

# Speedway Sedans Australia Inc

## Board Meeting

Old Adelaide Inn, Adelaide, SA  
20<sup>th</sup> and 21<sup>st</sup> September 2014

### Minutes

#### 1. **Open Meeting – 8.30am**

The AGM will be held on Sunday Morning prior to the Board Meeting commencing.

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

Greg Lynd - CEO  
Rod Meakins – VSCF  
Geoff Green – WASCf  
Jim Cowley – QSCA  
Michele Harris – NTSCI  
Moss Buchanan – South Australia SA  
Alan Edwards – SSA of NSW

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

Di Lauder – VSCF  
Pam Franz – QSCA  
Allan Jennings – Stewards Advisor  
Beckie Jones – National Secretary  
Leann Wilson – South Australia SA  
John Gore – SSA of NSW

#### 4. **Apologies**

Garry Gale – TSCF  
Jason Crowe – Media  
John Purser – WASCf Delegate

#### 5. **Presidents Opening Address**

Whilst in a way it is pleasing to present a report to the SSA National Board Meeting and AGM! It seems as though our May meeting was like it was held yesterday! Nevertheless within that time a huge amount of work, items, issues and the general fundamentals have and are continually being undertaken throughout the entire areas of the organisation. There is certainly never a dull moment! Financials – The level of sustainability throughout the financial side of our organisation continually maintains some degree of comfort which is pleasing to say the least. I do believe that from here continual, with a clear attention to detail spending procedures and placing an emphasis on ensuring that where change is required we make the best possible decision to get the best possible outcomes for the organisation. In saying that we must no longer rest on the morals and must ensure that priority one is to use and not abuse.

From the start of this financial year Sharee Wilden has set the organisation up on a different accounting program one that Sharee believed would be the best possible source for our organisation

going forward. It will allow Beckie and the CEO to access any of our financial/accounting information at any given time. Sharee will be presenting the Audited financial report during the meeting and I must thank her ever so much for the contribution given over and above her call of duty at different times.

Stewards – To attend the Stewards Conference in July for the first time, I must say was a pleasing adventure to say the least. It was good to get a feel of what and who and to get a better handle on that portfolio of the organisation. Alan and Rod will take us through an overview and the delivery of correspondence from that meeting and any relevant issues associated to our organisation during the course of this meeting.

From the agenda it is clear that a number of avenues and reviews are possibly down for a well overdue visit and the work currently being undertaken by Speedway Australia inclusive of the Stewards Forum, Stewards Panel, Accreditations, Red Cards, levels for Stewards/ Scrutineers and our entire package as this now may have alerted the SSA and in light of what a number of our affiliated states participate in this day and age a revision is needed sooner rather than later and certain changes may well need to be applied collectively.

Technical – As a continuation Technical of this organisation is beyond no doubt the contributing draw on resources and time management, although I continually feel that a number of inroads have been achieved a combined effort will only allow for better outcomes and a level that we seek.

As I always say, that credit should be given where credit is due, for those individuals that keep on keeping on I do thank you for your and not at all times easy efforts.

A report and further specification items will be presented from the National Technical Meeting and items that have been work in progress over a period of time.

Titles - Michele has been busy addressing the fundamentals of her Title portfolio and continues to work through, address and change what is required to stay ahead of the game in something that at times certainly has its issues. Thank you Michele!

An update by Michele with all the aspects of this year and the following seasons National Titles will be tabled.

Media – As a part of this September Conference our entire Media portfolio is in total need of a review as well, are we content with what we do, is it ideally what we want, do we get results, is it the best possible deal or is it simple to do what we have done forever rather than investigate change.

Jason continues to do what we have become accustomed to and that is terrific! Early November will see Jason take as I suggest a leave of absence for a period of six weeks as he heads overseas on a deserving holiday, I could only assume an apprentice may have to fill the void.

Speedway Australia – Speedway Australia, more so NASR Pty Ltd currently as you are aware have undergone a number of major changes within the structure of the company. Discussions had been held in previous weeks focusing on the commitment of the Board to better serve the Company Shareholders. An important aspect of the shareholder discussions centred on having the Board totally representative of the share holders. We the SSA National Board agreed to support the suggested change to remove the current Board members who were not shareholders and appoint members who are in fact shareholders.

Documentation for the removal of four directors of NASR Pty Ltd had been submitted by a shareholder majority, as had documentation for four new appointments for directors on the Board of NASR Pty Ltd. The SSA is among the list of majority shareholders that includes promoters and competitor groups as signatories to the removal and appointment process.

I do believe that as Speedway Australia looks to the future, Speedway Sedans Australia will once again have a voice and from here play a pivotal role in providing for the future of Speedway as whole across this country.

In closing – I must thank one and all for their continued contribution over the past twelve months and I also must extend my gratitude and appreciation to Beckie for her support and contribution not only to myself as CEO but to the organisation.

From here, whatever appointment or position we undertake within the organisation, we must never lose sight of whom and what we represent; everyone needs to take personal responsibility to meet commitments! Our organisation is strong; but, we must maintain, develop responsible solutions and

strive for continuous improvement in all that we do. So if we do nothing more, than we cannot deliver outcomes that are in the best interests of our sport.

Comments: The AGM will be held Sunday morning.

## **6. Board Member Reports**

### **SSA of NSW**

At our recent State Conference held 2<sup>nd</sup> August the following State officials were elected.

Alan Edwards re elected as State President

Warren Watt elected as Vice President

John Gore re elected as State Secretary

Di Sims re appointed as State Treasurer

Tony O'Neill re elected as State Technical Officer

Chris Sims re elected as Assistant State Technical officer

Allan Marskell re elected as State Chief Steward / Assistant State Secretary

Len Davis re elected as Assistant State Steward

Steven Plim re elected as Assistant State Steward

I would like to thank all of the above personal for volunteering their services once again to assist in the running of our State Association.

Our State Body is also pleased to welcome 3 new clubs. The Sydney Street Stock Club, National Capital Motor Sport Club and the Portland District Motor Sports Club where each granted affiliation with our State Body. We are pleased to have them on board and believe they will be a great asset to our Association.

To assist them in aligning their cars with our National Specifications we have given them a 12 month phase in period. At the moment they will be restricted to Club meetings only but as at July 1<sup>st</sup> 2015 they will be fully compliant with National Specifications and eligible to compete in all State and National Titles.

We are also pleased to advise that our previously registered state 1600cc Sedans, have now moved to the National 4cyl sedan division.

Our State Titles have now been locked in for the 2014 / 15 season.

Super Sedans at Gilgandra on November 15<sup>th</sup> 2014

Modified Sedans at Lismore on February 21<sup>st</sup> 2015

Production Sedans at Grafton on February 14<sup>th</sup> 2015

Nat 4 cyl Sedans at Nowra on April 18<sup>th</sup> 2015

Junior Sedans at Goulburn on January 17<sup>th</sup> 2015

We are pleased to have the National Title for Production Sedans at Dubbo this season and plans are well under way by the local club and the State body to make it a very successful occasion for all concerned.

An update meeting for our state registered Stewards and Scrutineers was held on August 30<sup>th</sup> and was strongly supported by all clubs. These meetings have proved to be extremely helpful in continuing our official's consistency in carrying out their duties.

All Stewards and Scrutineers are currently obtaining their 'Working With Children' check requirements before commencing their daylight inspections and Stewarding duties.

We wish our competitors well and look forward to a very successful racing season.

Comments: None

### **Speedway SA**

It has been a slow off season, but the SA Board is working towards that should be good 14-15 season. Earlier in the month we had a training safety day at Murray Bridge, including daylighting of cars, approximately a dozen Junior Sedans were done, then they had a steward go through the rule book and explain the rules then they went into track rules and practice sessions. SA is light on machine examiners and looking for new personnel to assist Jonathon and Dave, most track scrutineers were in attendance. A successful day for those that attended. Dave would like to help promote the 4 Cylinder Class. The state board meets monthly with board members from most areas of the state, some are on phone hook ups. Our AGM will be held on 2<sup>nd</sup> November with 3 positions up for election. The board has reintroduced SA Number 1 badges again for competitors from affiliated clubs and section the highest points scorer in each class will receive a bonus of their cars licence paid for, for the following season.

A state stewards conference is planned in the next month for all stewards to do a refresher course with Leane Wilson.

State Titles

Street Stocks – Mt Gambier January 10<sup>th</sup> 2015

Super Sedans – Murray Bridge March 14<sup>th</sup> 2015

Junior Sedans – Renmark January 24<sup>th</sup> 2015

The MJS Series is on again over 5 rounds 2 at Murray Bridge, Bordertown, Renmark and Mildura. Prize money has increased slightly.

JD Super Sedan Series is on again in the country and city.

Nearly all other racing sections are affiliated with the SA State Body.

Comments: The National Junior Sedan Title in Mildura is the same date as the SA Street Stock Title, Moss will see if the dates can be changed.

### **TSCF**

It seems like 10 minutes since I delivered my last TSCF report to the SSA in May this year, and whilst the Sedan wheels haven't moved an inch since then, the wheels of Administration have been in top gear preparing for the upcoming season which is all but upon us.

August 24<sup>th</sup> saw the Executives and delegates of the TSCF gather for the AGM to elect Office Bearers for the coming season 2014/15. It pleases me to advise that Mr Jordy Howe was unanimously elected the President of the TSCF, a role he fulfilled successfully, on an interim basis since Chief took on the CEO role of SSA. I firmly believe the future of the TSCF is in very safe hands under Jordy's leadership and guidance. Jordy has also taken on the role of President of his home club, Carrick Sedan Drivers Association. Whilst he has stepped down from his role as State Technical Officer, he remains the Tasmanian delegate on the Modified Sedans CTAC. Certainly, Jordy invests a great deal of time and passion to Sedan racing in Tasmania.

Jordy will be supported by Vice President, Jarrod Harper, and Junior Vice President, Barry Youl, with Phil Hext continuing in his role as State Chief Steward, and Noel Russell assuming the role of State Technical Officer.

Much work has been done in the off season to create the TSCF Website, which is now up and running. The TSCF view the creation of this website as a huge step forward and the ideal vehicle to communicate more effectively with its members, competitors, clubs and zones. The benefits of being able to better promote the visions, ideals and activities of the TSCF is well recognised, plus it gives us an ideal opportunity to gather our rich Sedan racing history, and place it in a forum that can be shared and enjoyed by all. Obviously there will be a strong connection with the SSA website, which will be of benefit to both entities. I personally acknowledge and thank Mr Darren Close who has been outstanding in his guidance and advice, plus assuming the role of website administrator.

With the advent of Working with Children permits becoming Law in Tasmania as at 1/10/14, the TSCF and member Zones & Clubs are working hard to ensure all nominated officials are in a position to lodge their application when the “doors open” on the 1/10/14. Whilst this Law will be governed initially by a phase in period, all volunteers of clubs and organisations have until 1/4/15 to gain the recognised legal permit, the TSCF has taken the view that all officials shall lodge application immediately the “doors are open”.

With the running of the National Super Sedan Title in Latrobe on Jan 30 & 31<sup>st</sup> 2015, and the National Modified Sedan Title at Carrick on April 3<sup>rd</sup> & 4<sup>th</sup>, excitement is brewing in the Apple Isle.

Local promoters have advised the dates for our State Titles.  
They being                      Junior Sedans 26<sup>th</sup> Dec 2014 @ Carrick  
   Super Sedans 27<sup>th</sup> Dec 2014 @ Latrobe  
   Street Stocks 14<sup>th</sup> Feb 2015 @ Hobart  
   Modified Sedans 21<sup>st</sup> Mar 2015 @ Carrick

The timing of the Modified Sedan State Title is a perfect prelude to the National Title for any interstate competitor, as they get a run in a Blue Ribbon event, 2 weeks out from the National title. Ideal for gathering knowledge of the track where “Aust 1” is up for grabs. The week between the two Blue Ribbon events, Latrobe has programmed the Modified Sedans, giving them 3 events in 3 weeks. A perfect “speedway holiday” for any competitor from the “bigger island”. I applaud the promoters for the support and vision that they have afforded the Modified Sedan division.

In conclusion, I am excited for the year that lies ahead for the TSCF, comfortable in the knowledge that the people who perform such vital roles at a State & Club level, will, yet again, leave no stone unturned in ensuring Tasmania’s reputation as the “Place to Race” and the “Place to Relax” is enhanced.

Comments: None

## **VSCF**

It has been a very busy racing season in Victoria. All our titles have been run and won with no national titles in our state last season. We look forward to hosing the Junior National Title at Mildura in January and nomination for the National Street Stock Title for the 15/16 season to be decided for Victoria soon.

It has been the state titles and features that have had the VSCF Committee running all over the State. Congratulations to all our state title winners which included various competitors from other

states who joined the Victorian drivers during these titles. A special thanks has to go out to all those who assisted with the titles and events. Without the help of all these volunteers these events would not be so successful.

There are several new members on the VSCF Committee and they have settled into their various roles well and are a fresh and welcome part of our team. Our treasurer had to resign due to personal reasons and we now welcome back Sue Aurish to the position after a 12 month break. We have also recently purchased new committee apparel so the members of the VSCF are easily recognisable when they attend race meetings in an official capacity.

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 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 stated are more than likely to be facing the same problems it would be best to work through these issues together. Regretfully we had to suspend a Junior driver at the recent Victoria Title for this very issue, even after all competitors and crew were specifically informed that the penalties would be harsh for a breach of the social media policy.

We found it tiresome and a lot of pressure to hold so many titles within a close period of time. April was a very busy month with the Street Stock, Juniors, Modified Sedans and Super Sedan State Titles all being held in April. Our team worked hard to make these events a success and I would like to thank them and all the clubs involved in making them the success that they were. Also congratulations to all placegetters.

The indication from our competitors is that we should get our spec books online ASAP. This is a valuable tool and we should be using it to the best of its ability.

Speedway Victoria are again working well with the red card system. This system is vastly improved, although some people are still obtaining red cards (for other divisions) that have not been appropriately accredited. This is annoying for us and our officials who do the right thing. In the last couple of months the red card issue has been cleared up somewhat and officials now seem happier with the result.

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 Territory begins to change racing calendars from the Northern to the Southern season. It has been a bumpy road for our NTSCI officials in the top end. I have been part of the Northern Territory Speedway Council Inc. committee for the past eighteen years and have always had a stable working situation with Speedway Australia and Northline Speedway in the interest of sedan racing. I find myself asking what has happened. I am appalled at the negativity and disrespect shown to Speedway Sedans Australia and our officials, while at the same time putting their hand up to run the State Title for both classes; this has had its affect on both class numbers. I sincerely hope that this situation is rectified so that there is an increase in number counts.

The four clubs within the north have struggled for numbers with only sixteen Junior sedans and thirteen Street stocks. As Alice Springs begins to get cars registered for their opening night on the

27<sup>th</sup> September they are looking at approx. fourteen juniors. Half of these drivers are first season competitor's thanks again to the hard work and dedication that Bob Baldock puts into the sport. They are looking at separating these drivers this year so that they can run in their own point score and leave the hard chargers to their own battles.

The 2014 Northern Territory Street Stock and Junior Sedan Title was hosted in Darwin in July. Congratulations to Anthony Beare and Josh Fraser. That was Anthony's third straight NT Title win. Thank you to the Northern Territory Speedway Council Inc committee for their commitment and thank you to Bec and Greg Lynd for being there when I needed support.

Comments: None

## QSCA

Season 2013/14 was a mixed bag of results for Queensland. The growth of the Production Sedan division due to the holding of the first Qld National Production Sedan Title and the introduction of the Street Stock division offset a small reduction in other divisions. At the completion of the season we had approximately 30 cars parked in sheds who were previously registered in the state based classes which have ceased to be viable divisions. We are hoping to see these cars make their way out of the sheds and back onto the race tracks over the next season.

The National Production Sedan Title held at Gympie on the Anzac weekend was a great success for the host club – Gympie Saloon Car Club – the racing was spectacular, the crowds turned out in their masses and the weather was on side. It was great to see 9 interstate drivers make their way to Qld to take part in the event. It was satisfying to see 2 interstate drivers start the A Main in position 1 and 2.

The introduction of Street Stocks to the Qld racing scene has been slow – 12 registered in the 13/14 season has grown already to 18 for the new season. Several interstate drivers attended the first ever Street Stock title which made it a very competitive event. The event will go down in the history books as South Australian Anthony Beare added another win to his long list of Street Stock Title wins.

A class rationalisation event was sanctioned by all parties at Rockhampton Speedway involving the Street Stocks and the local Fender Bender division. This was a success for both sides with several drivers making the move into the Street Stock division this season. On going dialogue between all parties may see all the local Rockhampton cars join the Street Stock division in the near future.

A track located at Bundaberg – Carina Speedway – has not seen racing since the end of the 2006 season – this is about to change – with the final steps being put in place for a new lease to take on the complex. This should see racing return to Bundaberg early in 2015.

Once again Qld drivers travelled far and wide and managed to bring home their well earned rewards – Michael Learoyd won the Junior Sedan National Title in WA back in January and on the way home won the SA Junior Sedan State Title, local Tim Atkin won the Production Sedan National Title and Darren Kane won his 3<sup>rd</sup> NSSS crown.

A decision was made to update the name of our organisation to better describe what we are about and who we are associated with – we have adopted – Speedway Sedans Queensland as our name we are now known as.

Accreditation of our Officials consumes a lot of time for Allan Jennings with the difficulties in managing to get people together in good numbers.

The arrival of the update to the Roll Cage design coming in the height of the registration period meant quite a few competitors were forced to rush their cars to the end stage ready for registration in just a few short days.

Cars numbers already registered are Super Sedans 29, Modified Sedans 58, Production Sedans 27, Street Stocks 18, 4 Cylinder Sedans 26 and Junior Sedans 45 making a total 203 ready to go.

We are looking forward to the 2014/15 season as it is shaping up to be a very busy time with most Saturdays already fully booked with Sedan divisions competing at multiple venues right across Queensland.

Comments: None

## **WASCF**

Since the May Board Meeting, the Southern part of W.A. has been mainly in winter recess with the exception of Ellenbrook Speedway and some wheat belt tracks. The tracks in the north-west run their season over the winter months.

We are looking forward to the coming season with an expected number of registrations to reach over 600. We will run State Titles at  
Ellenbrook Speedway for Juniors on 24<sup>th</sup> – 26<sup>th</sup> April 2015  
Esperance for Street Stocks on 5<sup>th</sup> – 7<sup>th</sup> March 2015  
Albany for Production on 3<sup>rd</sup> – 5<sup>th</sup> April 2015  
Carnarvon for Modified on 8<sup>th</sup> – 10<sup>th</sup> May 2015  
Mount Barker for Super Sedans on 17<sup>th</sup> – 19<sup>th</sup> April 2015  
And the jewel in the crown being the National Street Stock Title at Boulder Speedway in Kalgoorlie on 27<sup>th</sup> February to 1<sup>st</sup> March 2015.

At the WASCF Inc. AGM in August 2014, a motion was moved to change our name to Speedway Sedans Western Australia Inc. This motion was passed and we are presently going through the legal process to make this change happen.

In closing I would like to thank the WASCF Inc. Executive for their support and backing at SSA Inc. Board Meetings.

Comments: None

Motion  
To accept reports as written  
Moved NSW 2<sup>nd</sup> QSCA CARRIED

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

Board Meeting May 2014

June 2014 Telephone Minutes  
August 2014 Telephone Minutes

To accept the previous minutes  
Moved VIC 2<sup>nd</sup> SA CARRIED

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

Perpetual trophy for Supers, Bill Miller was looking into this.

### **9. *Financial Report***

Sharee Wilden presented the financial report

Comments: Drug and alcohol testing should be utilized more often.

Motion to accept financial report to date as presented  
MOVED NSW 2<sup>nd</sup> VSCF CARRIED

## **10. Business Arising from Financial Report**

Motion 19

That \$30,000 be moved from everyday account to cash reserves account.

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

## **11. Technical Overview**

Greg Lynd presents the Technical Report

All things Technical have continued on from where they left off in May!

It would be difficult for certain individuals to comprehend the amount of time consumed and attributed to the Technical portfolio by an immense amount of personnel across all facets and divisions of our association.

Since May a considerable amount of time and emphasis has been spent on reviewing current Specification Manuals and the content within to digest, confirm, align and deliver going forward specification manuals that will entail a document that should be a far better workable outcome for all involved. A number of specifications have and are continually under the spotlight to address certain rulings for the same thing across a number of the mono classes but have been written no less than three or four different ways over time.

Modified and Super Sedans have had minimal forthcoming throughout the winter months, although the Super Sedans have a number of items they need to resolve sooner than later in clearing up a number of shades of grey in their area.

Street Stocks, Production, National 4's and Junior Sedan CTAC's have undertaken and still continue to work towards results amongst their respective classes.

Street Stocks keep on keeping on, Productions have had a number of issues that were evident post this year's National Title and are currently working through them, National 4's have been working through a fair bit and question as to whether a number of the spec's currently in their book may have been innocently added from the outset along with particular specification changes etc. to the class.

The Junior CTAC has, from what we will see today a document that will deliver the EFI 1600 into the future of Junior Sedans for the SSA. I do believe the work these guys have undertaken and the time spent when given the opportunity to adopt and work whilst mindful of maintaining parity for our Junior's is an exceptional effort to say the least.

The Technical meeting this past weekend was well received with all relevant parties present! A fair bit of input from all was pleasing to see and a number of outcomes will be tabled today, please be mindful that a number of the items presented today went via the Tech meeting from the CTAC committees. We had the pleasure of Bob Dennis from Redline Roll Cages and Darren Thorne from Thorne Built Race Fabrication attend the meeting in light of the current roll cage ruling, their input was most certainly well received. All in all a well attended meeting and I must thank all for their participation and contribution over the two days.

I know a number of people will question the Roll Cage ruling, which is ok! But be sure a number of the questions; firstly have been answered honestly from your relevant state technical personnel. You may question the timing; you may also question some of the content. When was going to be a good time, good question I say! Under the current specifications cars were continually being built, constructed, day lighted and registered outside what had been the required specifications prior and only were those dealt with when it caught the attention of someone else.

It frustrates me to sense that still a number of persons have not and choose not to adopt the way technical has headed and the rolls of the CTAC in conjunction with the Tech Committee. I honestly do think we are on the front foot and making a number of moves forward and making ground on where we want to be. Although we have a little way to go before I will be content, I feel with the

support from all we can build on what we have done to date and strive to reach a desired outcome for everyone.

I thank each and all who have contributed in more ways than one, thanks guys!

Greg Lynd (Chief)

Motion 1

All Classes

Battery and Electrical System

Add wording "this switch must also isolate the battery, and any other electrical item"

Add wording to electrical section at end of kill switch wording.

Juniors 20E

Production Sedan 19E

Modified Sedan 17E

Street Stock 20F

4 Cylinder 16E

Super Sedan 26

Effective date 1/1/15

Moved WA 2<sup>nd</sup> NSW CARRIED

Motion 2

All mono Classes

Recommend steel seats be minimum 2mm thick.

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

Motion 3

Street Stock P26 sect 17J

Permit the use of HTP brand aftermarket 4 lt Falcon Heads

Last sentence of 17J to read

All 4lt Falcon engines may use any OEM Ford or HTP head up to and including AU, but valve size to be correct for model of engine.

Reason

EF/EL heads are no longer available from Ford and good s/h ones hard to get. These heads have been approved for use after receiving a submission which included flow testing to ensure they are the same as OEM Ford heads.

Moved NT 2<sup>nd</sup> QLD CARRIED

Motion 4

Production P30 sect 18.1B

Permit the use of HTP brand aftermarket 4 lt Falcon Heads

Last sentence of 17J to read

All 4lt Falcon engines may use any OEM Ford or HTP head up to and including AU, but valve size to be correct for model of engine.

Reason

EF/EL heads are no longer available from Ford and good s/h ones hard to get. These heads have been approved for use after receiving a submission which included flow testing to ensure they are the same as OEM Ford heads.

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

Motion 5

Street Stock Page 32 section 25h

DELETE "minimum 60 profile"

TO READ:

h) TYRES: Radials only: 215mm side wall. (e.g. 215/60 R15H or 215/75/R15H) The use of tyres branded "Competition Use ONLY", are not permitted.

REASON: To give a wider range of gearing without changing diffs.

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

Motion 6

Production

Page 15 Section 11i

Dog legs to be removed and replaced with plastic or sheet metal

Wording

The rear dogleg may be removed and replaced with a metal/fibreglass or plastic replica, from the OEM rear door catch position downward to the top of the sill panel bend, and inward to the first seam on the body.

Moved QLD 2<sup>nd</sup> WA CARRIED.

Motion 7

4 Cylinder

Specification Book Page 40

Section 22

**WHEELS**

Wheel rims free to be up to a maximum width of 8 inches and up to a maximum diameter of 17 inches .

**Note Beckie we will need to change measurement on wheel drawing from 180mm to 203 mm**

Moved QLD No Seconder LOST Send back to CTAC

Motion 8

4 Cylinder

Specification Book Page 41

Section 23

**TYRES**

- A. To be road legal car tyre with maximum 235 wall markings of radial construction and a 17 inch diameter maximum. (see prohibited tyres below item F.)
- B. The tyre must have been listed and or is listed in a road car tyre section of a manufactures tyre catalogue.
- C. Tyre must not have a tread wear rating of under 200 marked on side wall. (200 and over permitted)
- D. Re-tread tyres are permitted but must display the correct remoulders, speed rating etc. and be eligible as per AS 1973-1985. The case must be also sourced from a legal tyre under these specifications. Re-tread tyres are currently under review.
- E. Regrooving of tyres permitted.
- F. No Hoosiers, American racer, Yokohama A050, Archillies 123,123s or any other DOT or E marked tyre that was not listed in a road tyre section of the manufacturer catalogue and/or never intended to be driven on public roads but made exclusively for motor sport use only.
- G. CTAC may review the tyre specifications annually. Any changes will require a 12 month phase in period from the time of SSA approval.
- H. Tyres currently legal under current rules are eligible until 30 June 2015.

Return to CTAC

## **Motion 9**

**4 Cylinder**

**Specification Book Page 31**

**Section Section 12**

### **WHEEL TRACK**

Add additional 223mm to track measurements .This is to allow the use of new track measuring gauge.

This equates to 203mm rim width, plus 20mm rim and beadlock attachments.

Example: Original track+75mm+223mm=maximum track.

Context . Allowance for extra rim width and wheel track gauge.

Return to CTAC

## **Motion 10**

**4 Cylinder**

**Specification Book Page**

**25**

**Section 5 L**

**Context.1. Specification not copied correctly as agreed by SSA at time of going National.**

**2. Class has never run them on front.**

**3.Class only races anti clock wise.**

**4.Demonstrated over long period of time excellent safety record when fitted to rear on cars carrying passengers.**

Passengers optional, but Nascar bar work and head plate to be mirrored from right hand side. A rear anti spear plate to be fitted between the main roll cage hoop and the second set of uprights. Minimum of one third of the door opening to be covered from top door bar to roll cage sub frame.

Passenger option only if state legislation allows.

Moved VIC 2<sup>nd</sup> QLD LOST

Motion 11

All sections

That fibreglass seats be phased out by 30/6/15

MOVED WA 2<sup>nd</sup> QLD CARRIED NSW and VIC against

Motion 12

CLARIFICATION

ALL MONO CARS – CLASS TECHNICAL MANUAL

Remove wording “prior to construction cars of an unusual or conventional design”

ADD WORDING “prior to constructing cars of an unusual or unconventional design, or one not listed in tables at the rear of the class specification manual.

Moved WA 2<sup>nd</sup> VIC CARRIED

Motion 13

Clarification

Production  
Page 25 Section 17C  
Delete

Front and Rear bumper bar: To be covered with a plastic road car bumper. Optional copy of fibre glass bumpers front & rear allowed. To be exact copy of OEM bumper for model. Plastic/Fibreglass bumper bar covers are not allowed to have non OEM skirts fitted to bottom of bumper.

#### NEW WORDING

A non-original plastic/fibreglass covering on the bumper can be fitted but must remain within body line of car and as close to the OEM bumper as possible. Plastic/Fibreglass bumper bar covers are not allowed to have non OEM skirts fitted to bottom of bumper.

Moved QA 2<sup>nd</sup> VIC CARRIED

Motion 14  
Clarification  
Production  
Page 35 section 24a

Suspension mounting points on the body must be used.  
Mounting suspension directly to bar work NOT permitted.

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

Motion 15  
Clarification  
Production  
Page 36 section 24l  
Delete 24L

Replace with  
Shock absorbers/strut inserts. No cabin adjustment of shock allowed. No external reservoir/canister type shock allowed.

Moved QLD 2<sup>nd</sup> WA CARRIED VIC against

Motion 16  
Clarification  
All Mono Classes  
ROLLCAGE

Add the following to bar 3 wording in new rollcage draft.

“a quarter window bar, if required because of excessive rake or a long rollcage, where the A pillar bar is less than 45 degrees from the horizontal must be fitted to both sides and installed from the top nascar bar to top one third section of the “A” pillar bar, using a minimum of 25mm x 3mm CHS. The lower mount point must be aligned with, or be within 50mm of the first dropper bar in the nascar bars on the passenger side, this will require an additional dropper bar 38mm x 3mm CHS between the top nascar bar and the base (Bar 13) to support the quarter window bar. Delete wording for Bar 15, and from rollcage pictures. Reinstate quarter window bars and support bar for passengers side.

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

Motion 17  
Clarification  
All mono classes  
Rollcage  
Bar 3 Front legs/A Pillar

Delete from last sentence “roof hoop” and replace with “horizontal”.

Now to read

“the top part of all options must join the roof hoop at a point no further that 50mm from the windscreen opening and follow downwards to point “A” of Fig 3 (i).

Reason: Some roof hoops slope forward and others backwards. Easier to measure.

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

The fuel testing procedure was presented by Greg and discussed.

Motion 18

Accept the Fuel Testing Procedure in principle.

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

The EFI Junior information was distributed for everyone to read overnight and discussed on Sunday morning

Queries: Exhaust system page 3H can the exhaust have a catalytic converter or not? Refer to CTAC.

Motion 35

That we accept the proposal to introduce EFI Junior Sedans as per the draft presented.

Moved QLD 2<sup>nd</sup> WA Carried

New online specification books update

The Class Technical Manual will be a download on its own and will be read in conjunction with the individual specification book. Class specifications will have the same chapters for all classes which will make it easier for everyone and instead of 55 – 60 pages they will now be around 25 – 30 pages.

Geoff and Michele both reiterated and commended the tireless effort that Greg has done to get all the specification books done.

Motion

To accept the Technical Report as presented

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

## **VSCF**

Media release regarding roll cages. – Discussed during Technical report

## **12. Stewards Overview**

- Stewards Report – Rod Meakins

Alan and I often discuss what is going on around the country. We are constantly in touch with the other state stewards and their main problem is Social Media.

We held a successful accreditation meeting with 70 people attending in August and another to be held this weekend for those who could not attend or were late in booking their spot.

Unfortunately the presentation that was presented was not the approved presentation and had errors in it. In saying this, I would hate to see those who attended in good faith have to do another course, because of something that was not their error. I do believe that last season's presentation will be used this weekend.

Whilst I am on accreditation, the accreditation is still aimed at Stewards (approx. 80% of content is Steward based). Scrutineers and other officials feel that their time has been wasted on an accreditation that is not based for them. Feedback has been to have a general accreditation for all and then break off into your relevant area for further training.

Red cards have brought up another issue. The rule book states that officials need to be accredited. A lot of officials (not scrutineers or stewards) have done accreditation but cannot get a red card as they are not a steward or a scrutineer. This error also needs to be addressed.

On a positive note we held a successful National Stewards Advisory Board Meeting, which was set up by Speedway Australia. More meetings like this would be beneficial for the sport as a whole.

Once again, thank you to my wife Di, the VSCF Secretary Di Lauder, Chief, Beckie and the Board Members for their support throughout the season.

- National Stewards Advisor Report – Alan Jennings

The past season as always has been quite busy with the day to day things that come up. I have done training in Cairns North QLD just recently and will have to do another in Townsville soon as they have their track up and running after a long absence.

I attended two National Titles this season as the Steward, the Junior Sedan and the Modifieds both in WA, these titles were well attended and the racing was excellent and would like to thank the title team for a great effort.

The updated rule book 2013 has worked very well this season I have had no real problems and with the input from our Stewards panel this is the best book we have had so far.

At the end of August Chief, Rod and myself attended a Speedway Australia Steward Panel forum which included stewards from all divisions of speedway. This forum was chaired by Gary Pendlebury and was an introduction to Speedway Australia accreditation program and national stewards panel. Gary presented a power point presentation on how SA believed the panel would work and how stewards, scrutineers and other officials would become accredited much discussion was held and plenty of input was put forward and lots of changes made to the process to become an official. These changes appeared to be well received by the chair Gary was to make the changes and send them out but I have not received any as yet. The afternoon was taken up by the accreditation training itself which Gary wishes to introduce as the national program, we were all given a cd with everything on it and have printed one which is 102 pages. I believe that the SA is years ahead with the training that we do, there is a lot of new info we can use from the SA one but when it is broken down it is very similar to the SSA one, I believe that ours could use a revamp as it have not changed much in the 10 years we have had it and this is something that I would be happy to do. In going forward I believe we should continue with the way we are doing things until SA comes up with their complete package.

As I enter my 6<sup>th</sup> year as National Stewards Advisor I am still learning and looking forward to the new season. I would like to thank the Board and Chief for their ongoing support.

- S.A National Stewards Forum – Melbourne – discussed during Allan's report.

#### Motion 20

Allan Jennings to put together a revised accreditation package using Speedway Australia Stewards forum presentation and SSA accreditation course.

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

- National Stewards Panel - Discussed
- Accreditations - Discussed
- Red Cards - Discussed
- Social Media Policy – Distributed and accepted

Motion 21

That we accept the social media/networking policy as presented. Immediate implementation.

Moved QLD 2<sup>nd</sup> VIC CARRIED

Discussion on working with children checks being an issue in NSW as some officials are refusing to get them. Reiteration that a police check at the minimum is required by all states prior to an official's card/red card is provided. Basically no working with children check/police check, no officials licence.

Motion

To accept the stewards reports as presented

Moved SA 2<sup>nd</sup> WA Carried

Substitute cars recommendation from July Stewards meeting was put forward

Motion 22

That Option 2 be accepted by the Board.

Substitute Cars

If a driver repairs his car, the can take up their position without penalty as per the original draw. Rule 4.29 ASRRR

Moved VIC 2<sup>nd</sup> QLD CARRIED

### **13. National Titles**

- Titles Update – Michele Harris

Revised submission forms and shortened information sheets have been sent out to the states next in rotation for the 15/16 National Titles. They have since come back in and I can advise that there was a lot of interest to host the Production Title in Western Australia and the Super Sedan Title from Queensland. The others were not as popular with one submission from New South Wales for the Modified Title and two each for the Street Stock in Victoria and also the Junior Title in Tasmania. I also took on board the enquiries to make the Calcutta at titles compulsory, after investigation I decided that it is still a club / promoter run event and we should leave it up to them to secure a successful event.

I have also put out the updated expressions of interest to officiate at the next round of titles. When these have come through I have sent out a reply letter advising receipt of their form. Interest has been very slow; we need more people to apply for these positions. I was surprised to see that there are still some officials that don't have red cards or police check / working with children's cards. I have not included them on to the register. Thank you to all of the people who did take the time to complete the form.

I have also updated some of the title pages in policy as they are not what we work to anymore. This also included the title rotation, which I will present to this meeting.

Andy and Bec are at present working on getting the online nominations refreshed for the next round of titles. This will enable us to get some money in, in advance and we will have a better indication of numbers earlier. I would like to give a big thank you to Andy Young for his work on the online nominations. Thank you to Bec Jones for her work with titles.

I would also like to wish the following clubs and promoters a successful title in the coming months. They are Bendigo Bank Arena Latrobe, Cranes Combined Carrick Speedway, Morris Park Speedway Dubbo, Kalgoorlie International Speedway, and lastly Timmis Speedway Mildura. To the competitors I hope that your visit to these venues in an attempt to secure that number one is enjoyable. To all the volunteers that give their time for the sport we also wish you well.

Motion to accept the titles report  
MOVED NSW 2<sup>nd</sup> VIC CARRIED

Title rotation

	Super Sedan	Modified	Production	Street Stock	Junior
16/17	WA	SA	VIC	QLD	SA
17/18	NSW	VIC	QLD	SA	NT
18/19	VIC	QLD	SA	NT	QLD
19/20	SA	TAS	WA	TAS	WA
20/21	TAS	WA	NSW	WA	VIC

Motion 23

To accept title rotation schedule as presented by Michele Harris  
MOVED NSW 2<sup>nd</sup> SA CARRIED

Motion 24

That we accept the lanyard quote for National Title officials cards.  
MOVED VSCF 2<sup>nd</sup> QLD CARRIED

Motion 25

That SSA make officials lanyards available for purchase by the states.  
MOVED QLD 2<sup>nd</sup> WA CARRIED

- 2015/2016 Title Submissions

Michele has worked on shortening the submissions to just the information that we require and it has worked very well.

Rain out policies were discussed.

Title submission recommendations were put forward for discussion.

Motion 26

That we accept the title submission for the 2016 National Junior Sedan Title at Carrick 7<sup>th</sup>, 8<sup>th</sup> and 9<sup>th</sup> January 2016.  
Moved WA 2<sup>nd</sup> VIC CARRIED

Motion 27

That we accept the submission for the 2016 Street Stock Title from Redline Speedway 11<sup>th</sup>, 12<sup>th</sup> and 13<sup>th</sup> March 2016  
Moved WA 2<sup>nd</sup> QLD CARRIED

Motion 28

That we accept Moora WA to be the venue for the 2016 Production Title 4<sup>th</sup>, 5<sup>th</sup> and 6<sup>th</sup> March 2016.  
Moved QLD 2<sup>nd</sup> VIC CARRIED

Motion 29

That we accept Rockhampton Submission for the Super Sedan Title 25<sup>th</sup>, 26<sup>th</sup> and 27<sup>th</sup> March 2016

Moved NSW 2<sup>nd</sup> WA CARRIED

A submission has been received regarding the Modified title but more work needs to be done. Alan will speak to David and report back to Michele.

- 2014/2015 Title Teams Update

Motion

To accept the National Production Title Team for Dubbo as below

Title Manager...Alan Edwards  
Chief Steward...Kelvin Gray  
Ast Steward.....Allan Marskell  
Ast Steward.....Leeann Wilson  
Chief Tech.....Jonathon Oliver  
Ast Tech... ..Paul Bennett  
Ast Tech.... Tony O'Neill  
Ast Tech.... John Gore  
Transponder..Kelly Atkins  
Drivers Rep....Pam Franz  
Media.....Jason Crowe

Moved Vic 2<sup>nd</sup> NT Carried

The Expression of Interest forms for the titles are receiving limited replies; please can the States ask people to apply if they are interested.

## **NSW**

### National Titles with excessive car numbers.

Our Delegates felt that with the big car counts we are experiencing over the last few seasons that the current system of only four heats per car is not fair on competitors as they are finding it very hard to qualify even for the 'C Main'

With the larger entry list it may be fairer if a new system of 5, even 6 rounds of heats to be the best option. It may also encourage more entrants if the system makes it look fairer.

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.

NSW asked if 4 Cylinders could get a reduced licence – this was discussed and not available.

Online nomination fees - Title nomination fees are now \$175 with own transponder and \$195 without own transponder. This will stop refunds being given for the transponder hire.

#### 14. **Media**

- Media Report – Jason Crowe

Firstly may I apologise for missing the National Conference this weekend.

My Health in the last three months has taken a turn for the worst, leading to several operations, time off work and needless to say, has lead to the website having a little downtime.

The season just past from a Media perspective had me in every State again, and at four of the five Australian Titles, with the major challenge being the two National Titles running simultaneously. I would like to thank Pam Franz for her efforts at short notice to get as much information out about the event as she could. Sadly the internet availability at Gympie let us down for the second time in the season, which made live audio practically impossible, and updates very slow. But we got through it and provided the information in a timely fashion. We were able though to provide more than 50 nights of live audio again, which is accessed more than ever by fans around Australia.

This season, I won't be attending the National Super Sedan Series, mainly due to the fact the event is being held over a four month period and I can't get the time off work. I did advise the National Super Sedan Series working committee that I would still be happy to do media releases, but I haven't heard back in respect to this. I will be available to attend all of the National Titles which I am very much looking forward to, and will cover a series of events around Australia, as in previous seasons.

I have advised Greg and Beckie that I will be going on Long Service Leave during November and December. It will be an overseas holiday and the first holiday I will have had in 20 years. I do realise it is during the Speedway Season, but this is something I have had planned for quite some period of time. I have discussed who would be best equipped to take the reigns while I am away, and Scott Beattie, who does alot of Media in Western Australia, and does most of our Transpondering, is willing to do the job, including the Facebook Page, the Website and articles in SRN. Scott's fanaticism for accuracy will ensure that the website remains up to date.

I will return on December 20, and will then resume after that point, providing the best coverage I can.

To accept report as read  
Moved NSW 2<sup>nd</sup> SA CARRIED

To accept Scott Beattie as Jason's temporary replacement  
Moved NSW 2<sup>nd</sup> QLD CARRIED

- 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.
- Television 2014/2015 National Titles

Motion 31

That we do not take the TV Package as offered by D. Tapp Power Productions for 2014/2015 Season.

Moved VSCF 2<sup>nd</sup> QLD Carried WASCFC Against

Motion 32

To request from David Tapp a proposal to cover Modifieds and Production Sedans for the 2014 - 2015 seasons National Titles.

Moved NSW 2<sup>nd</sup> QLD Carried

Motion 33

That SSA ask for a quote from Power Productions regarding TV coverage for Super Sedans for the final night.

Moved WA Lost due to no seconder

- Ash Media - discussed
- Magazine Advertising 2014/2015

Motion 34

For 2014/2015 season we continue to advertise in Totally Speedway and not Oval Express

Moved QLD 2<sup>nd</sup> NSW Carried

#### **15. *Speedway Australia Report***

- Report – Greg Lynd  
Shareholders now form the Board of Speedway Australia
- S.A Attendee – Jeff Krebbekx (General Manager) day and time TBA. – Due to circumstances and new to the role it was suggested that no attendance was required.
- NSSS Update was presented.  
QLD will still present and supply the Queensland Cup for the highest point for contracted and non-contracted driver for the Queensland rounds and will be presented in Gympie

Some medicals are being falsified and everyone needs to be aware that penalties are enforced.

One Day licence we need notifying when they are processed.

Clarification that to be a drivers rep, any Speedway Australia Licenced person can be accepted.

#### **16. *SSA Policy***

- Updates

Titles needs updating. Michele has forwarded relevant information to Alan and Di.

#### **17. *General Business***

### **QSCA**

Discussion on presentations to National and State Title winners at the conclusion of events to include Family/Pit Crew in the initial excitement phase of winning. How do all States do this?

Happy to allow family to go out onto the track, the cars just need to be segregated for post title compliance.

Equalisation

Motion to abolish equalisation

Notice of Motion for the September meeting.

Motion 36

That equalisation for all meeting attendance be abolished

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

## **WASCF**

1. **MOTION** That of the September National conference 2014, at least one SSA Conference per year be held on a rotation basis around Australia.

Motion withdrawn by WA.

2. **MOTION** That there be a re-introduction of the Driver of the Year Award, with all states to have State based award (formerly Jacko Award), with the State based winner to brought to National Conference.

WA Withdrew the motion

Motion 37

That there be a reintroduction of the Driver of The Year Award with each state to have a state based award (formerly Jacko Award).

Moved WA 2<sup>nd</sup> VIC – Notice of motion for next conference.

3. Junior Sedans Racing after 11.00pm – racing must start by 11pm
4. NSSS Report – Dealt with

General

VIC

Media Portfolio

Everybody is currently happy with their relevant portfolio.

Motion 38

That Garry Gale will be appointed to the portfolio of Media.

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

Geoff will proceed with the full technical portfolio now apart from the online specification books. CTAC's and Technical to get an email that the transition is complete and Geoff is now the contact to free the CEO.

WA no general business

QSCA – CTAC communication with the states. The appointed CTAC person is responsible to the state. The CTAC chairman is responsible to the SSA. Every individual email is not required to be cc'd into the state. If the state asks their appointed CTAC representative for a report then it should be forthcoming.

NT – Nothing

SA – Junior races length of?

Heats 8 – 10 laps is normal for most states and tracks and a 20 – 25 lap feature. We feel that a 50 lap race is too long for Juniors. Apply to your relevant state.

Dave Helyar is interested in promoting the 4 cylinders.

NSW – nothing

CEO – OPE forms

Motion 39

That claim forms to be submitted within 30 days of the expenditure being outlaid.

Moved QLD 2<sup>nd</sup> NT CARRIED

The technical meeting for next year is being looked at for March 2015.

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

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.

Greg would like to thank everyone for their efforts and wish everyone well for the coming season.

**18. *Date and Venue of Next Meeting*** – 16<sup>th</sup> and 17<sup>th</sup> May 2015 next phone hook up in November unless required prior.

**19. *Close of Meeting at*** 11.57am