

ASCF Speedway Sedans Australia Inc

Board Meeting Minutes

Old Adelaide Inn, North Adelaide, South Australia
29th & 30th August 2009

1. Open Meeting – 8.30am

Neil Sayer CEO welcomed all the Board Members, delegates and observers.

AGM will be conducted on Sunday Morning
ASSA will be attending on Saturday at 1pm to conduct their presentation

2. Introduction of Board Members

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

3. Introduction of Delegates and Attendees

John Gore – SSA of NSW Delegate
John Dawson – NASR SA Observer
Greg Lynde – TSCF Delegate
Brad Smith – TSCF Observer Left at 2pm on Saturday
Grant Bird – VSCF Observer
Di Lauder – VSCF Delegate
Peter Harris – NTSCI Delegate
Allan Jennings – QSCA Observer
Terese Lange – QSCA Delegate
Jamie Oldfield – WASCF Observer
Jason Crowe – WASCF Delegate
Des Alfirevich – National Technical Director
Beckie Jones – Minute Secretary

4. Apologies

No apologies

5. CEO Opening Address

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

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

May I say this period of time has been very busy and stressful to say the least attending to these matters?

Although some of the tasks we have had to attend to where not entirely our doing never the less we dealt with them in a professional manner....

I am very disappointed in a Northern State who has taken to writing letters of no confidence in the administration of and the decisions made by this board.

This I am led to believe on very good authority this has been influenced by one person or maybe two persons on their committee. My question to this state is this, if you truly are a team player and part of this board why are you allowing one person / persons to dominate discussion and can get away with such mischievous conduct against this board. It would appear on the surface of it all that the state in question that its executive has no control over its meetings or what content they forward onto the office for inclusion onto the agenda.

This will be discussed further in camera with the board only in attendance!!

Finances – Guy Thompson will be presenting the financial report at this board meeting.

Unfortunately our finances have had a major drain put on them due to the Doyle appeal.

I must thank the board for putting faith in obtaining a legal team to contest this appeal. The final result was in sporting terms a nil all draw as per the decision handed down by the AMSAC court.

Considering all things at the time the AMSAC court was indicating a huge payout and to protect the SSA and remain solvent I went with cap in hand to the states and NASR to assist our plight to remain solvent.

This exercise has really shown up what a cohesive team we are NOT!! The expense of defending our officials and the specifications was why this board elected to pursue this appeal to the end. I am positive that with the final ruling from the AMSAC court on costs etc. the financial position we could have been in has dissipated. This is mainly due to the AMSAC court have now come back and advised each party pay their own costs with the exception that we put in trust the appeal fees collected.

Our legal team have advised that we may be eligible for reimbursement of the money put into trust. I have instigated Beckie & Sharee to follow this up and recover the money from the relevant organisations either through our lawyers or by our own resources.

On another subject relating to finance and states complying with policy item 1.15 which reads;

“That all States must be financial 14 days prior to start of ASCF/SSA Inc. Board Meetings.
Non-financial States Board Member will not be able to take part in that Meeting.”

Considering that where 4 states un-financial as per the policy during this last week we technically shouldn't be holding this meeting! Only this week has three of these states paid up and one state has assured me that they will be paying at this meeting....

I am at the direction of this meeting on how you want to handle this matter..??

Stewards – the national racing rules committee have met and the new rule book has been printed. The SSA National Stewards panel has meet to discuss the new book, of which I was able to get a printers draft for the meeting. From the Stewards meeting there were a couple of contentious points which need addressing before the book is printed. Unfortunately due to time restraints on the printing of the manual not all changes by our committee could be included into the manual.

Rod Meakins on behalf of Peter Griffiths will give us a further update on this meeting during the stewards report.. Any recommendations from this meeting regarding the rules will be forwarded onto NASR as an agenda item for the next ASRRR meeting.

One thing that has come to light and that is the States are not keeping up with the official's accreditation program as per section five in the ASRRR manual.

As a suggested directive by the board to all tracks that the ASCF/SSA competitors and crew cannot be officiated over by any official unless they have been accredited and their accreditation is current. We have a duty of care to our sport and our members to enforce this directive...

If you require accreditation by qualified accreditation trainers please put your hand up.

I am sure Des Alfievich & Peter Griffith who are qualified accreditation presenters will try and program your state officials into their hectic schedule...

Appeals – Finally we are over the bout of appeals it would seem we had to have. The 2009 version of the rule book has a whole new judicial system in it which is very similar to the Sprintcars model. The new judicial process should slow down appeals. Please make yourself familiar with the new judicial system...

One thing we need to look at next and I mentioned it at the last meeting and that is the way we are structured in regards to the constitution and the power of the board over the state branches constitution wise. The state branches are not working as a congruent group in this respect.

Maybe we can broach this subject further in General Business. Also times permitting in General Business we can further do more work on forward planning?

NASR – Paul Trengrove will be attending the meeting to present the NASR report. Along with Paul will be Dale Gilson the new General Manager of NASR. I am sure you will be presently surprised and quickly feel comfortable with Dale as you get to know him.

Titles – Michele in her report will give an overview of the titles and how she sees improvements in the team concept. One thing Michele is asking for is a budget to be drawn up to assist the financing of the team concept.

NSSS – the series is about ready to fire up again for another year and going on the enthusiasm shown by all concerned this year will be a bigger and better year than last year. I have asked Tony Parkinson to put together a report on the upcoming series. At this stage I am unsure who will be presenting this report whether Paul will do it in the NASR report or Tony will do it later in the meeting.

ASSA – After the last board meeting, selected Super Sedan persons were assembled to discuss perceived issues with Super Sedans. The outcome of this meeting was that a memorandum of understanding was formulated so that the newly formed group Australian Super Sedan Association could present to this meeting a business plan on how they believe they can administer Super Sedans in Australia better than this board and the structure already in place.

There has been much untruths told out there about the SSA, this board, technical people etc. Therefore it will be with much interest that we listen to their presentation. At this meeting we will not be discussing perceived technical issues, 33 items are wrong with the specification manual I am told. The one hour time slot allocated to them is for them to convince us how they can administer Super Sedans better than we are currently managing Super Sedans.

Once we have listened to their presentation we should advise them that we will discuss in private as a board and advise them in due course of the decision made by this board.

Technical – the technical committee under the guidance of Des will be presenting their report from the recent technical meeting. Technical have been in the hot seat over the Super Sedan specifications and the release of the specification manual. After the June 13th Board meeting the board gave approval to rescind a motion to delay the printing of the new specification manual. This was a result of a survey we sent out to all Super Sedan competitors.

As a matter of interest I invited the ASSA to attend the most recent technical committee meeting to get a gauge on how serious they were about the future of Super Sedans technical wise. The ASSA declined our invitation.

You have all 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, and give them direction.

Junior Concept Car – Approximately eighteen months ago we approved the building of a junior chassis car. From a meeting I had in WA three weeks ago with the constructor of the junior concept car I am pleased to announce the construction of this car will commence in October. The finished car should be available for testing early 2010. At the current time we are anticipating a turnkey cost to the competitor at approximately \$12,000.00...

Class Rationalisation – Kevin Theyer advises he is being hampered on this important initiative for some reason by a Northern state that are being non cooperative on his requests. Kevin doesn't want to go any further until after the results of this meeting.

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, let 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? .

Comments:- None
That we accept the CEO Report
MOVED TSCF 2nd VSCF CARRIED

6. **Board Member Reports**

SSA of NSW

Let me commence by saying that I can no longer look forward to the so called off season, it no longer exists. It has been a very busy time for all our State Executive members over the last few months.

Preparations have now been completed for the start of the new season.

The NSW Super Sedans Series will be run over 12 rounds at Gunnedah, Gilgandra, Parramatta, and Dubbo tracks.

Our Modified Sedan Series has 6 rounds scheduled for Parramatta, Nowra, Goulburn, Gunnedah and Gilgandra.

On the back of the success of the State Modifieds Sedan Series over the last couple of seasons we have combined again with the NSW ACT Board and the RSA to run a limited FOUR CYLINDER state series over 4 rounds. Scheduled to run on the same program as the Modifieds it is hoped that this new series will attract sufficient support to build a successful series for the future. The additional benefit will be to give the Junior Sedan competitors an opportunity to take their Junior Car with them as they move into the senior ranks.

As stated in my last report we have been working close with NASR NSW to assist with some amendments to their Junior Specification Book. We are in the process of testing various restrictor plates which may be introduced to the division in an effort to create a more even playing field. Along with a possible controlled computer these tests are ongoing and hopefully by the new year we will have some final results.

NASR NSW has continued Fire and Safety training within the state. An accreditation course was conducted at the Nowra and Parramatta speedway venues on the weekend of July 18th. We had a large number of our people in attendance and the day was very successful.

An officials accreditation course was conducted by our state association on August 1st 2nd. The 2 day seminar was well supported by all our Club representatives and we were pleased to welcome more than 45 people. For the first time we were pleased to have a small number of people from the NSW & ACT Board and also the RSA.

A big thank you must go to John Gore and Tony O'Neill for the enormous amount of time and effort they put in to make the weekend a great success.

Allocation of our State Titles is as follows.

Super Sedans at Dubbo on November 28th

Modifieds at Lismore on February 6th

Productions at Leeton on April 24th

Juniors at Parramatta on February 6th

COMMENTS:- None

NASR SA

Once again the start of a new racing season is about to begin. Tracks in South Australia are busy getting ready. NASR SA affiliated tracks have taken advantage of the \$1000 state grant by using the money for electronic lap counters and safety fences etc. The state has also paid for the transmitter radios used by their affiliated tracks.

There is also a lot of excitement with the hosting of the Australian Super Sedan Title. Many hours of preparation has already gone into this event with a lot more to come. The major deal for the Australian Title is the securing of a naming rights sponsor. "Hotline 40 Auto Parts" is the naming rights sponsor and they are also very excited to be involved with the title. An accommodation guide is also on the Speedway City website. A Grand Marshall has already been chosen and will be announced in time. Activities have been planned such as trips to the Barossa Valley for wine tasting, tours to the Birdwood Mill Motor Museum, shopping trips for the wives and girlfriends and a host of other activities.

State Title Venues for the up coming season:-

Street Stocks Mount Gambier

Modified Productions Broken Hill

Super Sedans Murray Bridge

Production Sedans Renmark

The state has elected not to run a Junior Sedan Title at the moment, mainly due to the behaviour of the parents. This is something that is being addressed so the state can continue to run titles in the future.

National Super Sedan Series:-

I have attended working party meetings with points being discussed such as nomination fees, NSSS magazine advertising, driver prize money and costs, contingency sponsors, format, contracts, posters etc. The response from the expression of interest for the contracted drivers is still very high.

COMMENTS:-

Guy questions the reason why there is not a Junior Title in SA. Billy says that it is because of abuse from the parents. Has anyone tried to solve the problem? They are considering holding Junior courses. Guy is concerned as the Australian Junior Title is supposed to be held in SA 2011.

TSCF

Tasmania has had a great year with all our titles run and won with some titles having interstate competitors.

As president I have had good support from my vice and junior vice president and without the effort from our state secretary things would not get done.

We have tried our technical people working with stewards on the race tracks and have found this to have worked very well and hope to build on this in the coming season.

We have also run two tribunals this year and again found this to work very well.

A big year is planned with two national titles in our state on top of all of our state titles.

The Latrobe club has started to plan the events around these titles in conjunction with the Latrobe track promotion. These events should ensure the two weekends are memorable weekend for all that attend.

We are also currently planning a state dinner and have a committee working on this with the program to cover our state champions. We anticipate to hold a hall of fame event and will get off the ground with the first of these events starting next year.

On a national board level

I have attended the national safety meetings when called.

There is still divisions of speedway that do not wish to adopt our new safety standards but put up very poor debate for not using these standards. There was no major issues arising from this meeting but there is still some work being done by the national safety committee, it is pleasing to note that it does not concern ASCF/SSA cars.

Finances

The financial report in front of the board looks grim but we must appreciate that the board agreed to protect our rule book with the modified appeal. This is where our national title expenses has gone up so much. Moving forward we have changed our rules to protect the SSA. We have also increased fees

to cover these one of costs. I see no reason to date why we would not have a profit at the end of this racing season.

As to the attempt of some super drivers and car owns starting there own association I attended a meeting with interested parties from around the country. At this meeting two people from the group outlined there concerns and found most there ideas were already in place with the ASCF/SSA.

As per usual the main problem is they believe they are not being consulted when we are addressing there rule books .The main problem is these people do not attend meetings or are not prepared to attend club or state meetings.

We have agreed in the past that communication is the major concern of the ASCF/SSA and have introduced web sites and put out press releases on every major announcements to improve the chain of info to our members.

This appears to not be enough, as some part of our system falls down some ware. We do not have any checks and balances in place to insure our members get the information. We charge our drivers a fee and we need to ensure that we get any info to all of our members.

It is my recommendation we look at using at other ways to get the message to the drivers. Such as When we send out title entry forms we attach memos on drafts regs on the class (ie. When super book is coming up and what changes may be looked at)

When we advertise in national mags. we place similar memos

We try and get a regular Column in any of our speedway magazines with these types of memos.

Look at a section on our web site for this type of information

In conjunction with NASR send out memos with licenses

Look at the use of utilising mobile phone text.

In other words we need to use all current methods to get info out there and we should always use national surveys to get the final vote on major changes to any class.

I hope we will take the time to discuss these and other ways to further improve our relationship with our members over this weekend.

COMMENTS:- Bill has a question regarding the Safety Seminar that he will ask NASR when they come in later.

Communication to the stake holders is being added the agenda in forward planning.

VSCF

It is with great pleasure that I submit my report for portfolio of Board Member responsible for Rules & Regulations & Stewards.

I attended a meeting of the Racing Rules Committee in April at which the new Rule Book was formalized. It was disappointing that the only group that attended that was using the book was us.

It was great that other Divisions were there for input and we expressed our desire that they start to use the book asap.

I was lucky enough, along with Alan Edwards, to be invited to QLD to attend an Accreditation Meeting which we both enjoyed. On behalf of Alan & myself, once again we say Thank you.

We ran a meeting for our Stewards a couple of weeks ago, it was a great meeting (see attached report) with all except NT attending, which was disappointing.

We discussed the new Rule Book at length and are all very happy with it.
Many thanks to Therese who put in a lot of effort, as I was on annual leave.

On a more personal note the VSCF AGM saw a new President elected in Grant Bird. The rest of the Committee is almost the same as last year. I have been retained as the Board Member by the Committee for the next 12 months. We are still having problems with our State Technical but we are working through this.

I wish Grant all the best of luck for his term as President of the VSCF and have made myself available to him for any help I can offer.

COMMENTS:- None

NTSCI

Since my last report in April we have seen yet another club within the Territory make a comeback. Katherine Speedway has opened its gates again but at present they are only running a hand full of meetings. I am pleased to announce that their officials were accredited prior to their first meeting. This is thanks to Peter Griffith. Peter's dedication saw him complete an accreditation course in Tennant Creek prior to the Northern Territory Junior Sedan Title, steward the title went home on the Monday and worked and was back in Katherine on the Thursday.

The NT Junior Sedan title was run in July at Tennant Creek Speedway, it has been ten years since Tennant have held a SSA title and with no Junior Sedans within their club it was a credit to their members who showed that you don't need local content to host a successful title. Congratulations to Cody Maroske who won the title and also to Queensland for a clean sweep, all three positions were taken out by Queensland drivers.

The NT Street Stock Title was held in July in Darwin. This in the end was just a local Darwin title with no outside cars competing. One car from SA nominated and presented in Darwin with a logbook, and decal then required a day light. After agreeing to the daylight to make the numbers it was found to have no SSA seals on the engine and no engine sheet to support the sealing. The driver was told to strip the engine and have it resealed prior to the daylight being completed. This didn't happen and the car was withdrawn from the Title. I am unsure how a car is allowed a log book and decal without being day lighted, and to take it interstate in this form. This put unnecessary pressure on our officials and the driver was clearly not happy with the decision that was handed to him. This needs to be addressed so that it doesn't happen again. The title was won by Colin Green.

One day licences for Junior competition has again been a problem to me. We had a junior competitor gain a one day licence for competition with other licenced competitors at the opening meeting in Darwin this season. I hope that this problem has been rectified with NASR and it will not happen again. Junior sedan numbers have remained steady but we are low on Street Stock numbers for this season.

COMMENTS:- The Day Licence situation has been resolved and will not be happening in the future.

QSCA

It gives me much pleasure to once again be able to begin this Queensland Report with the statement that the numbers of licence holders within the state has not decreased throughout the past season. Although the number of National Licence holders has remained static since the previous season, this is probably a good result considering the economic climate of the time. Competitors, in all divisions, have been keen to support race meetings. This availability of cars has ensured respectable car numbers at race meetings, thus enabling promotions to programme attractive race nights for the fans and continue to include sedans on their programmes.

All member clubs have reported successful seasons and are now busily preparing for the upcoming year, which is full of promise for all concerned.

QSCA Inc. State Titles.

This past season's state titles attracted large, class fields in all divisions. They were financial successes for the promoting tracks as well as product promotional successes for the QSCA itself. It would seem that the pride of winning a state title remains high on the agenda of most competitors.

The Super Sedan State Title was conducted for the first time in many years at the Brisbane International Speedway. This was the thirty-fifth running of this event and was a huge success as a

spectacle and a show piece for the division. Drivers from all parts of Queensland, as well as interstate took part in the event. Congratulations to the eventual podium winners-

1. Wayne Brims.
2. Wayne Randell.
3. Ian Brims.

He may not have been able to successfully defend his state title, but Darren Kane certainly made up for that with not only winning the National Super Sedan Title held in Lismore, but also the Carline Muffler's National Super Sedan Series from fellow Queenslander Matt Pascoe. The prestigious John Leslight Best and Fairest driver's award was also presented to Matt Pascoe.

We did suffer a complete wash out of the first attempt at running the Junior Sedan Title in Rockhampton after all concerned tried to the last minute to conduct the meeting. Unfortunately, the Rockhampton Club were unable to re-programme the title at a later date. The junior drivers did seem to enjoy a social weekend none the less.

The fifth running of Junior Sedan Title was rescheduled and conducted at the Brisbane International Speedway on the second night of the Super Sedan Title. This stretched the man-power resources of the state body to the limit; but with the full cooperation of all concerned, it ran smoothly. All of the junior drivers at the title were an outstanding credit both to themselves and those associated with them, for their willingness to cooperate fully with any request and for the excellent racing that they produced.

Congratulations to the winners-

1. Steve Rowell.
2. Michael Gorman. (Vic)
3. Cody Maroske.

Charlie Brown won the season's National Junior Sedan Title held in Mildura after coming close on previous occasions.

Queensland was also well represented at the recently conducted Northern Territory Junior Sedan Title held at Tennant Creek. The result of the title was a Queensland tri-fecta. Congratulations go to-

1. Cody Maroski
2. Mitch Thomsen.
3. Justin Smith.

The twenty-sixth State Modified Production Title was held in the north of the state in Cairns. The local committee in Cairns did a sterling job in their promotion of the event and were rewarded with sizeable crowds at both nights of the title. The superb track preparation and the fantastic competitive spirit of the drivers lead to one of the most exciting finals that I have personally witnessed.

Congratulation to the winners-

1. Shane McDonald.
2. Johnno Collins.
3. Mark Raymont.

Todd Doyle was eventually awarded the 2008 National Modified Production Title. Steve Price successfully defended his New South Wales Modified Production Title held in Dubbo.

Although Street Sedans are a state based class, it is worthy to note that Scott Thomsen, this season's state title winner, is an ex-junior competitor in only his first year of senior competition. Second place getter, Craig Franz, also developed his skills in the juniors. This is further proof of the necessity for the continued management, growth and development of our junior sedan racing programme.

As can be seen from national results, the quality of Queensland Junior Sedan racing has developed quickly in only a few short years. In the 2004 season, there were 7 licensed drivers in the state. That number is now greater than 50. The numbers of competitors will be on the increase again in the coming season with plenty of new cars under construction. The QSCA Inc. is committed to further develop the ranks of junior competitors with the re-introduction of junior training sessions. The state body would like to sincerely thank Des Alfirevich and the Western Australian body for their assistance with this project, as we look forward to its success.

The QSCA Inc continues to assist all promoting tracks and competitor groups with the conduct of race meetings by providing technology, planning advice and human resourcing. This assistance is available for all levels of race competition throughout the state. The QSCA Inc takes this part of their role extremely seriously so that all race meetings have the opportunity to be as successful as possible.

The State Super Sedan Association continues to provide high quality programme presentations. This combined with incredible support from competitors, ensures the best exposure for the division within the state and has contributed to the continued growth of Super Sedans in Queensland.

The Modified Production Drivers' Group has also worked hard in its efforts to raise the profile of the division. The QSCA Inc. will assist even further with the conduct of the modified production series in the coming season.

Accreditation is an ongoing process, ensuring current officials are kept up to date and new ones can be introduced to the sport in a professional manner. The size of the state makes it a requirement to conduct these accreditation sessions at varying sites across the state. Hopefully, this process will help to alleviate the low numbers of officials available for duty on any given race night.

This lack of workers is probably the biggest challenge facing the QSCA Inc at present. A number of schemes have been put in place to try to assist promotions and clubs to attract workers into the sport.

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

COMMENTS:- None

WASCF

It has been 12 months since I became the SSA board member for WA after the resignation of Kevin Theyer.

The last 12 months have been enlightening to say the least with a number of major issues being addressed by the board.

From my observations the board has a wide variety of personalities and opinions and I believe this is healthy for good debate and the making of decisions to guide the sport into the future.

In WA all our State Titles have now been run and finalized. Excellent numbers attended the Junior, Street Stock and Production Sedan Divisions while only reasonable numbers were recorded in Modified Production Sedans and Super Sedans. The distances to some of our venues in WA can understandably influence the number of competitors attending State Titles. The cost of supplying

WASCF Officials in the remote venues is becoming more of an issue which we are trying to overcome by the use of locally based accredited officials. Unfortunately the experience of some of the personnel is not up to the standard required to officiate at a State Title. Under the guidance of Peter Griffiths and Des Alfirevich the training and Accreditation of Officials continues with excellent numbers attending all courses.

The Northern Clubs in WA are up and running with a successful series for Modified Sedans being held over 2 nights in Broome and 2 nights in Karratha. The Northern Series for the Street Stock and Production Sedan divisions sponsored by Grant Woodhams is currently still running at nominated clubs with good attendances at all venues.

The coming season will see the Super Sedan State Series once again being conducted by the SSRC. The WA Modified drivers Association will also conduct their State series with the announcement of the Golden West Network (GWN) TV Station sponsorship incorporating television coverage at some venues. This is good news for the Modified Production Division and the promotion of the sport in general. The Junior Sedan Association (JSRC) will once again conduct their series based at the Kwinana Motorplex.

During the year I have attended State Titles, National Titles and club meetings as a driver, an official and as a representative of the WASCF at Albany, Esperance, Kalgoorlie, Kwinana Motorplex, Mount Barker, Margaret River, Manjimup, Moora, Narrogin, Geraldton, Carnarvon, Shark Bay, Broome and Ellenbrook. The common denominator at all these clubs is the dedication of the volunteers that contribute a huge amount of their time and effort to make their clubs and race meetings successful.

Along with Des and Marlene Criddle from the WA Speedway Commission I have attended a number of workshops at the WA Department of Sport and Recreation dealing with risk management in speedway. The emphasis has been on the accreditation of officials and the licensing of tracks. This is an ongoing process.

I would like to thank the WASCF Executive (including our new Senior Vice President Jamie Oldfield) for their support and dedication especially our secretary and publicity officer Jason Crowe. WA Speedway would not be where it is today without Jason's tireless work and dedication to the sport.

In conclusion the WA executive would like to convey their thanks and support to the CEO and administration staff for their undying efforts to carry the sport forward often in difficult circumstances.

Comments:- None

**Motion to accept the board reports
MOVED TAS 2nd NASR SA CARRIED**

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

1. Board Meeting April 2009
2. Special Board Meeting June 2009
3. Special General Meeting June 2009

**That we accept the previous minutes
MOVED VIC 2nd TAS CARRIED**

8. *Business Arising From Previous Meeting Minutes*

Page numbers need to be added

To clarify Motion 16 from April 2009 that has been rescinded by TSCF and VSCF in an email resolution by the board dated 3rd July 2009.

**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**

And replaced with

**“That we accept the 2009 Super Sedan Specification Manual with amendments as presented
effective July 1st 2009”**

Moved : Tasmania Seconded: QLD

Motions 12 and 13 need to be looked at. Paul is going to rewrite the motion.

MOTION 12

**That we change towage policy to include towage to be paid to registered car owner.
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**

Motion 3

**That Motion 12 of the ASCF/SSA minutes of the 18th and 19th April 2009 be rescinded and
replaced with “That we change towage policy to include, towage to be paid to the residential
address of the registered car owner.”
MOVED QSCA 2nd WASCF CARRIED**

MOTION 24

**That Motion 13 of the ASCF/SSA minutes April 2009 to be rescinded and replaced with “The
registered nominated car for National Titles must be registered in a State of Australia by an
ASCF/SSA licenced scrutineer.
MOVED TSCF 2nd NASR SA CARRIED**

MOTION 25

**That all Technical Minutes and submissions to the Board include each states for and against
information on all motions and recommendations.
MOVED SSA of NSW 2nd NASR SA CARRIED**

9. *Financial Report*

Guy Thompson reported that the appeals have been a huge expense on the financials for the last year..

**That we accept the Auditors report.
Moved TSCF 2nd QSCA CARRIED**

That we accept the financial report
Moved WASCF 2nd NTSCI CARRIED


10. Business Arising from Financial Report

None

11. NASR Report

Paul Trengove and Dale Gilson to attend at 9.30am

Neil introduces Dale Gilson (General Manager), Paul Trengove, Sharee Wilden, Tony Parkinson.



Membership

- Member numbers expected to exceed 10,400
 - Price Increase for 09/10
- Why?
- Personal Accident increase
 - TV Budget to be raised



Personal Accident Insurance

- Increase due to a number of factors
- Two fatalities this season
- Number of claims high in season 07/08
- Combination of 2 years – poor result
- New Insurer for 2009-10 – AFA Insurance
- Schedule of Benefits on NASR Website



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)
- Super Sedans now in line with the elite speedway categories.
- NASR Resources being allocated to Super Sedans warrant higher level
- ASCF presence/ownership on licence does not change – only the category would change



Current Issues/developments

- ACCC – Notifications (MB,Bris,Premier)
- Trademarking NSSF
- Public Liability Insurance
 - Scheme continues to grow – 83 tracks
 - Hardening Market
 - Remain with QBE
 - No increase in Premium
 - QBE Track Grants to continue
 - Participant to Participant Cover



Current Issues/developments

- NASR Acquired JQMA
- Speedway Safety Advisory Committee
 - 3 positions vacant
- Public Liability Insurance
 - Scheme continues to grow – 83 tracks
 - Hardening Market
 - Remain with QBE
 - No increase in Premium
 - QBE Track Grants to continue
 - Participant to Participant Cover



Australian Speedway Racing Rules

- ASRR Advisory Committee met on Sunday 24 May in Adelaide
- Judicial process main focus
- Significant changes have been made
- SCCA also attended. Very positive outcome and both rule books recognise each others rules.



National Super Sedan Series

- Working Party has met 3 times for season 09-10
- Main Issues Discussed Include:
 - Tight Schedule
 - Nomination Fees
 - Increase Carline Exposure
 - Improved Signage on Cars
 - Unchanged Format



National Super Sedan Series

- Expressions of Interest from Drivers
 - 28 Responses
- 15 Drivers to be offered appearance money
- Signed Contracts by Friday 2nd October 2009

- Schedule:

Round 1	Rockhampton	Mon	28 Dec
Round 2	Gympie	Tue	29 Dec
Round 3	Toowoomba	Thu	31 Dec
Round 4	Dubbo	Sat	2 Jan
Round 5	Hamilton	Fri	8 Jan
Round 6	Mount Gambier	Sat	9 Jan
Round 7	Warrnambool	Sun	10 Jan
Round 8	Avalon	Sat	16 Jan
Round 9	Speedway City	Sat	23 Jan
Round 10	Murray Bridge	Sun	24 Jan



National Super Sedan Series

- Supplementary Regulations
 - Pre Season Meeting to be held during the first drivers meeting
 - A car qualifying for the A Main but unable to start will receive 125 points and will be paid \$10
 - Any car jumping the start goes back one row
 - Car number must be on both sides of car and on roof (no roof plate number required)
 - Carline sticker across sunvisor, Driver name above driver door
- Sponsorship
 - Carline Mufflers - American Race Tyres
 - Ocean Tyres - JD Couriers
 - Warrnambool - Super Charge Batteries
 - Bergmeier Engineering - AFCO Shock Doctor



National Super Sedan Series

- Sponsorship
 - Carline Mufflers - Naming Rights Sponsor
 - Ocean Tyres - Queensland Cup
 - Warrnambool - Tri City
 - Bergmeier Engineering - Round Sponsor
 - JD Couriers - Round Sponsor
 - American Race Tires - Round Sponsor
 - AFCO Shock Doctor
 - Supercharge Batteries
 - Oval Express
 - Art by Mickey
 - Rocky Resort
 - City Motor Inn
 - NASR & SSA
 - QSCA



National Super Sedan Series

- Television Coverage
 - 4 x 1 hour shows on Fox covering 6 rounds
 - 30 min review show on SBS Speedweek
 - 1 hour preview show



National Super Sedan Series

- Promotions
 - First poster printed with race dates
 - Second poster to include contracted drivers and sponsors
 - Range of merchandise available
 - Regular media releases
 - Series magazine
 - Banner and signs
 - Pre event displays
- Official Team
 - Race Director - Transponder & Race Information
 - Assistant Race Director - Series Commentator
 - Chief Steward - SSA Executive Representative
 - Technical Officer

MOTION 1

That the SSA Inc. continue with the financial support to the NSSS to a maximum of \$15,000. \$10,000 for sponsorship, \$5,000 for a washout.

Moved NASR SA 2nd TSCF CARRIED

MOTION 2

That the SSA Inc logo be included inside the ASRRR book starting 09/10 season, on the logo page.

Moved VSCF 2nd WASC F CARRIED

Neil thanked the NASR representatives for attending the meeting and they left at 11.50am

LUNCH

Neil asked the observers and delegates to leave at 11.55am. The Board Members, Des Alfirevich and Beckie Jones remained to discuss the letters from QSCA and other Board related matters.

QSCA –

Motion from QSCA Meeting

That the QSCA Inc write to Speedway Sedans Australia Board registering a total vote of ‘no confidence’ in Des Alfirevich as National Technical Director due to his lack of consistent performance.

The National Secretary re minutes.

The QSCA Inc request that all meetings held on behalf of Speedway Sedans Australia have a report or minutes for circulation to Board members and state bodies.

The leadership of the CEO

It was a unanimously agreed, that on behalf of the membership of the QSCA Inc, the Committee of Management, has no confidence or faith in the leadership of the current CEO of Speedway Sedans Australia.

The 3 items above were put to the Board and there was no seconder.

Resolved: Paul Gannon on behalf of the QSCA assured that an apology from the QSCA is forth coming. The apology is to the board and those singled out in the votes of no confidence. Paul Gannon also stated that he would send a personal apology to the recipients of the no confidence motions.

All delegates and observers returned to the meeting at 12.45pm.

ASSA representatives Ron Bergmeier, Tony Barklmore and Chris Blunden attended the meeting at 1pm to show the Board and attendee their presentation. The ASSA left the meeting at 2.30pm

That we hold the ASSA decision till tomorrow.
MOVED TSCF 2nd SSA of NSW

Guy states that there is a lot of merit from this organization. They have a lot of good concepts. Neil explains that the memorandum of understanding was to put forward a business plan and let the SSA Inc. know how they can improve the system and work with the SSA Inc..

MOTION 26

That the ASCF/SSA does not accept the Memorandum of Understanding of 23rd May 2009 as signed between the ASSA and the SSA Inc.
MOVED QSCA 2nd TSCF CARRIED

Guy proposes that we draw up a letter and forward to all drivers and ask them to put forward resumes to be part of the R & D Department.

MOTION 27

That we form National R & D Committees for all SSA Inc. Divisions starting with Super Sedans and Modified Production.
MOVED TSCF 2nd NASR SA CARRIED

MOTION 28

Subject: SSA Inc. to form a R & D Committee, that interested parties be invited to present a written resume, stating their experience and sent to the SSA Inc. Office for selection by the Board for the respective R & D Committee.
MOVED TSCF 2nd NASR SA CARRIED

Guy is going to get the information guidelines from the safety meeting required for the R & D Committee within 14 days.

We are going to write a letter to the ASSA within 7 working days.

We need to use text messaging and a survey website to communicate with the drivers.

12. *Technical Overview*

RECOMMENDATION 1

The Technical Committee would move a recommendation of total confidence in the Technical Director Des Alfirevich.

PASSED

RECOMMENDATION 2

That we draw up a letter to the Board of SSA and all sign that we are a united committee and will support each other.

MOVED SA 2nd TAS PASSED

Recommendations 1 and 2 are for information only

Junior Sedan Draft

Also recommendation for the current book and draft

RECOMMENDATION 3

Juniors Page 25 Section 17 A

Option 1

Bumper supports forward of the OEM radiator support panel position to be maximum of 1.6mm X 38mm Max.

Or option 2

Bumper Supports using 38mm x 3mm tubing maximum must use a stepped slip joint as per diagram using 1 x 5/16 or 8mm bolt each side.

Drawing was drawn on the board for everyone in the meeting to view

Motion 4 to accept recommendation 3

MOVED VSCF 2nd TSCF CARRIED UNANIMOUSLY

RECOMMENDATION 4 DRAFT AND IMMEDIATE

Junior Book page 18 Section Body Rule 14Q

Delete

Except for the bumper and bumper support bars, all barwork outside the sub-frame skirts forward of the firewall, i.e. under front guards, shall be a maximum outside dimension of 25mm and a maximum wall thickness of 3.2mm Fig. 7 (i) (ii) (iii). Max 3 braces per side, one may be a vertical upright attached to the bumper support. No other barwork to attach to bumper bars or supports.

Replace with

Except for the bumper and bumper support bars, all barwork outside the sub-frame rails and skirts and forward of the OEM radiator support panel ie. under front guards, shall be a maximum outside dimension of 25mm and a maximum wall thickness of 1.6mm Fig. 7 (i) (ii) (iii). Max 3 braces per side, one may be a vertical upright attached to the bumper support. Only 1 rail each side outside of the subframe, parallel with original chassis must be 38mm x 3mm max or similar material. No other barwork to attach to bumper bars or supports.

MOTION 5 to accept recommendation 4

MOVED TSCF 2nd NTSCI CARRIED for immediate implementation for safety

RECOMMENDATION 5 For Draft

Junior Sedans P 25 Section 17

That front and rear plastic bumpers covers be optional for all junior sedans. Reason Cost

MOTION 6 to accept recommendation 5

MOVED TSCF 2nd WASCF CARRIED NASR SA against

**RECOMMENDATION 6 For Draft books
Street Stocks, Junior and Modified Sedans
Page 15 in Street Stock book Section I**

Inner mounting bar to be (delete word minimum) 25 x 25 x 3 or roll cage material to be returned to the chassis or rollcage at each end.

MOTION 7 to accept recommendation 6

**MOVED VSCF 2nd WASCFC CARRIED Unanimously
Guy asked if a heavier grade of steel could be used - No**

MOTION 8

Junior Sedans

**We will accept twin outlet exhaust manifolds for Datsun 1200. To be added to Tek Torque.
This motion is more of a clarification and information only.**

MOVED WASCFC 2nd VSCFC CARRIED

Modified Production Draft

To accept a Toyota Aurion Submission from TSCFC

MOTION 7

To accept a Toyota Aurion AT-X model for Modified Production Class with the following specifications to go into Modified Production spec book. Aurion AT-X standard bore 3.70 (94mm) standard stroke 3.27(83mm) engine 6 cylinder, V type.

Dimensions for wheelbase is as follows 2775mm

Dimensions for front and rear track 1650mm/1640mm includes the 75mm allowance.

Dimensions for throttle body is 70mm ID

Dimensions for throttle body outer section is 75mm

MOTION 9 to accept Motion 7

MOVED NASR SA 2nd TSCFC CARRIED

MOTION 8

Modified Production

Adjustable panhard bars are permitted provided that they are adjusted manually. (eg with spanners)

No cockpit adjustments are allowed except for brake bias and brake shut off valves.

No electronic or hydraulic adjustments permitted.

Motion 10 to accept Motion 8

MOVED WASCFC 2nd SSA of NSW CARRIED

RECOMMENDATION 9

Super Sedan page 55 section 53 table 3

Measurements for Ford Taurus Bodies 1999-2004 not included in new spec book.

Measurements from old spec book

A – 445mm

B – 1145mm

C – 390mm

G 1320mm

H – 1220mm

J – 770mm

K – 1055mm

M – 435mm

O – 775mm

MOTION 11 to accept Recommendation 9

MOVED NASR SA 2nd WASCF CARRIED Tek Torque

Street Stock

Street Stock Ecotech valve sizes incorrect in spec book.

RECOMMENDATION 10 with immediate effect

Page 34 Table 3

Valve sizes for Commodore VT-VY engines may use

maximum inlet valve size 46.63mm

maximum exhaust valve size 38.74mm

MOTION 12 to accept recommendation 10

MOVED NTSCI 2nd NASR SA CARRIED Tek Torque and stick in

RECOMMENDATION 11

Street Stock

Page 36 Table 6

We accept R31 Skyline with RB30 Engines to use 550805 computer Bosch No 9260060002.

Throttle body size OD 64 ID 54

Wheel track front 1450 Rear 1425

Wheelbase 2610.

MOTION 13 to accept recommendation 11

MOVED WASCF 2nd VSCF CARRIED

RECOMMENDATION 12

All divisions section battery

The use of any battery over the size of N70ZZ is not allowed.

MOTION 14 to accept recommendation 12

MOVED VSCF 2nd WASCF CARRIED SAFETY ISSUE immediate

RECOMMENDATION 13

All mono sections

Do we allow fibreglass roofs for presentation?

Yes only if original roof remains intact.

**MOTION 15 to accept recommendation 13
MOVED TSCF 2nd WASCF CARRIED**

RECOMMENDATION 14

Look at the introduction of a National 4 cylinder class for the progression of Junior Drivers and attract others.

**That Tony O'Neill and Bill Peall investigate cars already racing in QLD and NSW.
This may be a progression for Juniors and also can attract new drivers that are not SSA members today.**

DIRECTION HAS BEEN GIVEN FOR RECOMMENDATION 14 TO ESTABLISH A GENERAL SPECIFICATION

RECOMMENDATION 15

That at National Titles 2 people be delegated to control fuel testing sample and at least one of those be an accredited fuel sample taker.

We need to put a procedure together for what happens to the cars at the end of the race. Michele to look into this.

**MOTION 16 to accept recommendation 15
MOVED TSCF 2ND NTSCI CARRIED**

RECOMMENDATION 16

That paperwork regarding engine sealing be sent to the State Office and information be entered onto the SSA Inc. National Sealing Register and emailed every 3 months.

**MOTION 17 to accept recommendation 16
MOVED WASCF 2nd TSCF CARRIED**

RECOMMENDATION 17

**The use of home handyman gasless mig welders when welding up roll cages or steering columns is not recommended due to lack of penetration from these low amperage machines.
PASSED to be distributed in Tek Torque.**

**MOTION 18 to accept recommendation 17
MOVED SSA of NSW 2nd WASCF CARRIED**

RECOMMENDATION 18

**Street Stocks page 31 section 26 Part D
A.B.S Braking systems not allowed.**

**Where A.B.S only is fitted must be converted to non A.B.S system.
Reason – requires a 2nd computer which is outside specification book.
This needs to be implemented immediately.
To be circulated in Tek Torque**

**MOTION 19 to accept recommendation 18
MOVED NASR SA 2nd VSCF CARRIED**

RECOMMENDATION 19

All Sections

Cars be daylight scrutineered and passed prior to sending in paperwork and receiving log book and decal back from state/club. Proof of engine sealing must be sighted by scrutineer.

MOTION 20 to accept recommendation 19

MOVED VSCF 2nd WASCf CARRIED NASR SA Against

RECOMMENDATION 20

All Classes

In view of recent titles and proof of cars being constructed outside the specification books and the State and National Technical Officers being blamed for anomalies that are out of their control.

That all cars be inspected and cleared each season by the State or National Technical Officer. An appointment must be made with the senior Technical Officer in the state to have the car examined at some time prior to competing at any state or National Title and the car log book be signed accordingly. Nomination for any title be refused if this is not done. Only the National or State Technical Officer will appoint a machine examiner if he is not in a position to carry out this duty.

Circulated in Tek Torque.

Bill Miller claims that the scrutineers are not getting support. Des replied that they are but the scrutineers are being bullied by the drivers.

MOTION 21 to accept recommendation 20

MOVED WASCf 2nd VSCf TSCf, NASR SA, SSA of NSW Against CARRIED

CLARIFICATION 1

Street Stocks

Question - Are adjustable lifters permitted in 4lt Falcon engines?

Answer - No as they do not meet specifications

This is just for information only

Demon Carburettors. Clarification as per last conference.

Not allowed

CLARIFICATION 2

Production Sedan page 29 section 18 rule B

Modified Production page 29 section 16.2 A

Production Sedan and Modified Production only allowed to use Holley 350 carburettor. Copies of Holley's not allowed eg Demon carburettor

CLARIFICATION 3

Street Stock - Clarification on use of aftermarket balancers. e.g. powerbond sport.

Page 24 Section Engine 17

The use of after market type harmonic balancers, ie powerbond street performance not be allowed.

CLAFIFICATION 4

Street Stock page 30 Section 24H and Juniors page 33 section 24 I
That we allow drivers to extend pedals. No second set of pedals to push on 1st set.

CLARIFICATION 5

Street Stock Page 30 Section 24H
The use of an AU pedal box mounted in the original position, may be used in a BA falcon, due to the unavailability of manual pedal box for BA (supplied in auto only)

CLARIFICATION 6

Super Sedans section Body
Window opening measurement is to be taken as per drawing.

CLARIFICATION 7

Street Stocks
Question - Does the fuel tank have to remain in the original boot area?.

Page 31 Section 27 Rule D
Add word to draft
Answer - Fuel tank to be securely mounted in O.E.M boot area

GENERAL INFORMATION

Modified Production sedan. Application for Corolla Levin AE90 with 4AGE20 engine.
Not acceptable

Modified Production Sedan. Multi throttle body EFI engines.
Not allowed and added to the draft specifications

Changes to the Super Sedan Manual

Page 55 C is a minimum measurement.
Door measurement does not go to the ground – door measurement is the door skin only. To be added to Tek Torque

NASR SA asked for clarification on 2 items at the Technical Meeting.

1. Padding on the steering wheel is required as it is stated in the book
2. Rub rails are included in the overall body measurement. These are to be added to Tek Torque.

Des to elaborate with board members regarding Ethanol based fuels. Using Ethanol based fuels are outside of the specifications. Technical people to monitor this.

Talk to Board re future of Production Cars.

Street Stocks
Kumo tyres have for competition only written on the tyre.

MOTION 22

SUPER SEDANS

That car numbers on the sides and roof of a car will be a minimum height of 300mm and used on both sides of the car. Numbers to be in a contrasting colour and visible at night.

MOVED WASCF 2nd SSA of NSW CARRIED

MOTION 23

That Street Stock, Production Sedans and Junior Divisions not to be allowed to use tyres branded "Competition Use Only" eg Kumho Qspeed tyres.

For immediate implementation.

MOVED WASCF 2nd QSCA CARRIED

A Junior Development Chassis Car is being manufactured at no cost to us. We estimate the costs of a new car will be \$11,000 - \$12,000 to purchase.

We are looking at the possibility of a controlled engine. The cars may be in a kit or turnkey form.

Report from Paul Gannon

Let me please state at the very beginning of this report into the workings of the SSA Technical Committee that the amount of topics that continue to be covered by its members via e-mails and phone calls is indeed most impressive. I believe that it shows the continuing dedication to the role of each state technical officer.

As I have stated in the past, I believe that a more formalised reporting of the final results of this decision making process should be developed and put before the SSA Board for ratification. This would assist in more efficient solutions being obtained for the more contentious issues and to also further enhance knowledge of the workings of the Technical Committee to the general populace. The SSA Technical Committee met on the 8/9 of August at the Old Adelaide Inn in Adelaide. There were delegates present from each state and the meeting was chaired by Des Alfirevich. Des will address some of the misconceptions from the Super Sedan Specification Book that were cleared up through discussion.

The newly developed drafts for Junior Sedan and Modified Production Sedans were presented to the group. Peter Theyer and Di Lauder had been given the task of developing these drafts from items that had been brought to the Technical Committee and subsequently past by the Board since the printing of the last Specification Books. This ensured that input was available from a wide range of sources including drivers, car owners and state bodies. Any new items from this meeting that were accepted were also added to the drafts.

After the Board Meeting these drafts will be used at state level drivers' meetings for final refinements before ratification and implementation.

Let me congratulate both Peter and Di on the work done to present these drafts to the Committee and to the members of the Committee themselves for their efforts in finalising them for the Board Meeting. Guest speaker Peter Morris from Maxwill Engines was indeed a highly qualified presenter in the field of engine configuration. He was quite willing to share his knowledge and his own thoughts with the Committee.

The Agenda was adhered to and all items on it were addressed and final recommendations will be presented to this Board Meeting.

I commend the work of the Technical Committee to you for your consideration.

I thank you for the opportunity of acting in the role of the Technical Liaison Officer.

THAT WE ACCEPT THE TECHNICAL REPORT

MOVED TSCF 2nd SSA of NSW CARRIED

13. *Stewards Overview*

Rod Meakins went through the minutes from the recent Stewards Meeting.

A discussion on roof numbers and the concencous around the room was that we do not like them.

Motion 29

That annexure E Part C Rule 3.6 (a) – there be no supplementary regulations in use for State and National Titles - this concerns roof number.

MOVED VSCF 2nd NTSCI CARRIED NASR SA and TSCF against

Motion 30

That the A Main of any National title be made up from the top 16 qualifiers and sufficient cars in finishing order, from the B main – so that there will be 20 starters. No reserve cars.

MOVED QSCA 2nd SSA of NSW CARRIED

The duty of care needs to be read to the drivers at every briefing.

That we move the Stewards Report.

MOVED NASR SA 2nd TSCF CARRIED

14. *National Titles*

The Submissions for 2011 were discussed by Guy Thompson

Super Sedan – TAS

Latrobe Speedway have submitted dates 9th, 10th, 11th 12th February 2011

Jason asked the question as to whether Brad Smith would be able to attend at Latrobe. This is an issue with Latrobe and Guy could not comment.

That we accept the Latrobe Submission for Super Sedans

MOVED QSCA 2nd SSA of NSW CARRIED

Modified Production – NSW

Lismore have only offered 1 pass per car, but they have offered some TV coverage 22nd, 23rd and 24th April 2011

That we accept the Lismore Submission.

MOVED SSA of NSW 2nd WASCf CARRIED

Production Sedan – NSW

No offer has been received from NSW.

Street Stocks – VIC

Mildura and Alexandra have put in submissions.

Alexandra's dates are 7th 8th 9th April 2011

Mildura's dates are 12th 13th and 14th March 2011

That we accept Alexandra's submission

MOVED TSCF 2nd VSCF LOST

That we accept Mildura Submission

MOVED WASCf 2nd NASR SA CARRIED TSCF, VSCF Against

Junior – SA
Murray Bridge 27th – 29th January 2011

**That we accept the Murray Bridge Submission
MOVED TSCF 2nd NASR SA CARRIED
Subject to school holidays.**

Michele Harris discussed the 2010 Title's

National Title Board Report.

Transponder operators are again going to be a problem for this seasons national Titles. We have had no new operators show interest in assisting at a title. I think that we need to make it compulsory that all states have at least two operators to choose from. If the SSA need to conduct a training school for this to happen then maybe it needs to be done. We need to have competent operators at our titles and we can't rely on one or two people for all five of the titles, nor can the budget afford for us to send them all over the country. Again we are having problems with communication to the promoters of these titles, this needs to be rectified again at this meeting.

At the time of writing this report we are without a venue for the Production Title for 2011. This needs to be addressed, maybe we need to give some of these venues some incentive to host this title, or maybe we need to resort back to the competitors of the class to encourage venues to submit a proposal, at the end of the day the competitors of this class need to control their own destiny.

I would like to thank Di Lauder for keeping everything happening at the office while Bec was on leave.

Comments:-

Major problem we have is transponder operators. It needs to be made mandatory that at least 1 person qualified in each state. NSW and WA have a transponder training course booked in September. The rest of the States are going to make an effort to find transponder operators.

John Purser mentioned that Narrogin and Ellenbrook expressed their concern that they had not been contacted regarding the National Titles. They have received a letter of acceptance but no other contact regarding procedure etc for these Titles. In future we will change the letter to put in timeframes of procedures and details for Titles.

A discussion took place regarding the work that Paul Trengove (the NASR Competition Manager) does for the SSA Inc. during the Titles. Due to his workload increasing the SSA Inc. National Office will take control of our Title. Neil will speak to the NASR office advising them of the changes.

Due to several mistakes being made when fuel testing at Nationals Titles, Des will look into accrediting people to be the fuel testers, for the titles.

A process needs to be put in place for scrutineering and fuel testing at the end of titles.

Cars need to be quarantined at the end of each event.

Guy, Michele and Des to draw up a procedure for the title weekend.

Guy and Michele to create a budget for the National Titles.

Concerns were put forward that title team members were not willing to participate in other duties than their main role whilst at Titles. All Title team members are part of the team and should help when and if required.

Title Jackets for the winner do we need them? They are a thing of the past and we need another avenue. A suggestion of a shirt would be more practical.

Michele will put a list together of officials for the titles and hold a phone hookup shortly.

Guy would like to see financial assistance from the mainland to Tasmania in towage for the National Titles being held in Tasmania.

MOTION 31

That policy 19.8 is changed to state that competitors traveling over 200 kilometres from their home address

MOVED SA 2nd WASC

MOTION 32

That we place in policy for National Titles in Tasmania \$1000 from towage allocation be divided equally across interstate title entries traveling to Tasmania.

MOVED TSCF 2nd WASC CARRIED NASR SA, SSA of NSW abstained from voting.

15. Policy amendments

Paul Gannon discussed Policy changes.

Juniors competing for prize money. This was done via an email resolution and the motion reads

That no junior competitor, whilst competing in a junior event, will receive prize money

Moved: WA Seconded: NSW

Fuel procedure is not required in the policy.

The words current version of the ASRRR needs to be put in policy

The current title detail information needs to be put in.

The policy needs to be updated as and when required.

16. General Business

NTSCI – Transponder Operators – Covered in titles

QSCA – Motion from QSCA Meeting

That the QSCA Inc write to Speedway Sedans Australia Board registering a total vote of ‘no confidence’ in Des Alfievich as National Technical Director due to his lack of consistent performance.

The National Secretary re minutes.

The QSCA Inc request that all meetings held on behalf of Speedway Sedans Australia have a report or minutes for circulation to Board members and state bodies.

The leadership of the CEO

It was a unanimously agreed, that on behalf of the membership of the QSCA Inc, the Committee of Management, has no confidence or faith in the leadership of the current CEO of Speedway Sedans Australia.

A discussion was held on the Saturday regarding the 3 Motions/items above and there was no seconder. An apology will be forwarded from the QSCA.

State contribution costs – re appeals - Covered
NSW - Introduction of national 4 cylinder sedan class. – Done in technical

Reconstruction of SSA Inc re States and Delegates. - This was discussed and a Motion needs to be forwarded via the State.

Timing of technical and stewards meetings – Things get rushed if they are all linked together so they will be as close to each other as physically possible.

Sanctioning of State Title dates.

A criteria for blue ribbon events need to be decided.
The association will not run another title against a blue ribbon event.
Guy will suggest some criteria for the blue ribbon event status.

That NSW be allocated the last weekend in November for holding State Title for Super Sedans.

This is set aside awaiting criteria for a blue ribbon event.

WASCF - Motion from WA Meeting for discussion and adoption at this meeting.

MOTION 33

That licensed persons found to be computing incidents of denigration or derogatory comments on chat forums, print and electronic media and public address be it about officials, other drivers, promoters, association or racing venues, be prosecuted for conduct prejudicial to the sport and be dealt with as per the Australian Speedway Racing Rules and Regulations.

MOVED WA 2nd VSCF CARRIED

VSCF - National Titles and fuel sampling – Dealt with

Tow Money to travel to Tasmania for Australian Titles. – Dealt with

FORWARD PLANNING

We will pay expenses for a secretary to minute the Stewards and Technical Meetings.

MOVED TSCF 2nd SSA of NSW CARRIED

That we formulate a technical report from each technical meeting. Technical meeting overview report needs to include such things as guest speakers and recommendations that have been lost. Report is not to include recommendations being presented to the board for acceptance or any item that maybe of a contentious nature.

Engine Sealing Pads are now ready for the printers and will be distributed to the States via the Stationery Forms

Constitution update: Di Lauder is to seek legal advice on the appeals process in the constitution.

As we are taking workload off NASR Guy will look into amending the agreement we have with the NASR office , regarding office duties and finances.

MOTION 34

**That all officials sign the SSA Code of conduct at the beginning of each season.
MOVED VSCF 2nd NTSCI CARRIED**

Jackets for the 08/09 Title will be ready shortly.
Each State to organize transponder training for any interested people within their States.

Grant Bird raised the question that they have a problem in Victoria with their State Technical Person being Norman Fisher.
He is still undertaking SSA duties.
Board Members commented that the VSCF members must respect that the Technical Person has breached the SSA Inc suspension rule . He can not act on our behalf. A question was raised as to whether Norman Fisher is an accredited trainer and has a certificate proving this? VSCF responded that they were not sure as they had never sighted the certificate.

Norman Fisher can not train scrutineers on our behalf or scrutineer SSA Inc. vehicles whilst under suspension.

Grant Bird asked as to whether Norman Fisher has had a fair hearing. Replies from the Board Members were that he has had ample opportunity to attend meetings to which he has declined even after a state member offered to pay his expenses. As Des is an accredited trainer he was approached to see if he was able to conduct these duties in Victoria. Des accepted but will confirm a suitable date.

An accredited trainer does not necessarily have to know the product they are training you on. An accredited trainer must have the relevant qualifications to officially accredit an individual. Minimum requirement to present an accreditation course is a presenter's certificate under the guidance of a qualified trainer and must be industry specific. In this instance the presenter must be speedway specific..

Rationalization – no one in Queensland is interested in holding a meeting.
Could the 4 cylinder avenue be followed? Yes Paul thinks this may be a possibility.
Paul is going to contact Kevin Theyer to discuss rationalization further.

Jason suggests that we utilize our website for advertising.
He has web statistics and informed everyone in the room that if they require this information for potential advertisers to contact him.

The Oval Express adverts are to continue for the coming year.

17. *Date and Venue of Next Meeting*

22nd and 23rd May 2010 in Brisbane at the Robertson Gardens

18. *Close of Meeting*

Neil Sayer thanked everyone for attending and the meeting closed at 3.35pm