

ASCF Speedway Sedans Australia Inc

Board Meeting

**Old Adelaide Inn, North Adelaide, South Australia
18th & 19th April 2009**

1. *Open Meeting – 8.30am*

2. *Introduction of Board Members*

Paul Gannon – QSCA
Rod Meakins – VSCF
John Purser – WASCF
Guy Thompson – TSCF
Michele Harris – NTSCI
Bill Miller – NASR SA
Alan Edwards – SSA of NSW

3. *Introduction of Delegates and Attendees*

Terese Lange – QSCA
Diane Lauder – VSCF
Des Alfirevich – Technical Director
Matt Flynn – WASCF
Greg Lynd – TSCF
Moss Buchanon – NASR SA
John Gore – SSA of NSW
Peter Harris – NTSCI day 2
Beckie Jones – Minute taker

4. *Apologies*

Jason Crowe

5. *Presidents Opening Address*

ASCF /Speedway Sedans Australia

CEO's Report to the Board

18th – 19th April 2009

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

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

We apologise for not being in the larger room and not being able to include observers but because of circumstances beyond our control we were left with nowhere else to go but to the smaller room.

Finances – Sharee Wilden will not be present today to present the financial report and Guy Thompson will no doubt be able to fulfil this role. Unfortunately our finances have had a massive drain put on them due to the

Doyle appeal. Guy has also been through the budget and will be presenting a proposed budget for next year. If you believe there is anything that may have been missed please question him at the appropriate time.

Stewards – the national racing rules committee will be meeting late next month (May) for any updates that maybe required for the 2009 book. From our point of view and should be the main point of discussion will be the judicial side of the rules and in particular appeals. Any recommendations from this meeting regarding the rules will be forwarded onto NASR as an agenda item at this meeting.

Rod Meakins will be presenting to this meeting a report on behalf of Peter Griffiths and the stewards.

Appeals – as I write this report we are anxiously awaiting on the findings of the AMSAC Court. At this point all we have received is a notification by way of an email that we basically lost the appeal. I find the whole AMSAC appeal process frustrating and to say the very least totally unprofessional. How can we as an organisation allow an appellant off when more than once they have been found guilty and now we haven't been given the decency of knowing on what grounds and or why they have been given the green light to say they weren't cheating? It is very clear in my mind that this individual was caught cheating, knowingly or unknowingly it still remains the same and that is, it was blatant cheating. Hopefully his conscience will play on him as this little exercise has cost his fellow competitors somewhere in the order of \$35,000.00!

As an aside it is my assumption, and that is all it is, that the SSA lost the Doyle appeal not because of Doyle using illegal fuel but because of a technicality and that is the legal team representing Doyle found a loophole in the process by using the CAMS racing rules and a rule pertaining to doubt of fuel testing / any flaws in the testing process. The rule allows the court to rule that if any doubt arises in the fuel testing procedure the appeal must go to the appellant. If this is the case then we have done the right thing by excluding the AMSAC level from the current Australian racing rule book.

Out of all the appeals we have had whether we won or lost we need to look at the positives from the process and that is it has made us look at ourselves, our processes, and the way we conduct ourselves in our capacity as administrators of our destiny. This is definitely the case as we tighten up the rules and change our thinking processes.

One thing we need to look at next is the way we are structured in regards to the constitution and the power of the board over the state branches. At The moment the board is basically a toothless tiger and reliant on the states to follow through on decisions made at this board. This is the next stage in our development as a competitor based organisation.

As we have very little on the agenda and plenty of time at this board meeting we can explore this possibility further in forward planning.

NASR – Tim McAvaney will be in attendance at the meeting today to present to us with an update on NASR matters including an update on the licensing structure concerning our classes for this coming season... Please ensure that you ask questions of Tim during his presentation.

Titles – Michele will give an overview of the titles and how she has perceived the workings of the team concept and how we can improve for next year...We did have a few management issues to which Michele would like to address in her overview.

Following on from the last board meeting and your approval to do so we have for the first time had the Modified Production Title held at Albany filmed for upcoming FOX Sports TV programmes to be aired on the 20th, 22nd & 23rd April.

NSSS – the series just keeps going from strength to strength and for the first time made a profit. Tim will no doubt give a comprehensive overview of the upcoming series etc.

In relationship to the 50/50 ownership of the series Garry Winter is drawing up an agreement for both of the parties to sign.

Technical – the technical committee under the guidance of Des will be presenting their report from the recent technical meeting. By now you will all have received the technical committee recommendations for your research and consideration. We need to be much opened minded with the recommendations and if they require further debate and or work done on them now is the time to do so and we need to advise the technical people where we see problems, give them direction and generally where we see the classes need to be going.

One thing I must point out with all the debate about engines and pan hard bars etc in Super Sedans we should not lose sight of the big picture and that is where is this class going? Can it afford to progress at such a rate? Is it able to sustain growth with any more changes?

When it comes to engines and the current cost of engines will a restrictor plate to restrict engines to 650hp and engine size then not be an issue provided it doesn't exceed 650hp is this the answer? We as a board and the technical committee need to be thinking in this vain to ensure the class grows economically and not destroy itself through unnecessary cost.

I am sure technical as part of its thinking process have covered off these sorts of questions and can provide this board answers to these very questions and where they can see the class going in the coming years!

Class Rationalisation – We still need to do more on this subject and I would like to suggest during the off season we attempt to do just that and call a meeting of delegates from the 3 litres, RSA, QLD bombers and any other group that is currently outside our specifications to see if we can't come up with a formula and a time frame that we all can work towards so that all sedans will eventually come under our banner.

Members of the board, I know I have said this before and I have said it at every previous board meeting but let's put our team player hats on, lets us always think big picture, not always focus on our own situation, no pedantic situations and / hidden agenda and let's move forward as the national sedan body we are meant to be. Let's think where we would like to see the sections one year from now, two years from now, up to five to ten years from now. There may be some hard decisions to be made which could upset a few to gain the respect and growth of a lot more than those few.

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

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

Neil Sayer
CEO

Neil then goes on to say that an unsigned letter has arrived from the Doyle case. Neil has put it to the Board to discuss whether we should persue, after the lawyers give us the official signed response a decision will be made.

Des mentions that we run by our spec book not CAMS book.

David Knight will be attending at 10am to present a letter from Ian Boettcher.

Des wanted to mention that he wanted it noted that if it is a Technical issue, that should be where David Knight should discuss this not at a Board Meeting. Neil says that there seems to be a conflict of interest and that they need to be heard and discussed.

There are leaks within the Technical Committee and we need to make sure that we do not take sides on anything.

6. Board Member Reports

QSCA

It is very pleasing to once again be able to begin this report by stating that the numbers of licence holders within the state of Queensland has remained quite healthy throughout the past season. Although the number of National Licence holders has remained static since the previous season, this is probably a good result when one considers the economic climate of the time; the number of available cars in all divisions ensures that promoters are able to programme attractive meetings on their tracks.

Queensland State Titles are still to be run this season. The Super Sedan Title is set down for Brisbane International Speedway over the May long weekend. At this stage, with the nominations still open, there will be about 40 cars competing.

The Modified Production Sedan title is to be run in Cairns over the July long weekend. This is always a popular venue with competitors, so the number of cars should be very healthy.

While the Junior Sedans will be held on the second night of the Super Sedan Title in Brisbane, after being a complete wash out earlier in the season. A pleasing aspect of the Junior Sedan Title is the continued interests from inter state drivers travelling to compete in the title. There seems, as though there will be approximately 40 cars at this title.

The Super Sedan division has continued its high level of presentation this season and continues to thrive in Queensland. The recently completed National Super Sedan Series again has shown the calibre of the teams competing in our state. Congratulations go to Darren Kane for his excellent Series win Matt Pascoe. Darren Kane followed up this result with an excellent National Title win in Lismore.

The Super Sedan Association continues to offer high quality programme presentations in a two-tier structure thus allowing good exposure to all levels of competitor.

The Junior Sedan division has continued its remarkable growth. In 2004 there were 7 licensed drivers within the state, when the decision to run the first state title and to apply for a national title was taken. This proved to be the correct decision as there are now 47 licensed drivers based from Brisbane in the south to Mackay in the north. Tracks are even competing for the services of the division.

The running of the 5th State Junior Sedan Title in Brisbane promises to be a gala occasion.

Queensland can also boast as being the home of the National Junior Sedan Champion in Charlie Brown. Eleven Queensland based cars competed in this National Title.

Modified Production Sedans continue to be major draw cards for programmes with their "all or nothing" approach to competition.

The Modified Production Drivers' Group have once again been able to conduct a most successful series for the class. Their meetings are always well supported by the drivers and seem to be able to attract healthy crowds to venues.

The upcoming state title in Cairns promises plenty more of that when the southern cars will be given an all to rare of an opportunity to clash with northern cars.

One of the pleasing aspects of this season has been the acceptance of the competitor and promotions to the technology of transponders and one-way communicators. These two items have changed the conduct of race meetings drastically for the better. Most meetings are transpondered (new word) and competitors enjoy the opportunity to check lap times on the My Laps web site.

Let me conclude this report by thanking all of the members of the QSCA Committee of Management and those wonderful club officials and volunteers for their unrelenting efforts to promote our sport. To the competitor, who keeps coming back for more at each race meeting, I thank you for your continued love of our sport.

Paul also added that since his report was written a Street Sedan Title had been run was won by a competitor in his 1st year won.

VSCF

State Titles

This season we have struggled a little with numbers attending some State Titles. The car numbers have been average to low, but we still have the expenses for these titles. We will be looking closely at these figures at our next meeting. The racing at the titles has been excellent with some very close competitive clean racing. Once again we have had many interstate competitors attending our State Titles. Congratulations to all the winners and placegetters in the State Titles.

National Titles

There has been two National Titles held in Victoria this season, Junior and Production Sedan. The numbers have varied for both these titles with 96 Juniors and 31 Production Sedan drivers nominated. The Junior Title showed just how close the Junior drivers race, especially in the final. The two lead cars displayed excellent driving skills over the last 10 laps and it was the closest finish that has been witnessed for many years. I would like to thank everyone involved with the Junior Title for their efforts to make it a success. The Production Sedan Title was held in the most extreme heat that we have had in Victoria for several years. Unfortunately this title was held at the time of the bushfires that ravished Victoria and as they weren't that far from Wangaratta, there was some concern regarding the event going ahead on the Saturday. With such extremely hot conditions, the racing surface suffered as well. The racing was good but the track couldn't retain any moisture, which made the track dry and rutty. These conditions showed in the final with many stoppages throughout the race. We finally got to the end of the race and we had some very tired and sweaty drivers. Everyone needs to be praised for their efforts over this trying weekend, especially the drivers.

We are fortunate to have 3 Australian champions in Victoria:

Street Stock	Brad Mc Clure
Production Sedan	Chris Lack
Modified Production	Mark Carlin

Congratulations to these 3 drivers for their efforts in their Australian Titles. Also congratulations to all the competitors and placegetters in the National Titles.

Lic/Reg

Numbers are down within all classes except Juniors, who have remained the same as last season.

Considering the water restrictions in Victoria, there has still been a lot of racing throughout the State with many tracks carting water in for the meetings.

Next season we will be introducing Code of Conduct forms for all drivers and officials to sign at the start of the season. Parents/guardians of Junior drivers will also be required to sign a Code of Conduct form before any Licence and Registration is issued.

We are hoping these forms will remind drivers/parents/officials of the responsibilities that they are bound by when racing/officiating.

Thank you to the Neil, Beckie and the Board members for their help and support that they have given me throughout the year.

I look forward to being re-elected again as the President of VSCF.

VSCF Board Member
Rod Meakins.

Comments:- Guy questioned the Code of Conduct and asked if they had any problems within their state. Rod replied that they thought it was the correct way to go and it has worked.

WASCF

So far this year has been very successful for our state. One National Title has been run which was Modified Production Sedans at Albany last weekend. Numbers were down but the Title was still very successful with 8 cars from Eastern States. Junior, Modified and Production State Titles have been run with record numbers at the Junior Title. The Street Stock State Title will be run next weekend and Super Sedan Title the weekend after with an interstate competitor in each class.

We have purchased a decoder and software for transponders also one way communicators which are for sale or hire.

Our financial position is stable. All divisions are maintaining number. We do not have any clubs in financial trouble.

Overall I believe that the sport is in a good position in our state.

No comments

TSCF

Our season in TAS has had all our state titles run and won. With TAS title going interstate

We have introduced new procedures for our stewarding with great results at major events. These have been the use of tech people in different positions around the infield to assist the stewards, the chief steward does not necessarily act on one call but have found the tech person can add clarity to the diction and help in making the correct call.

We have implemented the new safety regulations with a small amount of problems at the start of season. We have had two tribunals in Tasmania this year and this has been very effective with the only down side being that the main officials have not filled in the correct paper work, these are things that Tasmania is addressing to try ensure it does not reoccur.

I have been very concerned in the policing of specifications from our classes of cars that have visited our state from other states during this season and in particular the super sedans that attended the grand prix at Latrobe

The fact the tech rep on the NSSS and the state registering these cars had not enforced the door bar rule was disgraceful. It left Tasmania with the job to enforce the secs. Yet once again, if we are going to vote for these rules we need to make sure our officials enforce them.

We are pleased that Tasmania has now purchased our own case off transponders for use next year for our sedan divisions. We see this as a major move forward for our state.

On my national work I had to deal with production title in WA and we had three good conforming submissions for this but found that others have been talking to the tracks and found it interfered with the process that the board agreed that I was to finalize the contracts only. This may have affected the end results.

On the financial side have done some work with Sharee and will present our budget and financial report. It is a major concern the cost we have incurred to protect our sport from drivers that will not comply to our specifications and rules and regs. If it was not for them we would be in a stronger financial position and for one I think it is time the board takes a harder stand to protect the ASCF/SSA

It is notable that the down turn in the economy has affected our income and have put together two budget proposals to help us move forward.

As we normally find it hard to raise fees and have reduced our cost to a minim, increase is a must to keep ASCF/SSA financially sound.

To the National Title in TAS next year the host track has made some freight arrangements for those interested in attending these titles, they need to email or phone the promoter John Carr and he will arrange quote and if acceptable will book for them.

Yours Guy Thompson

Comments:- Freight arrangements for both Junior and Modified Title 2010 people need to phone John Carr for a deal. If they can reduce their freight size then it will keep the costs down. All costs need to go through John Carr so that a bulk rate will be arranged.

Rod questions that a few Street Stock cars at Carrick that were not to full specifications.

Technical reports from the titles need to be sent to the states if there are issues with specifications on cars in their states. States and Technical people need to stand their ground.

NTSCI

NORTHERN TERRITORY BOARD REPORT APRIL 2009

The Northern Territory Speedway Council has seen some changes this year. Firstly a new President Rod Berry is at the helm. In an attempt to take some pressure from the secretary we have set up three competition secretaries, these people are responsible to licence and register all drivers and vehicles. We have seen numbers remain stable in the junior ranks and Street Stock numbers have increased slightly due the cars being registered in Tennant Creek. Tennant Creek have put in an application to host the 2009 NT Junior Title. If this is accepted it will be run in July. At present Tennant Creek are implementing the use of transponders which will leave only one club to come into line. The Street Stock Title is scheduled for Darwin which will be run in August. Peter Griffith has been to Darwin this year to accredit our officials and is due to come back to Tennant Creek for the Junior Title to do more. Congratulations to Adrian Cotterill the current Northern Territory Junior sedan Champion and Street Stocks Grant Harris. The state is still struggling to secure long term officials. After looking at the rotation for Australian Titles I have noticed that the Northern Territory is scheduled to host both the Australian Street Stock and the Junior Sedan Titles in the same year. These two classes are the only ones that we run, so I would suggest if possible that we look at separating the two.

Comments:- WA offered to take the title. Further investigation needs to be done so that the rotation can be changed if necessary.

NASR SA

With the racing season near its end, the state has had some very good and very challenging race meetings. It was the first year that the clubs supplied officials for state titles, not the state. This worked in some cases but not in others, and this will be discussed at our Combined Clubs Meeting. The monthly state body meetings are using phone hook ups with the country members and seems to be successful.

Tech meetings are also using phone hook ups, which is now keeping the country members informed and they also have more input. Des gave up his time once again and held a Technical Training Day, which went over well with our tech people.

The state body has given affiliated tracks a \$1000 building grant for venue improvements, which will benefit clubs, spectators and competitors.

Plans are well underway for the Australian Super Sedan Title in Adelaide.

I also attended the NSSS working party meeting at Lismore, where race formats, venues, prizemoney etc. were discussed for the up coming season.

The Junior Sedan State Title ended up very controversial, resulting in appeals. As a result of this, the state is not running any Junior Sedan Titles. The state is also going to do Junior training days.

With the Super Sedan class growing at a rapid pace with more professional cars and engine combinations being raced, the need for a separate Super Tech Committee is essential.... This would ensure the destiny of the division to be in its own hands.

Comments:- Junior training and appeals need to be discussed throughout the meeting.

SSA of NSW

We were very pleased with the success of our state titles this season.

The Gunnedah track hosted the Super Sedans and was won by Wayne Brims.

Dubbo Speedway hosted the Modified Production division where Steve Price took the win and the Leeton Club once again supported our Production Sedans with the title going to Trevor Mills. It is interesting to note that in all three divisions the defending title holder took out the win again.

The NSW NASR Junior Title was held in Nowra and was won by Chris Davis.

On the subject of rationalization the success of the State Modified Sedan Series has exceeded all expectations. From starting this series last season with a minimal amount of cars we are now receiving nominations above 40 competitors at each round.

Officials training is continuing this season and our next course will be held in Sydney at the end of August.

At our recent meeting of the NASR NSW & ACT Board we requested an additional meeting to discuss the specifications of the Junior Sedans in an effort to bring them further up to date.

In conjunction with NASR NSW we are conducting further workshops with our tracks and their officials to enhance their knowledge in the operation of the Transponder system. As more of our tracks come on board by installing the Loop we are keen to move forward with this technology.

Alan Edwards
NSW Board Member

Comments:- Rationalisation - no particular class is dominant within the 2/3 classes.

That all Board reports have been accepted MOVED SA 2nd VSCF CARRIED

David Knight from Boettcher's has attended to put forward his views on some misinformation that they believe has been discussed during the last few weeks.

A letter is read out from Ian Boettcher stating that they feel they are basically being targeted as they are winning etc.

Paul wants to defend QLD and also the driver of the car needs to be thanked as they also have an input into how the car handles.

David believes that you need a Super Sedan Technical Committee that consists of drivers and chassis builders so that the class can move forward.

David was thanked for attending and his views have been taken on board.

Some accusations have been made and Tony O'Neill will be asked to explain his actions.

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

1. Board Meeting September 08

Accept minutes QLD 2nd VSCF CARRIED

8. Business Arising From Previous Meeting Minutes

The following points were sent by QSCA

Page 13 on minutes – Motion 11.

Should read

If any faults in the log book that have not been fixed by the next race meeting the car will not race. The log book must be posted back to their club and the driver will not get the book back until the repairs have been corrected.

Clarification 14

Should read 85.6 not 65.6

Page 24 on minutes

Should read

National Modified Production Title not Production

To accept all above changes MOVED NTSCI 2nd WA CARRIED

9. Financial Report

Sharee Wilden did not attend and Guy Thompson is discussing as the Board portfolio holder.

MOTION 1

That affiliation fees for each State be increased to \$400.00 and Club affiliation be increased to \$70.00. Prices quoted are inclusive of GST. Effective of July 1st 09.

MOVED TSCF 2nd VSCF CARRIED

MOTION 2

That the SSA increase log books and infringement cards by \$10.00 plus GST each (\$11.00 inc) for 2009- 2010.

MOVED TSCF 2nd NTSCI CARRIED SSA of NSW against

Title fees will be increased by 5% including sanction fees.

That we accept the financial report.

MOVED TSCF 2nd NTSCI CARRIED

10. *Business Arising from Financial Report*

11. *NASR Report*




NASR PROGRESS REPORT

to

ASCF/Speedway Sedans Australia

Adelaide
April 2009



Membership

- Member numbers exceed 10,400
- Price Increase for 09/10

Why?

- Personal Accident increase
- TV Budget to be raised



Personal Accident Insurance

- Initial Indications are for a 30% increase in premium (\$350K to \$495).
- Two fatalities this season
- Number of claims high in season 07/08
- Combination of 2 years – poor result
- Current negotiations positive



Television

- Television Budget to be raised by NASR (in addition to funds already spent on TV)
- Similar to Drag Racing package
- To include:
 - WSS, NSSS, National Titles, major events
- HD ONE (Ten network's, 24 hour, free to air, sport's channel) – most likely option



Membership Categories

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



New Licence Prices (NOT YET RELEASED)

■ AA Driver	\$250	(\$175)
■ A Driver	\$210	(\$145)
■ B Driver	\$150	(\$130)
■ JD Junior Driver	\$70	(\$55)
■ V Vintage Driver	\$100	(\$85)
■ M Mechanic	\$90	(\$75)
■ O Official	\$90	(\$75)
■ JM Junior Mechanic	\$45	(\$36)



Australian Speedway Racing Rules

- ASRR Advisory Committee to meet on Sunday 24 May in Adelaide
- Tribunal Review main focus
- Call for suggestions for improvements
- Review alternative systems in sport
- Circulate for discussion prior to meeting
- SCCA and F500 invited



ASRR – TRIBUNAL REVIEW

Issues to Consider

- Levels of Tribunals
 - Do we need two levels? Three levels?
- Legal representation at Tribunals and in correspondence
- Appeal fees
- Grounds for appeal
- Technical Appeals
- Will a simpler system result in cases in civil courts?



Upcoming Events

- 2009 Hall of Fame Induction Dinner
 - Adelaide Convention Centre
 - Saturday June 13
 - \$80 per person
- Safety Conference
 - Saturday June 13 in Adelaide
- ASRR Review Committee
 - Sunday May 24 in Adelaide



National Super Sedan Series

- Successful 08/09 Series
 - 20 Contracted cars
 - Greater levels of exposure
 - Exceptional racing
 - Improved presentation
- 08/09 Series had ten rounds
 - Rockhampton, Brisbane, Toowoomba, Dubbo, Hamilton, Mount Gambier, Warrnambool, Avalon, Horsham, Murray Bridge
 - Series completed within 4 weeks
 - Tri-City concept successful
- Carline partnership – 2 year deal (2008/09 & 2009/10)
- Televised 6 rounds on Chequered Flag
- 30 minute series highlights on SBS – Speedweek Program
- Working Party met at Australian Title to begin review and planning
- Next meeting scheduled for late May



NSSS Financial Results

- | | |
|------------------|----------------|
| ■ Total Income | \$205,103 |
| ■ Total Expenses | \$196,298 |
| ■ Net Profit | <u>\$8,805</u> |
- Some drivers failed to finish series (not eligible to then receive tow money)
 - NASR Administrative costs not accounted

2007/08 results

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



Current Issues/developments

- NASR Driver Development Program
 - AIS program – Recently completed
 - Drivers included:
 - James Aranyosi (17, Vic, Junior Sedans)
 - Jordan Biviano (17, NSW, Junior Sedans)
 - Rachel Neve (16, NSW, Junior Sedans)
- Public Liability Insurance
 - Scheme continues to grow – 83 tracks
 - Hardening Market
 - Initial negotiations good for 09/10

Tim has questions that were raised by the SSA Board that he will go over and put forward to his Board.

12. Technical Overview

Technical Report April 2009

The Technical Committee were once again in charge of scrutineering at all Titles, assisted by State Technical Committee members and Club scrutineers.

Thanks to Michele Harris and Guy Thompson for their work on appointing the title personnel who worked well together.

The Titles held so far have all been successful from a technical point of view.

I believe that the majority of car builders have a proper grasp of the specifications.

Since the last meeting the pending appeals have all been finalized with some success. I believe the whole process of technical appeals needs a complete overhaul to avoid lengthy delays.

In my opinion, the disqualifications were because of a statement of fact against the specification books, and there should be no need for any further appeal.

I urge the committee via the Board to move to change the technical dispute system and insist competitors race by the rules and accept the consequences.

I would like to thank the Technical Committee members and Paul Gannon for their support and support of the specifications. I also thank the Board Member for their support and help during the past season. Thank you also to our CEO, Neil Sayer, who has been supportive throughout a very hectic and trying time. Thank you also to Beckie, our secretary for her work during the season.

TECHNICAL LIAISON BOARD REPORT.
APRIL 2009.

Let me please state at the very beginning of this report on the workings of the SSA Technical Committee that the amount of topics covered by e-mails since the last Technical and Board Meetings, has been most impressive. It shows that the continual technical concerns of this Association are many and varied. I believe that the amount of concerns covered by the members of the Technical Committee in these e-mails is testimony to their efforts to do the job assigned to them.

Just to run through a few of the topics that were solved through this process-

- a. Modified production sedans rear firewalls.
- b. Use of Ford con rods in street stock sedans.
- c. Rear brace bar thickness in street stock sedans.
- d. Extractors through the firewall in modified production sedans.
- e. Super sedan data logging concerns.
- f. Super sedan rear window enclosed concerns.

These are only a few topics, but they are a good example of how the process is able to work.

The next step, I believe, now needs to be put in place whereby the results of these discussions need to be formalised and put before the SSA Board members to be ratified. This would allow any contentious issues to be solved before they became major obstacles.

The SSA Technical Committee met on the 4/5 of April 2009 at the Old Adelaide Inn in Adelaide.

Delegates represented all states, with Tasmania introducing their new delegate Deon Francombe. Di Lauder took on the role of the Victorian delegate at the last moment due to the illness of their original delegate. I commend Di for attending at such short notice and trust that her state members appreciate her willingness to do so to represent them.

This was the initial meeting conducted under the newly adopted process for state agenda items presentation. Although there were some teething problems, it seemed to have worked on the whole.

The whole idea of the process is to make the Committee more professional in its work habits and to protect all of its members from any accusations by making decision-making far more open and therefore more accountable.

A major misconception held, so it seems, by a number of people is the fact that the Technical Meeting was called a closed meeting. After some soul searching, all agreed to the true meaning of this situation. People are permitted to attend the meeting to deliver submissions that will be discussed by the committee and a decision will be forwarded to that person in due course. This has always been the case and has not changed. There is a required process to go through, but the invitation is quite open to anyone.

Allowing observers at a Technical Committee Meeting remains a process that is fraught with danger, as the meeting compiles a list of recommendations and clarifications to be presented to the SSA Board.

I will leave the meeting content to the National Technical Advisor, Des Alfirevich, to report on. Suffice to say that all members of the Technical committee contributed to, what on some occasions was quite vigorous discussion, on a wide range of topics.

The Agenda was strictly adhered to, and all issues on the Agenda were addressed.

The Technical Committee members are concerned with the Tribunal/ Appeals process and to the direction that this process seems to be heading. A solution to part of the concern, as seen through the eyes of our technical people, is to be presented to the Board at this meeting, and I commend this to you and also emphasise the amount of effort put into this final draft by all contributors.

I thank you for the opportunity of acting as the SSA Technical Liaison Officer.

Clarification 8 All divisions

Fuel Tank protection bars must have radius formed corners as per dia in specification books.

No straight side pipes for jacking to extend.

Clarification 9 Super Sedan

**Suspension adjustments not allowed from driving compartment.
As per specification book to be policed properly from next registration 01/07/09
As per page 3 section 2 General
Needs to go into Tek Torque**

**Recommendation 13 Super Sedan
No electrical adjustable suspension components allowed.
MOVED VSCF 2nd WA CARRIED TSCF against**

**Recommendation 14 Super Sedan
Adjustable panhard bars are permitted provided that they are adjusted manually. No
electronic or hydraulic adjustments allowed.
MOVED VSCF 2nd SA CARRIED**

**Recommendation 15 Super Sedan
During the life of this book a new engine specification maybe introduced.**

A survey needs to be sent out

**To send a survey to the drivers from the National Office regarding engines
MOVED WA 2nd VSCF CARRIED**

**To send a Suspension adjustments survey from the National Office
MOVED WASCF 2nd TSCF CARRIED**

**Recommendation 16 Super Sedan
Super Sedan Specification book to be held over for 12 months (July 2010)
Reason – Submissions received need to be ratified by drivers and car owners. Currently
no problems with the spec book.
MOVED VSCF 2nd TSCF CARRIED**

Engine Sealing/Sealers etc

**Recommendation 1 All Sections
SSA use triplicate copy engine sealing books that are numbered. One copy to
car/engine owner, 2nd copy for engine sealer, original to State Office. Car owner/driver to
have copy of engine sealing form with log book at all time.
MOVED NTSCI 2nd TSCF CARRIED VSCF against**

**Recommendation 2 All sections
All engines must have a number stamped on the block. E.g. 3 x engines 3 different
engine numbers. Could even have letters or car number.
MOVED NSW 2nd NTSCI CARRIED SA & TSCF against**

From the Junior Title – Barwork

**Recommendation 5
Page 25 Section 17 A
4th line change 3mm to 2mm and 30mm x 30mm x 2mm rhs remove 50mm x 25mm x
3.2mm rhs only.
Remove Section Q on page 18
Page 18 Replace Q with the following
All other barwork 300mm from the rear face of the front bumper. And between the front
subframes must be a max of 34mm x 1.6mm W.T CHS Fig 7 (i, ii, iii)**

MOVED TSCF 2nd QSCA CARRIED VSCF against

**Clarification 3 Junior and Street Stock
Junior Page 35 Section 30A
Street Stock Page 31 Section 26 Rule A**

**Remove A and replace with the following
Foot operated OEM brake system to remain standard and to operate correctly on all 4
wheels and be effective at race speed.**

PASSED

**Recommendation 3 Juniors
Add to Page 34 Section 28 F
That all wheel covers – steel disc that cover the rim not be allowed.**

MOVED SA 2nd VSCF CARRIED

**Recommendation 4 Juniors and Street Stocks
Junior Page 35 Section 30 Rule 30C
Street Stock Page 31 Section 26 Rule D
No drilled/lightened disc rotor permitted.
MOVED VSCF 2nd NTSCI CARRIED**

**Clarification 4 Juniors
Page 33 Section 25 Rule F
Add after etc – no lowering blocks permitted.**

PASSED

**Clarification 5 All Sections
Junior Page 13
Street Stock Page 11
Productions Page 11
Modified Production Page 12
Super Sedans Page 16**

Window net minimum rod thickness ¼" (6mm)

PASSED

**Clarification 6 Production Sedans
Page 14 Section Body Rolling Shell Rule 11
Early model engine 202 inline six cylinder fitment to VT, VX, VY, VZ Commodores and
Monaros. 26 ½" or 675mm from rear face of engine block to front K-frame bolt on
chassis rail.**

PASSED

**Clarification 7 All Sections
Mod Prod Page 15 Body/Rolling Shell 11H
Panels to be attached using rivets or bolts. No cable ties or race tape unless race night
repairs.**

Add in after Tek screws not to be used.

PASSED

Recommendation 6 Fuel rules
We accept the Fuel Rules 2009
Pending answers on page 3
Table on page 3 to be taken out

MOVED TSCF 2nd SA CARRIED

Recommendation 7 All Sections

That we ask the Stewards to change their views on the understanding of a Technical Infringement that has been issued to a driver.

Fuel: Any driver issued an infringement for illegal fuel will be given a \$2000 fine and 24 month suspension. Fuel will be tested as per SSA Policy.

Already a motion from last years meeting that is going to the Stewards Committee next month.

Recommendation 8 All Sections

If a driver has been issued with a technical infringement and appeals, he/she is not permitted to compete until the appeal has been finalized.

Recommendation 9 All Sections

All Technical Appeals will be heard by the remainder of the Technical Committee who weren't involved at the race meeting where the appeal was originated.

To be coordinated by the Board Technical Representative.

Voting will be by Technical Representation in the event of a tied vote Chairman will be required to cast a vote.

No advocates will be allowed to attend with appellant in the event of an appeal or a minor (under 18 years old) the guardian will be allowed to attend with SSA permission. This appeal will be final and the decision binding on all parties.

Recommendation 10 All Sections

Technical Appeal options for appellant.

Option 1

Technical Appeals may be held at the next scheduled National Technical Committee meeting at a cost to be determined and advised. Appellants costs are covered by themselves.

Option 2

Will be heard sooner.

Technical Appeals will be heard after the driver has paid the estimate of costs for appeal. The costs to include flight, accommodation loss of income, hire of venue and cost of any expert personnel etc to be used in appeal.

Recommendation 11 All Sections

All Technical Appeal Hearings will be preceded by the payment of the appeal fee as determined by SSA Policy within the normal timeframe.

Once intention of appeal and fee is received the SSA Technical Board member and treasurer will quote on the cost to the appellant within 14 days.

The appellant then has 14 days to pay the quoted price to SSA, the SSA will then coordinate the hearing.

Recommendations 8, 9, 10 and 11 accepted.
MOVED WASCF 2nd VSCF CARRIED

To be sent to NASR racing rules committee

All Mono Sections

ISO6940 this specification ends in 2010.

We need to take a stand on clothing and allow this specification to continue being used.

Discuss with Board - what do we do?

Clarification 1

Production

Seat belt life to be 5 years from date of manufacture as per other SSA sections.

Reason – Production spec book has not been reprinted (currently on hold)

PASSED

Clarification 2

Sway bars on Junior Sedans

Suspension Pg 33, 25a: All arms, rods, struts, spring hangers and sway bars must remain standard, and functioning as manufacture as per manufacturer, for year, make, model and body type. All cars may use aftermarket camber caster adjustment.

After must remain standard add “and functioning as manufacture”

Stick in for the book & Tek Torque

Passed

Guy brought up the subject of TSCF's Technical agenda items the results were given and Ballast in Juniors was not allowed

Sunday 19th April 2009 Neil Sayer opened the meeting at 8.45am. Peter Harris is attending as the delegate for NTSCI.

Neil asked Guy Thompson to take the floor.

Guy wanted to express his concerns over allegations that were made about him yesterday and also he feels that we are uninformed on Super Sedans and drivers and he is very disappointed. A discussion on panhard bars follows on how the surveys were done in various states. As discussed yesterday a new survey will be sent to drivers from the National Office to drivers and builders and the results will be acted upon when received.

Motion 3

**That depending on the referendum pertaining to cabin adjustments of Super Sedan suspension components that Technical Clarification 9 and recommendation 13 & 14 be deferred until the result of the referendum is announced. Referendum to be sent back to the SSA office by May 31st. One vote per log book.
MOVED TSCF 2nd WASC F CARRIED VSCF against.**

13. Stewards Overview

Some points from Peter Griffiths

1. A rule for a rescheduled race, who can start in it etc. There is no rule in the new book old book was 12.11
2. Roof numbers 3.6 if we are not using transponders and they do not have a roof number the number on the side of the car needs to be looked at because it makes it hard for the officials to identify the cars.
3. 5.1a Unless officials have NASR insurance/member which a lot of officials don't have to have because they don't go in the pit area or track then under rule 2.2.1 NASR says they can not participate in any race meeting.
4. 2 Direction of racing doesn't say how it will be determined eg toss a coin

No rule to cover a driver who wishes to be a scratching from the nominations 11.14 in our old book

Do we need to look at reserve cars again for a final? The first 4 out of the B Main go into the A Main. At Lismore we then had a car pull out of the A Main had to start final with 19 cars.

No where in the new book does it say fines at a race track must be cash. 13.14 in the old book.

No rule to cover a car that continues to compete with excessive smoke exiting from the car.

No rule to cover obstruct the removal of a race car from the track.

Comments: - None

Board member portfolio holder report

Attended 4 National Title, 3 as a team member and 1 as a spectator. Teams seemed to work very well most times, consistency at scrutineering needs to be fixed somehow. As far as impounding of cars after a title to check for legality we need to impound the cars not the drivers. The drivers need to have contact with their family and crew as soon as possible after the race. How this is achieved needs to be discussed.

It was disappointing to see so many cars not having the correct foot protection bar work in place at the National Titles that I attended.

Speedway Rules and Racing Report

All seems to be going well, bar the appeals process. We need to be in absolute control of our own Rules and Regulations, ie the buck stops with the Board. There should be no lawyers, no advocates and no one should be able to appeal past a board or appointed body by the boards decision. All drivers sign that they will abide by the rules so therefore we should hold them to it.

One way communicators work fantastically and should be mandatory for all race meetings all classes. We have a Racing Rules and Regulations meeting on the 24th May 2009, so I need approved Board input for this meeting. We need to ask who is entitled to vote at these meetings as groups who are not using the book are voting, sometimes to get things changed in the book. I have fortunately been invited to go to Gympie to attend a race meeting incorporating a Stewards Meeting on the 20th and 31st May 2009.

Comments:-

Distribution of information for suspensions needs to go to the Racing Rules Committee to put a procedure in place

There needs to be a list of who gets to vote at the Racing Rules Committee.

The appeal system needs to be defined and this will be discussed at the Racing Rules Committee.

One way communicators should be mandatory for all race meetings.

We accept the Steward Report
MOVED TSCF 2nd NSW CARRIED

MOTION 4

That at all race meetings on the dummy grid line up, cars will still be allowed to cross over to facilitate missing cars

MOVED VSCF 2nd QSCA CARRIED

MOTION 5

That effective July 1st 2010 One Way Communicators be mandatory for all SSA Classes.

MOVED VSCF 2nd TSCF CARRIED WASCf against.

MOTION 6

That a nominal annual fee be charged for the use of SSA radio band. (simple contract to be formulated)

MOVED QSCA 2nd TSCF CARRIED

14. National Titles

TITLE PORTFOLIO REPORT

Thank you once again to all promoters, drivers and officials who hosted and attended the five national titles for 2009. Unfortunately I was only able to attend two of the five titles this year. There were a few problems emerging this year but in general the title team concept went well. Due to the lack of communication at times between the title team and the promotion we were fortunate that Bec took over the task and assured the promoters that all was in place. I would recommend that the phone hook ups prior to the title events with the team and promoter continue. I would also recommend that any deals done that are not included in the title contract be submitted in writing and that the office has a copy. We must insist that all monies owing from promoters be paid prior to the team arriving at the venue. This is something that has been over looked and I would consider this to be part of the title secretaries duties. We also need more officials to complete the submission form and go on the title officials register. Lack of Transponder operators is another problem; we will address this later in the meeting. Multi tasking and sharing the load is something new to the title team and it was obvious that some are still coming to terms with this. Scrutineers became another problem, states and clubs still need to present their scrutineers and pencillers to assist our technical team. This is the best opportunity to get hands on title experience and an opportunity for us to find more technical people for our titles. Thank you to Jonathon Oliver who stepped into the technical job at the last minute for the Production title. We need to also pay more attention to detail at these events and after the event get the title reports in to the office so that we can dissect the problems encountered and rectify them prior to the next title. With nominations close to one hundred in Mildura this year, maybe we need to contemplate a new format for our junior title, bearing in mind that we have children as young as ten and as old as sixteen to cater for. I spoke to some parents at the junior title regarding this but have not had too much feedback at this time. The implementation of the code of conduct forms and the self assessment of race gear and vehicles has put some of the emphasis back on the competitor. It also gave our officials more leverage to eliminate competitors and crew for not complying with the rules. In reflection I consider that we have learnt from the past and the costly appeals that emerged from last year's titles, and we have made the competitor more responsible for their actions, although I think that we should take this further. I would like to thank Des, Paul and the technical

committee for allowing me to sit in on their recent technical meeting. I thank the board for having the faith in me to carry out such a large portfolio over the past twelve months and will attempt to give this portfolio the time that it requires.

We need to put in the minimum requirements for an ambulance at title and needs to be put in the new submissions

Reports from meetings need to be submitted within 7 days after the title before all monies will be paid to drivers and officials.

Nomination form needs to be amended with the following motion.

MOTION 7

Pit passes for competitors at National Titles will only be issued once the nominated car has passed scrutineering.

MOVED NTSCI 2nd WASCF CARRIED

MOTION 8

At National Titles, use AMB Orbits programme entirely to obtain competitor points and starting positions for the finals. In the case of equal points, use lap times to allocate starting grid positions. (Passing points to be discontinued)

MOVED QSCA 2nd TSCF CARRIED

MOTION 9

That SSA Board accept the revised gasket claim form.

MOVED QSCA 2nd SSA of NSW CARRIED

All paperwork information that needs to go to a Title is to be out on a memory stick.

MOTION 10

That the SSA buy six Dave Wilson memorial replacement trophies for presentation at National Modified Production titles.

MOVED QSCA 2nd NTSCI Carried

Title shirts need to be looked at.

Shirts need to be purchased for all Board Members

A process for trophy presentations need to be put into the contract.

VSCF - Presentation at Junior National Title – Family members and crews not being able to access the tracks whilst presentations are happening.

Different states have different rules with allowing crews into tracks, this is out of our hands.

MOTION 11

That Narrogin be awarded the Production title 2010

MOVED TSCF 2nd WASCF CARRIED

15. *Policy amendments*

That we accept the changes in Policy that Paul put forward. Motions from previous meetings.

MOVED WASCF 2nd TSCF CARRIED

Paul is going to amend the policy.

16. General Business

1. TSCF – Notice of motion

MOTION 12

That we change towage policy to include towage to be paid to registered car owner. This is not retrospective.

MOVED TSCF 2nd WASCf CARRIED

MOTION 13

The registered nominated car must be registered in a state of Australia by an ASCF/SSA registered scrutineer. Car is to be registered in the state it is based.

MOVED TSCF 2nd SA CARRIED

For super sedan book

300x200 inspection ruling have added a removable door be acceptable clarification on super door bars reading of book does not apply to super sedans

Already dealt with earlier

2. Paul Gannon - Appeal and Tribunal Processes as well as concerns with National Titles.

Dealt with earlier

3. VSCF – Class Rationalisation

A report was tabled from Di Lauder on behalf of Kevin Theyer.

There is money already budgeted for meetings to be held. So we propose that a meeting is held in NSW with Di, Kevin and Des.

Super Sedan Engine Checks

Engines are checked as per the specifications.

Everyone went for a break for lunch.

Special General Meeting was called at 1.15pm all delegates were asked to leave only Board Members were present.

On page 10 under the heading the Powers of the Board of management 14.2C we can amend the constitution.

*Motion to change 7. (1) Subject to these Rules, the Board may by resolution:-
(a) Expel a member from the Association;*

MOTION 1 Special Meeting

That in the constitution under item 7 add

Club Member to item 7 (1 a) which will now read
Expel a member or club member from the association
MOVED WASCF 2nd TSCF CARRIED
Meeting was closed at 1.30pm

National title register will be resent to all states for new people to reapply.

Classes in Queensland were discussed as to whether they could be joined.
More information needs to be investigated.

Forward Planning

Where do Technical see the classes in years to come.

Modified Production - there could be a problem with engines, and also the money that they are spending

Production – direction with the rationalisation maybe a name change

Juniors – The cars are harder to get hold of now and a chassis maybe a way forward.

Super Sedans – problem with engines with the amount people can spend. Generic front panels are lower than the original panels on the car. Body Measurements need to be given.

We recommend that States charge the following for Licences

Super Sedans Licence reg and insurance \$475.00

Modifieds, Production and Street Stocks \$375.00

Junior \$210.00

Queensland would like to see observers at meetings and change the venue every 2nd meeting. Each state would be held responsible for their observers. Each state to come back with prices for venues etc.

Guy questioned if we get a fair deal with NASR, Neil replied that yes we do.

We all need to keep working on safety within our states as some drivers think they can get away with things and it is not being policed correctly.

NASR SA - Junior format needs to be looked into. There are a varying range of ages and the system needs to be changed, maybe as a handicapped format. Dividing up on age groups is a possibility.

Des questioned that a car is still able to run when they have been told to run to correct specifications. States need to inform their officials to comply with requests.

Title venues need to be followed up a few months before the event.

Observers will be welcome at the next meeting.

A few states run Junior Training Seminars we all need to look into doing this.

16. Date and Venue of Next Meeting

15th & 16th August 2009 Technical and Stewards Meeting

29th & 30th August 2009 Board Meeting

17. ***Close of Meeting***
2.50pm