Business**

Motion 30

That Bill Miller source out more quotes for TV coverage for our titles.

MOVED VSCF 2nd QSCA CARRIED

Motion 31

That Bill Miller speak to David Tapp and see what he has to say about changing commentator/voice over.

MOVED VSCF 2nd QSCA CARRIED

Discussion on NSSS and sponsorship.

Paul Trengove is sending through a formal proposal for sponsorship.

We are not going to continue with Thursday Thunder.

Motion 32

That the Australian Title Winners Flag for National Titles be discontinued.

MOVED VSCF 2nd SSA of NSW CARRIED

Motion 33

That we continue with Totally Speedway for the coming season in conjunction with Mr Miller.

MOVED WASCF 2nd NTSCI CARRIED

Motion 37

SSA Purchase 4 SSA Teardrop flags per state to be used for promotional use. Bill Miller to supply quotes. SSA to cover cost.

Moved NTSCI 2nd VSCF CARRIED

Motion 38

That we write a letter to Speedway Australia in regard to this body receiving an amount of \$5.00 per licence from drivers that are members of SSA.

Moved WASCF 2nd QSCA CARRIED

Motion 39

That we write to all CTAC nominees in regard of the results of the appointments for chairperson from the AGM. This to be done within 7 days.

Moved WASCF 2nd NTSCI CARRIED

Speedway Australia Shareholder discussions.

Discussion on both the Official and Unofficial Shareholders meeting held in Adelaide where Bill Miller attended and Melbourne where Greg Lynd attended.

Process for updating the website with the specification books.

This was discussed on Saturday and is in progress.

Online Nominations update.

This was discussed on Saturday in the Title Section

WASCF

Motion40

That the SSA BOARD increase the honorarium paid to the SSA media manager Jason Crowe Moved WASCF 2nd VSCF CARRIED

Motion 41

That SSA BOARD appoint a National Technical Director.

Moved WASCF 2nd LOST due to no seconder

Motion 42

That a moratorium be placed on changing the format of national titles for a period of 5 years through to the 2018/2019 season.

Moved WASCF 2nd SASA CARRIED VSCF Against

Motion 43

That due to track/weather conditions any drivers may be instructed to wheel pack during a National title, any driver failing to do so when instructed may be subjected to a Rear of Field penalty in the next race he or she competes in. The application of the penalty will be at the sole discretion of the Chief Steward and will not be subject to later discussion or complaint.

MOVED WASCFC 2nd SSA of NSW CARRIED QSCA abstained from voting

Geoff has spoken to Peter Theyer regarding Clarification 3 from Tech which is Motion 3
Motion 3 is deferred until the October phone hook up by VSCF

Motion 44

Alan Edwards takes on the Policy Portfolio

MOVED NTSCF 2nd WASCFC CARRIED

Motion 45

Di Lauder, to be Policy secretary.

Moved VSCFC 2nd NTSCF CARRIED

Motion 46

That Geoff Green be the Technical Board Member

Moved VSCFC 2nd TSCFC CARRIED

QSCA

Would like to endorse the concept of introducing 1600cc (EFI or carburettor) engines with a single overhead cam with a standard (OEM) computer for Junior sedan competition.

This was discussed and the SSA want to stay with the original wording which is EFI.

Garry Gale left on Monday at 2pm.

Motion 47

That 1600 Junior EFI cars only be accepted as "TEST CARS" via submission to SSA Board.

MOVED VSCFC 2nd WASCFC CARRIED TSCFC not here

Motion 48

That the SSA accept the 1600 EFI Juniors as per Technical recommendation, these cars be used as TEST CARS ONLY

Ford Laser KE87-90

B6 EFI 1600 SOHC 61DIN

Laser KF 90-91

B6 EFI SOHC 64DIN

Laser KH 91-94

B6 EFI SOHC 64DIN

Laser KJ 94-96

B6 EFI SOHC 80DIN

Also available in 89-95 B3 1300 SOHC 63HP

Charade G102, G200

1300 OHC 4 cylinder 16 valve 62-66KW

Hyundai Excel 89-95

1500 up to 81hp

Corolla KE70

4K 1300 8 valve 49KW
4A 1600 8 valve 58KW

Moved VSCF 2nd WASCFCARRIED TSCF not here

Question on the Nissan Silvia issue, this information has not been passed onto QSCA.

VSCF

Super Sedan issues with cars not complying with the new specification book and using section 7.

Motion 49

That in the 2013 Super Sedan Specification Book Page 2 Section 2 remove the words “and existing” reason to accommodate cars that were registered in the previous 12 months.

MOVED SSA of NSW 2nd VSCF CARRIED TSCF not here

Question do we own the 2013 Super Sedan Specification Book? Yes we do.

Motion 50

That SSA support the 2013/2014 NSSS with sponsorship to the value of fifteen thousand dollars (\$15,000) plus GST.

MOVED WASCFCARRIED NSW Carried TSCF not here

Dates for our meetings

9 months in between this and the next meeting is too long, but March and April is too hard due to state and National titles.

Red cards have been dealt with during Speedway Australia

Personal Accident Insurance – Motion 2 which is now Motion 51 from a notice of motion from last meeting

Motion 51

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

MOVED WASCFCARRIED SA CARRIED QSCA and VSCF Against

Lucas Oils sponsorship money

The contract is that a proportion of the money is for Esperance, host of Junior National Title 13/14 and the remainder is to the States to assist with promoting Juniors.

Letter needs to be sent to Speedway Australia regarding Ron Bergmeier and his breakaway class.

16. Close of Meeting 3.42pm