

# Speedway Sedans Australia Inc



## Board Meeting

Comfort Inn Haven Marina, Adelaide, SA  
28<sup>th</sup> and 29<sup>th</sup> May 2016

### Minutes

**1. Open Meeting – 8.30am**

**2. Introduction of Board Members**

*Greg Lynd - CEO*

*Leann Wilson – Speedway Australia SA*

*Michele Harris – SSNT*

*Geoff Green – SSWA*

*Allan Jennings – SSQ*

*Tony O’Neill – SSA of NSW*

*Garry Gale – SST*

*Rod Meakins - VSCF*

**3. Introduction of Delegates and Attendees**

*John Purser – SSWA*

*Pam Franz – SSQ*

*Jason Crowe – Media*

*Beckie Jones – SSA National Secretary*

*Benny Taylor – SSA of NSW*

*Jarrold Harper – SST*

*Di Lauder - VSCF*

**4. Apologies**

*Moss Buchanan – Speedway Australia SA*

**5. CEO Opening Address**

Welcome one and all to Adelaide for this the SSA May 2016 Board Conference!

With no doubt and/or stretch of anyone’s imagination, since September things have seemingly been a whirlwind! With that being the case many avenues and such a variety of significant issues, trials and tribulations all things Speedway but ultimately for the cause and the cause being Speedway Sedans Australia. With the acknowledgement from September by the Board of the SSA to investigate alternative measures as far as the structuring surrounding the makeup of the SSA and the fundamentals of the SSA Board , an

interesting path was laid for seeking an alternatively sound and performance based model that would be structurally viable for the sustainability of the SSA going forward. As an agenda item over the course of this meeting, we look forward to what evolves and to what those alternatives may well be as presented by the Board of the SSA.

We have an agenda that specifically outlines the majority of workings of the SSA and the particular portfolios that play the specifics in so many areas that primarily makeup and the day to day business practice that is undertaken to keep this entire organisation together.

Titles have simply highlighted the highs and lows in what is a huge effort to be able to deliver the best outcomes for all involved, epic in some cases and rest assured the positives certainly out way the negatives. What had transpired when the Website crashed and crashed it did, along with the source of our communication through emails etc. was disastrous at the time and had significant impact on the day to day running, but more importantly the reporting and the live feed to our sedan community suffered because an individual took it upon himself to bring it down! Down to a level, a level of his own kind, the lowest. Full credits to all that managed, to reinvent, turn it around and introduce not at an ideal time but something that now is streaks ahead of what we had in the past. Since the new website was turned on Jason continued where he left of and smashed the stories and updates out time after time, magic! Rest assured the statistics will blow your mind when delivered during the course of this meeting.

Admin, Secretarial, Technical, Officials, Titles, Speedway Australia, pessimistic people and the nominal crap are all the things that keep those in the engine room at full throttle, or more so the mercury at a not so moderate level. Certainly further discussion on and around these areas will be tabled shortly!

Also, as time transpired a number of particulars were evident that a progression to a standard level of generic formalities were becoming clearer amongst the SSA, but as that time expired and whilst now questioning the outcomes this couldn't be any further from the truth! This is certainly not an isolated state issue or is it particular individuality. It is as I believe and whether others agree or not we continue to look at multiple pictures with so many different colours being used and it is disappointing after the directive was given by the Board of Speedway Sedans Australia that we would all align to practice one model, a model that would be best served by all.

There are so many people that participate and undertake roles throughout the organisation at times with little understanding and or aware of the processes, yet are prepared to put their hands up! Although, it is in a lot of cases same faces different places and we must be appreciative of the efforts undertaken and as opportunities arise give credit where credit is due, we need these people as we need many more to carry and continue this great sport into the future! For those who want to be a part of this organisation we need to nurture, work with and help one and all! With that said, in my opinion we must adopt the path of simplicity, less complications, easier education and without doubt weights and measures of a less overload, a single system that is systematically usable, adoptable and easier for the future to maintain stability! The less bullshit you have in place, and/or again a more common simple process, procedure and alternatively one common goal, then the easier it is to police! What we done yesterday and what we will do today will affect what others will do tomorrow!

Speedway Sedans Australia is not a "real person", Speedway Sedans Australia and their affiliates appoint "real people" to determine and apply the contents, foster and deliver for the benefit of this association! Those people in turn are responsible and accountable for the purpose of Speedway Sedans Australia! Greg Lynd is not Speedway Sedans Australia! Beckie Jones is not Speedway Sedans Australia either is Michele, Pam or Jason! Speedway Sedans Australia is you people, appointed as "real people" to do a real job for your own organisation, Speedway Sedans Australia.

If I am in the wrong gear and heading up the wrong tree, then please! Please tell me and I will without question hand the batten on and go quietly.

## **6. Board Member Reports**

- **SSA NSW**

### **HELLO EVERYONE !!**

There is a saying that the more things change the more they stay the same.

That saying as clichéd as it may sound seems to be where NSW is at today. Since the last board conference, where we left feeling excited & buoyed by the new direction SSA/NSW has embarked upon, we have been reminded all too regularly on just how big of a task we have in front of us.

All facets of our organisation have been pushed to the limit & the challenges we have faced have been varied & different. Some we have handled with ease & have succeeded & some we have failed dismally in our dealing with. It is those failures which will no doubt see the current executive reinstated, or another page turned, for SSA/NSW at the forthcoming AGM in late July.

### **AFFILIATED CLUBS**

The information that our members need continues to be provided, via their preferred method, & some clubs need more detail than others so as our procedures can be understood & the education process can continue so that the SSA product is fully realized & embraced in totality. Unfortunately, education is futile without discipline. We have found that the line between discipline & punishment is a blurred one & sometimes dangerously crossed. More effort is required from us to help continue to bridge those gaps between the past, the present & the future, so as those clubs can move forward armed with the correct information.

Clubs are the basic ingredient that will turn our sloppy dough into a cake; it may be a heavy complicated mud cake, but a cake none the less. The way in which those ingredients are mixed & compliment each other is one of our current challenges. A new spicy Ingredient is about to be added with Corowa, & the possibility of Narrabri at this stage seems very promising & savoury. Bega is turning out to be maybe a kind of icing with a request to be more of a prominent flavour in the recipe; a delicious treat may soon rise in the oven. As long as the cooks can set the correct temperature.

### **DIVISIONS**

Numbers in all divisions are up & constant, with 58 Production Sedans, 42 4cyl Sedans, 32 Super sedans, 27 Modified Sedans, & 4 Street Stocks.

Why those numbers haven't translated into nominations for State & National Titles held in NSW is a point of concern, We think it may be related to the inconsistencies surrounding technical interpretation, maybe coupled with the misunderstanding of specification in the first place, distance to those events for competitors, & a downfall in the flow of information from our communication ??

The obvious exclusion of Junior Sedans is most disappointing, Especially after our official unofficial trip to Tasmania, that left us feeling confident we may be able to inform all today of something more positive. Were exactly the introduction of this important division into NSW is, today at the time of this writing remains a mystery & has caused many a sleepless night, & has pushed our patience & understanding to the point of exhaustion, in trying to deal with Speedway NSW/ACTs reluctance to become part of Australia. I cannot find words to explain the frustration, confusion & throw your hands in the air attitude we are approaching.

The juggernaut that is Street Stock has begun to gain momentum, & promises to be a real winner in NSW, Finally!!

## EVENTS

All of our State Titles have been held, with varied levels of success

National 4cyl Sedans, was a reasonably well supported event that did provide good racing, however was marred by some unsavoury incidents at the conclusion that involved entrants, Officials both SSA & non SSA. & host club members that resulted in a reckless driving infringement being issued.

Modified Sedans, had an exceptional number of nominees, & was conducted very well. Only 2 state officials were in attendance at the event, which wasn't ideal, but we were helped by QLD in the transponder department & with the supplying of a Chief Steward. We are most appreciative of their help.

The First ever Street Stock Title was a resounding success, which was helped by a club that was proactive in its involvement. The State Association invested financially in this event to ensure it did actually work & the result was well received by everyone involved. There was an infringement issued for the abuse of an official, but was dealt with accordingly, & the defendant was most apologetic in accepting the consequences.

Production Sedans was again held at Leeton & almost didn't happen due to the weather, again!!, Numbers were acceptable & the Race itself turned out to be most entertaining & attended by a large crowd. The event also doubled as a \$ 5000 to win Super Sedan Event & a 40 year anniversary party for the host club. This division is our most popular & with more & more clubs understanding its premise & design, will grow even more into next season & beyond.

Super Sedans were hosted by the promoters of the Dubbo venue. Early Nomination issues were rectified, however a low car count was displayed due to a number of nominees not turning up due to various reasons. Problems with lighting, no transpondering, & club personnel to help run the event did create some on the spot challenges but in the end a good race was run. Thanks must go to Colleen & Danielle Onley for helping get the event over the line. The South coast has been steadily growing this class at grass roots level largely from their own passion & willingness to be a part of something worthy. Our next state meeting will be held in Batemans Bay in early June so as we as an association can keep those guys up to date with information first hand & move toward more of a presence on the south coast, an initiative that has never happened before in the history of SSA/NSW.

We took the liberty of creating to new perpetual awards for Production Sedans & Super Sedans this year that show appreciation & respect for two guys that are sadly no longer with us.

The Graham " BOSS " Bourke Memorial Trophy was presented to the most technically correct car at the SSA/NSW Production Sedan Title. Graham was always a stickler for specification compliance, & the trophy was presented to Tim Atkin this year by Graham's son & Production Sedan competitor Wayne. Who both incidentally provided a finish to the Title that even Jason Crowe would have been excited to call.

The Graham Hegge Memorial Shield was presented to the best presented car at the SSA/NSW Super Sedan Title. Hegg was a Super Sedan stalwart & always had an involvement with the division, & was restoring several old cars to their former glory when he lost his battle with cancer some months ago. Local Dubbo Racer Chris Blyton was very honoured to be the first recipient.

Both men will be forever remembered as SSA/NSW supporters & their contribution to their respective divisions never forgotten.

Winners of SSA/NSW Titles were as follows

4CYL SEDANS- TRENT DHU NSW  
MODIFIED SEDANS - RODNEY PARMENTER QLD  
STREET STOCK BRAD MCLURE VIC  
PRODUCTION SEDANS TIM ATKIN QLD  
SUPER SEDANS WAYNE BRIMS. NSW

Because of the Production Sedan Title going to Leeton & not Goulburn as was the Associations preferred intent at the time of allocation. The Goulburn Club, with help from SSA/NSW hosted a feature race for Production Sedans. The Rocky Hill Royale.

This was a massive success for the Goulburn Club & will continue as an annual event with SSA/NSW involvement. Financial support in the form of cash prizes for Best presented car, & Stewards Select award (kind of a man of the match) together with State Official attendance will ensure this events longevity.

NCMC has decided to start hosting its own ACT Titles, & has held a Nat 4cyl Sedan ACT championship, & at the time of this writing are about to play host to a Production Sedan Title that will attract SSA/NSW backing, sanction, Financial support, & attendance of State officials.

Never before in the history of SSA/NSW has there been so much funds & assistance go back into its affiliated clubs, divisions, & events to invest in the future of those clubs & divisions sustainability. With funds allocated to Custom Drink coolers, stickers, wine for entrants, & champagne for place finishers, fireworks displays, etc, helping our members attract customers to make their task of promoting the SSA product even more appealing.

#### **OFFICIALS**

Not so long ago SSA/NSW officials that were part of National Title Teams, were limited to 2 maybe 3, all the same guys ,all of the time, every Title. As of today we have had 7 different people attend National Titles. & all have conducted themselves admirably, & professionally, both Technically & Stewarding. Every single one of them (except myself) has contacted the State office & thanked SSA/NSW for the opportunity & recommendation for being able to be a part of those events, everyone also making the very important point they learned heaps, this is most encouraging, in that we trust that they will return to their own clubs & pass on what they have taken in so as we as SSA Officials can become more consistent. This was always the plan in getting those selected club officials involved in the Title Team experience in the first place.

CONSISTENCY, such an important word & a much more important attitude. Not to mention at times seemingly impossible to implement when faced with the enormity of it across all SSA States & Territories.

Consistency is the glue that should hold our officials together & is what sets us apart from our counterparts. Or at least that's what we claim ??

This is a challenge SSA/NSW needs to address as a matter of priority, as we ask from our clubs to move us into our second term.

The amount of officials that are moving toward or have arrived on the SSA page, has no doubt increased in NSW but, for true consistency to happen, for true uniformity to take place within SSA/NSW, the work will never end, it will be an ongoing task that will be either our making or undoing, the result is up to us. We do have some ideas we wish to start implementing that may help us achieve that holy grail, that seems to have escaped us from time to time this year.

#### **TECHNICAL**

Because we are in the business of race cars Technical is paramount, & the ongoing difference of interpretation not only between States, but the differences within our own state technical scrutineers has been at times

strained. However we do have now a good number of scrutineers that are right up to speed with requirements of each SSA Division, that may not be conversant in all class specifications but have individual strengths & have been working together in being consistent in interpretation. That challenge as we press forward will continue as we fine tune our Technical Club, Chief, & State Scrutineer register. One of the areas that we have identified is the perception that Scrutineers are Targets & are subject for constant ridicule & abuse, thus reluctant to make that hard call in order to achieve that consistency with interpretation. Some officials don't even wish to wear a state supplied shirt so they can be identified as such, with the intention of not becoming that target. We wish to remove that perception & give our technical officials the support & training they need so as we all can move closer to a constant interpretation of spec that is continuous.

We have just recently completed our first round of Engine Sealer Reform, & although it has been detrimental for some, it has had the desired outcome in achieving a more workable engine sealer system for NSW. Applications of request to either remain or to become an Engine sealer varied from quite impressive to barely acceptable, with some applicants making several attempts. Being a Financial member of an affiliated club was one of several prerequisites. The need to have SSA engines sealed has also provided an unexpected platform for unaffiliated clubs to become affiliated & have a club based sealer.

We took the opportunity to impound a car for inspection that was not from our state that was unfortunately the subject of questionable performance in one of its dual registered divisions. A lot has been said about the way we conducted the whole exercise, & would welcome any discussion on the matter from other States here today. We plan to carry out many more impoundments of both NSW & other state cars when the need arises. We would ask other States support us in our efforts to create & maintain consistency & carry out similar inspections on both their own members & NSW registered cars.

We have formulated a Gasket claim document, which was modelled off the VSCF form for reimbursement of consumable parts in anticipation of future engine tear-downs & vehicle spot checks so as to make what seems for some a witch hunt on competitors more swallowable & easier to digest at Title post-race checks & Blue ribbon type events. The inclusion of replacement head bolts for the divisions that require those OEM consumable parts, we believe helps make our task of explanation of specification less repeatable & hopefully links to those particular divisions CTAC process the way it should.

## **MEDIA**

Media has been what we feel we have made a big difference in. We have increased our content on our Facebook page to the point of providing Title interviews, on the spot results, lead-up & follow on stories, trying to get our message & brand out more. We feel it is our responsibility to ensure members are fully aware of all things SSA/NSW good or bad in the arena or forum that our members seem to have chosen above all others.

We have had some negative response, notably from Victoria, in regard to the social media material pertaining to the impoundment of that Victorian car previously mentioned, however we make no apologies for our actions, & wish for other State associations to support &/or follow us in being proactive in media releases either from the national site or via their own pages on all matters that relate to SSA.

The amount of Social Media breaches & slurs toward our organisation has increased dramatically over the last few months, & we are trying very hard not to be too precious about it all. We do understand & can appreciate that some are only venting their frustration at the position they & others may find themselves in for both the right & wrong reasons. However, you can only be punched so many times before you must start punching back, & we wish to adopt a stricter zero tolerance policy in regard to repeat offenders & known trouble makers. A tricky & somewhat delicate situation that needs more regulation.

## **CLASS RATIONALIZATION**

As we draw closer to the new season we are pleased to confirm SSA/NSW will have no State classes under its sanction. The last of those being the club class of Goulburn Stock Rods. The period of time that was first agreed on to phase this class into either Modified or Production Sedans has passed twice, & with only 1 Stock Rod registered this season, the inevitable has arrived. The letting go, has been hard for some, but for the angst it has caused, those making that change will benefit the most, which has already been proven & witnessed by those involved in the process.

Phase in Periods will continue to be offered & as mentioned before, Narrabri in the North West & Begas interest in becoming more Nationally aligned, a moratorium on specifications will hopefully provide a more palatable medicine over a predetermined managed period of time.

In the lead up to both the Street Stock & Production Titles SSA/NSW offered 5 free registrations & infringement cards to compliant State Affiliated cars that in the past have complained that National rego is too expensive. This was so those previously unable to be a part of a National division & compete at a State level where interstate cars were entered, we believed would be popular, we were really excited to announce this olive branch, & took some quick & clever organizing. Alas, for some reason not one of those free offers was taken opportunity of. You can't get much cheaper than free !!

## **MOVING FORWARD**

To overcome our short falls this past season, we are hoping to keep changing to better meet our members needs. & provide a more sustainable future for the clubs that make up our association. Our very small think tank has come up with & will work toward the following.

- Technical seminars for officials that involve other State Tech Officials
- Stewarding Seminars for officials that involve other State Stewards
- Source funding for those seminars
- Open forums at general meetings
- become more consistent
- Increasing our financial support to club events & Titles
- Encouragement of club officials to attend National conferences
- Encouragement of Club Officials to be a part of Title Teams both State & National
- Take deep breaths
- Conducting State admin Meetings.
- Hosting a State awards Night. SSA/NSW driver of the year, SSA/NSW Club president of the year, SSA/NSW Official of the year etc etc etc
- Increasing our Admin personnel, Title managers, Nomination secretaries, Media liaisons, Registrars etc etc etc
- Provide technical social media interviews & releases
- become more consistent
- Re structure our Title submission process
- increase the attraction of hosting a Title
- Become more accountable in dealing with State challenges
- take more deep breaths
- Adopt a zero tolerance social media policy
- Adopt minimum penalties for social media breaches
- Increase brand awareness
- Provide a better product
- become more consistent
- design a modern State logo that represents our organisation

- Increase communication with clubs
- Increase communication with other State Associations
- Involve Other SSA officials (Non SSA/NSW) in Titles
- Involve other States in attendance of Association meetings
- try to establish State association working partners eg Qantas , Comfort Inns, BP, etc etc etc
- try to establish better working relationships with State bodies.
- increase the amount of women as officials & their involvement at State admin level.
- Change our State Associations Name to that of Speedway Sedans NSW.
- become more consistent
- become more consistent
- become more consistent

## **SUMMARY**

As we hope everyone can by now see, changes have been made in NSW, but a lot of the old still remains .For now. We are still facing challenges with State associations & Governing bodies that no other State has nor will ever have, we are not as comfortable with RSA as VSCF is with VSC, however we are content with the way it is, for now.

The way NSW has been for some time is Most probably a mindset of that's the way we have always done it, that's Tradition, That's our history. Which is respected & will be remembered. But when That history & tradition stand in the way of progress, it then becomes a problem.

A wise man once said, Change will come when the pain of not changing becomes greater than the pain of change itself. & for something to really succeed you must really believe in it.

We really do believe SSA is the way forward for Sedans in our State, & are committed to its long term success & establishment. It may take a bit longer than we first envisioned, that's all !!

(NB Women have said wise things too, as have Calathumpians)

This may be the last time we attend a National Conference as our AGM is to be held in Gilgandra at the end of July, we have already survived a possible vote of no confidence before, so it will be in the hands of those club delegates to decide, I can personally say it has been a very rewarding experience, most certainly character building & I am very proud of what we have managed to achieve so far, & although we have created some enemies I have made some long lasting friends which at the end of the day is what this stupid sport should be about.

*Comments: Officials – Total officials 58*

- **SSNT**

Speedway competition came to a halt in Alice Springs back in December with heavy rain finally taking its toll on the fence. The tracks 50<sup>th</sup> Birthday was celebrated not by a speedway meeting but a farewell to the old wall.

Competitors past and present were encouraged to purchase a piece of the wall and decorate, destroy or take it home. The night was a huge success with memorabilia and cars on display for all to remember the past 50 years. With no income for the past six months to pay the bills the committee have been busy running BBQ's etc to generate some income. The Northern Territory government have just announced that the tender for construction of the new wall has been won by MPH Carpentry and Construction.

Another major tender with a price tag of 1.2 million dollars has been allocated to Katherine Speedway to upgrade their facilities. There will be exciting times ahead for Katherine speedway as they have been running with limited facilities in the past which has restricted the allocation of major events at the venue.

Tennant Creek hosted another successful May Day weekend race meeting. This was as always supported well by Alice Springs competitors.



Darwin is to host its opening night on the 7<sup>th</sup> May with sedan numbers remaining similar to last season. The club held its day lighting day on the 30<sup>th</sup> April 2016.

At this point SSNT have not allocated any Northern Territory Title venues, but I believe that there is some interest from venues to host both the Junior Sedans and Street Stocks.

- **SST**

It gives me much pleasure to present to the Board of Speedway Sedans Australia, my report on behalf of the Speedway Sedans Tasmania (SST).

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

#### **ADMINISTRATION**

- At the commencement of the season, at the SST AGM, there was a change of the personnel of the Executive, with Jarrod Harper assuming the role of President, Brian Morice (LSSDA Pres/NW Zone delegate) assuming the mantle of SST Vice President, and Phillip Krause (Sth Zone delegate, Bombers Club Secretary), filling the role of Junior Vice President.

- As you are all aware by now, one of the first tasks undertaken by the current executive was to rebrand itself in line with the National body. Hence "Speedway Sedans Tasmania" was borne from the TSCF, as we have always been known.

#### **FINANCE**

- The SST injected extra funds over the course of the past season into sponsorship/support of some of our divisions to assist the increase of car numbers and competitors. \$500 to the State Super Sedan Series, plus \$500 to the prize pool of the Tasmanian Modified Sedan State Title.

- Our Junior Sedan division received Trophy sponsorship for an event held this season.

#### **OFFICIALS**

- We are again indebted to our small but energetic, diligent group of officials who show maximum commitment to Sedan racing in Tasmania. Whilst we do not have a surplus of officials, it was clearly evident of the quality within our state. Testimony to this was the SST Officials on show at the SSA National Junior Sedan Title held at Carrick in January. This is further complimented with the involvement that our 2 premier officials (Phil Hext – State Chief Steward and Noel Russell – State Technical Officer) had in numerous Australian Sedan Titles over the country.

- We were pleased to advise that Jake Taurian has taken on the role of Tas CTAC delegate for the Modified Sedans, however our lack of a CTAC delegate for Super Sedans continues to be a concern.

#### **TITLES**

- Our State Title winners for the Season 15/16 were

- Junior Sedans – Ardie Jonic. Qld
- Super Sedans – Callum Harper. Tas
- Street Stocks – Matt Templar. Tas
- Modified Sedans – Luke Gunn. Tas
- Tassie 6's – Dwaine Sonners
- Bombers – Heath Bennett

- From a National perspective, the hosting of the National Junior Sedan Title @ Carrick stood out as highlight of our Season. Whilst the trickle of water between the big Island and the main Island continues to act as a deterrent for some, numbers for this event was outstanding. Further, the fact that the biggest majority stayed on to compete in our State Title the following week, ensured a magical fortnight of Junior Sedan racing. We

extend thanks to all competitors who stayed on to support our State Title. All competitors are to be acknowledged for firstly, their racing, but also, car presentation and behaviour.

- The SST were proud to provide financial assistance to Carrick to assist with the staging of the Junior Sedan National Titles, and should be commended for their efforts in making this a first class show.

### **CONCERNS**

- Stagnant car numbers in some divisions continue to cause concern. The injection of SST funding, is seen as assisting to encourage participants to hit the track, and I would like to think this is an area that can be continued and expanded. This particularly applies to Super and Modified Sedans.

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

### **POSITIVES**

- Juniors & Street Stocks continue to be very strong in Tasmania, and whilst both classes were heavily utilized by promoters over the past season, there is very good reason for that. Both divisions had outstanding numbers who supported each and every event, and always put on a damn good show. They are to be commended.

### **REGIONAL AREAS**

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

I am proud of the contributions and strides the SST have taken this season, and I thank member clubs & zones, officials, drivers and volunteers for the Sedan Season of 15/16, and I acknowledge, with thanks, their efforts and commitment.

- **SSQ**

It is a pleasure to bring you my first qld board report since taking over from Jim Cowley

This season QLD has been very busy especially in the southeast with racing every weekend with Brisbane, Toowoomba, Gatton, Kingaroy, Gympie, Bundaberg and Maryborough all within a few hrs drive of each other. Most of the tracks are running larger type meeting with bigger prizes on offer and while there have been well attended to start with we find the car no's drop off and the season progresses.

Still lots of cars sitting in sheds not racing, even the big money not bringing them out, maybe the state of the economy is the problem.

Archerfield speedway still has one more season before it closes. Bundaberg speedway has almost completed its 1st season after a 10 year break and is going well.

Townsville and Gladstone have run a couple of meetings this season at their local showgrounds, Gladstone have announced that things are underway at their new complex at Benaraby near Gladstone.

North QLD track Mareeba has completed its catch net and new lighting and is on the path to becoming a premier track in the north, while we are up north, racing will be getting into full swing shortly as our off season starts down in the south, it all gets underway up there.

Regos and lics for the season have been up a few percent across the board

Senior Licences = 338 – up from 314

Junior Licences = 63 static

One Day Licences = 70

Car Regn = 386 – up from 368  
Juniors – 68 up from 63  
4's – 43 down from 46  
Modified – 105 down from 109  
Supers – 69 up from 59  
Production – 61 down from 62  
Street Stock – 41 up from 29

Street stocks numbers are increasing at a rapid rate and we are hoping that with Kingaroy taking on the national title next season and Gympie the week after with the state title, we will see a huge increase in cars being built

Our officials continue to do a great job, our newly appointed state technical chief Doug Rigby is filling this role very well and is doing a great job, as always we struggle to find enough people to work at meetings even though we have plenty registered.

#### Officials

Scrutineers – 50  
Stewards – 42  
Engine Sealers (other than scrutineers) – 13  
(I sometimes wonder where they all are)

So far our state titles have been well attended and have been a great success, we still have the modified and juniors to go in June

Street Stock – Steve English, Travis Hutchison, Stuart Robinson (VIC) – pull downs – all good  
Super Sedan – Peter Nicola (VIC), Ian Brims, Jason Campbell  
Production Sedan – Tim Atkins, Stuart Fawcett, Josh Arthur – pull downs – all good  
National 4's – Gary Page, Tim Weir, Ben Stead  
Modified and Juniors still to be run

Well that's all for now, looking forward to next season

- **VSCF**

It has been a very busy racing season in Victoria. The VSCF has seen great car numbers and they are steadily growing and our finances seem to be back on track.

Our Committee as always is working hard to keep us ahead and up to date with what is happening around Victoria and across the country.

Many thanks to Di Lauder and the rest of the Committee for their input over the past season.

As you all know, Redline Raceway hosted a most successful National Street Stock Title in March with record crowds and car numbers. This title will stay in the history books for a long time! The pure logistics of 135+ cars was going to be a nightmare, or so we thought. Mick and his crew at Redline along with Michele, Beckie, Chief and the SSA crew pulled it off to the point where speedway heads are still talking about how brilliant it was. On the outside there seemed to be no dramas or problems. From the inside there were only minor issues, which were quickly and correctly resolved and a great weekend was had by all.

A huge thanks to the SSA team and the Committee and Volunteers at Redline. Hopefully Redline will host another National Title in the future with similar results.

Our State Titles have been run and won with only minor issues which have all been rectified. Well done to all of our Placegetters.

A special congratulations has to go to Brad McClure who won the first ever NSW Street Stock State Title held at Wahgunyah Speedway.

It is great to see NSW are finally able to embrace Street Stocks and hopefully in the near future add SSA Juniors to their ranks.

I also believe that a NT Modified Sedan Title may be on the cards. Good luck to all.

Having followed the juniors around all over the country, it was great to go to the SSA Junior National Title in Tasmania followed by the Tasmanian State Title and soon after the SA State Title also. In all cases the Juniors were made welcome like it was their home track. Big congratulations have to go out to all those who made these events the successes that they have been. A job well done! And also to the Juniors who showed so much professionalism at all the events.

Whilst understanding that it is really hard to get Volunteers at all levels in all jobs, we still need to ensure that we put the correct people into these jobs.

In one of our phone hook ups it was mentioned that Victoria had some issues (This was an item on the agenda). These alleged issues are something that I or the VSCF Committee know nothing about and would like these issues addressed.

The VSCF will also be seeking help from the SSA in relation to setting up a website and online nominations. Recently I attended a Title in another state where an announcement was made to drivers not to bring bonnet or boot to scrutineering. Is this a common practice?

At the recent Victorian Title for Street Stocks I was told of front pages of log books not being filled in.

1 Was this an issue that was not addressed at the National Title the week prior? or

2 With the daylight sheet attached to the log book are these pages now not necessary?

I also believe on a public relations level when we find an illegal car component/competitor we should put it out there as a news release.

A Who it was legal/not legal

B Penalty

C Reason/Rule Number

D What was wrong/illegal

E Parts Confiscated

This way it is open and transparent for all to see and may help someone who may have the same issue and make them alter things to be within the rules.

While I am on media, I can only commend the work that has been done by Ash Media. I believe it is the best thing that the SSA has done and a continued broadcast for all to see has been a great discussion point.

All that have seen this coverage are thrilled with it and would love to see it continue in the future.

A report on my portfolio will follow this report and presented to the board.

On a personal note you will see a letter of complaint against myself was forwarded to the SSA. I would like to point out that this letter did not go through the VSCF, however please note that I did apologise to the parent on the night within seconds as only she and I were present.

I also apologised at the presentations to the broader speedway community. This is a personal attack on myself and should have nothing to do with the SSA.

- ***Speedway Australia SA***

With 2 meetings left to go at 2 country tracks, the season has run quite well with the new infield Work Safe S.A requirements. Only a couple of indiscretions occurred by drivers breaking traction while under the yellow light, and they paying dearly for it.

Super Sedan car registrations were slightly down over the past season, but most other classes were on par with the previous year's registrations. Modified Sedans are in short supply, but with the National Title being run at Murray Bridge next season, that could bring some cars out of the woodwork to help numbers in this division.

The clashing of dates between city and country tracks did not help some classes, e.g. Supers being split and only having half a dozen at each track.

The State is short on Officials and trying to get younger people involved in these positions is not working, which puts a big work load on the few Technical, Machine Examiners and Stewards. Unfortunately, some machine examiners have a bit of a lax attitude as to the importance of doing the job properly, especially after the car passes daylighting. Even after daylighting, the cars still have to be checked that they conform to species throughout all the season. Some interpretations of the rules and regulations still seem to differ between machine examiners and tracks also.

Social media comments against other drivers and officials seemed to be creeping in and becoming a major problem, especially within the Junior Sedan ranks, with Stewards suggesting they may withdraw their services when Juniors are programmed.

4 State Titles have been run and won, and as we do not have any Production Sedans, the rostering of the Australian Title will probably be passed over in SA.

The JD Couriers Super Sedan Series and the MJS Street Stock Series were run quite successfully, which encouraged competitors to travel to the different tracks.

The State body also tries to encourage competitors to compete at as many meetings as possible over the season, by giving the highest point scorer in each Sedan section, their next season's licence at no cost. Financially, the State is holding its own.

- **SSWA**

Speedway Sedans WA continues to grow its members, this year with a record 825 licenses issued. With Speedway Sedans WA requested to raise their License & Registration fees to bring them closer to other States, Speedway Sedans WA, were in a position of giving funds back directly to competitors in the way of tow money to specific events as submitted by venues. Each category received \$2000 each for one event, to assist with travel, for anyone travelling over 200km, with a maximum of \$200 paid to any one competitor. This money was gratefully received by all who received it, and certainly increased participation rates at those events.

The five state titles were conducted without many dramas, the most being at Esperance where continual rain saw the WA Super Sedan Title start at 9.00pm, but was all over prior to midnight, with Warren Minshull winning his first State Title. A large field of Production Sedans assembled at Ellenbrook for the State Title, with interstate drivers attending, a week out from the National Title. The event was run during day light hours and in very hot conditions with man and machine tested to the extreme. Congratulations to Stephen Laidlaw on being a worthy winner. The WA Modified Sedan Title lost two cars in practice, leaving only 18 cars in the title, which was apart from that a very good event, won by Matt Noakes, who has now won a State Junior Sedan, Production Sedan and Modified Sedan State Title. Two of the five State Titles were expensive exercises but well worth it with in excess of 45 Junior Sedan competitors competing in Broome, with Bradley Oldfield winning, being the first EFI Junior to do so. The final title was the WA Street Stock Title which had the smallest field in many years, mainly due to the location, being Shark Bay. The final was one of the best races in many years, with Jason Oldfield the defending champion coming from well back in the field to win in the last couple of laps, again in very hot conditions.

WA also played host to the Australian Production Sedan Title at Moora. The event overall went very smoothly, and despite their being a disqualification which caused much angst in the weeks that followed, Tim Green was a worthy winner.

The executive of Speedway Sedans WA are very stable, though Allan Smallwood has stood down as one of the two licensing offices for the coming season. He remains on the executive. His place with respect to licensing has been taken by Scott Beattie.

Titles for the new season have been set in stone for some time now, with the Junior Sedan Title to be held at Bunbury, Street Stock at Ellenbrook which should attract a massive field, Modified Sedans will contest their title at Mt Barker for the first time, Super Sedans will hold their title at Kalgoorlie, a week before the National Title at Albany, while the Production Sedans will have their title in Broome, again for the first time. Our State is financially very sound, and is looking forward to the season ahead.

**Motion**

**Accept the Board reports as presented**

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

Suggestion to set criteria on what needs to be presented in a Board report.

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

Board Meeting September 2015

November 2015 Telephone Minutes

January 2016 Telephone Minutes

February 2016 Telephone Minutes

**Motion**

**Accept the minutes above**

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

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

Nothing

**9. *Financial Report***

*Sharee Forrester presented the financial report*

1. Presentation of Financial Report

**Motion to accept the financials as presented**

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

2. **SSWA** - Payment Revue; A payment revue to be undertaken of all paid positions within SSA. Workloads should more accurately reflect the work undertaken.

Victoria support this. Discussion was held surrounding this and the following motion was the outcome of those discussions.

**Motion 17**

**This will be reviewed at the September 2016 conference.**

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

**Motion 1**

**That SSA proceed forward with the planning of a new SSA Structure.**

## Moved VSCF 2<sup>nd</sup> QLD CARRIED

Discussion on moving forward was held! An alternative model needs thorough investigation of the entire structure of the organisation.

### Motion 2

**That the SSA withdraw its position from the Speedway Australia Board as a competitor member.**

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

3. Employment Contracts - WIP
4. Marketing – SSA Property/Product – NSW

Tony has suggestions on how we can get an income with controlled tyres and shocks etc.

100 National 4's - Tyres 6 per class = 600 tyres \$20.00 mark up = \$12,000  
380 Juniors – Tyres 6 per class = 2280 tyres \$20.00 mark up = \$45,600  
480 Street Stock - Tyres 6 per class = 2880 tyres \$20.00 mark up = \$57,000  
300 Production - Tyres 6 per class = 1800 tyres \$20.00 mark up = \$36,000  
7560 tyres @ \$50.00 a tyre \$604800 \$150600 SSA profit

Shocks Juniors and Street Stocks \$102600 profit  
Springs Junior \$30,400 Street Stocks \$38,000

5. Budget and Funding Allocation

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

*None*

## 11. **Technical Overview**

1. Technical Report was presented by Pam Franz

### MOTION

#### **Recommendation 1: Class Technical Manual**

##### INTERPRETATION

~~**Remove** - Speedway Sedans Australia Inc. (SSA Inc.) shall be directly responsible for the enforcement of these specifications.~~

**Replace with** - *Speedway Sedans Australia shall be the sole authority for the interpretation of, and compliance auditor for, these specifications, referred to from here as 'these specifications'. At any Race Meeting, this authority is delegated to the Head Technical person.*

*The SSA National Technical Committee is inclusive of a Technical Representative from each state and the CTAC Chairperson for each division.*

**Keep Existing wording** - The Class Technical Advisory Committees (CTAC) is a subcommittee of Speedway Sedans Australia and is responsible directly to the SSA board.

The role of the CTAC is to formulate a specification manual and provide clarification of rulings for the competitors and officials.

Amendments to this specification manual may be made during the life of this manual for the reasons as set down in SSA Inc. Policy governing such amendments. Recommendations for an amendment will be submitted by the CTAC for submission to the SSA Inc. Board for approval.

Amendments approved by the SSA will be circularized to all clubs, competitors and be displayed on the SSA website.

All technical enquiries must be directed through your Club Scrutineer, State Technical Delegate, State CTAC delegate and/or your State Office.

SSA Inc. vehicles must only compete with SSA Inc. registered vehicles and with drivers who hold a SSA Inc. / Speedway Australia licence and SSA Inc. approved insurance and SSA Inc. Infringement card.

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

## **MOTION**

### **Recommendation 2**

Request for Technical Inspection form

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

## **MOTION**

**Recommendation 3** - that the fee for requesting an inspection of another competitor's engine be raised to \$5000.00

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

## **MOTION**

### **Recommendation 5 – Street Stock and Junior Sedan**

That the ECU sealing forms be implemented as at 1st July 2016 for Street Stocks and Junior Sedans.

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

## **MOTION**

### **Recommendation 6 – Street Stock**

That all Street Stock ECU's be sealed by Automotive Service Solutions Brisbane branch only, U3/121 Newmarket Road, Windsor Q 4030 – implementation 1st July 2016. All existing sealed ECU's must be resealed by 1st July 2017.

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

Company name and address has now changed to Cool Drive Distribution, Unit 5, 3 Deakin Street, BRENDALÉ Q 4500

## **MOTION**

### **Recommendation 7 – Engine Sealing and Engine Sealers**

1st July re-registration

Processes – standardised registration process through National Office – draft registration form

Sealers Criteria (old and new) – states to take responsibility for ensuring that known noncompliant sealers not be re-registered

Engine Sealers registration form – see attachment – to commence as of 1/07/16

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

## **MOTION**

### **Recommendation 8**

Mono specification books need to be updated – AS1163 no longer valid – to be AS1450 as recommended by Orrcon.

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



## **MOTION**

### **Recommendation 9**

Admin – numbering of clarifications for ease of referencing – example – Street Stock – SStk01/17, SStk02/17, Modified Sedan - MS01/17, MS02/17 etc (Pam)

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

## **MOTION**

### **Recommendation 10**

Production Sedans/National 4's/Modified Sedans – Section 7 m)

Existing – rear radiator to be rearward of roll cage hoop when mounted in the rear cabin area.

Add – If radiator is mounted in boot area outlets may come from side of radiator tank and drivers must be protected by the firewall.

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

## **MOTION**

### **Recommendation 11**

Add to Section 5 – Modified/Production/Junior/Street Stock/National 4's d) Maximum size battery permitted is N70ZZ and one only permitted.

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

## **MOTION**

### **Recommendation 12**

Recommendation that dual registration be not allowed between Street Stock and Production Sedan divisions due to a large specification difference between the classes. i.e. fuel tank area Effective 1st July 2016.

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

## **MOTION**

### **Recommendation 13**

A fuel pressure regulator will suffice as a One Way Valve exception being Street Stock EFI /Junior Sedans EFI who require a one way valve to be fitted at the fuel tank.

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

## **MOTION**

### **Recommendation 14**

Clarification - Modified Sedans/Production Sedans/Junior Sedans/Street Stock

Existing 'The roof hoop to be within 50mm of the roof at the sides, and 50mm of the windscreen opening at the corners, and be welded to the main hoop to form a halo around the drivers head.'

ADD 'it does NOT have to follow the windscreen within 50mm of the entire opening.'

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

## **MOTION**

### **Recommendation 15 – Modified Sedan**

Clarification:

Multi hole mounting bracket that alter the mounting of the arm in relation to the arm is unacceptable.

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

Manifolds – must be visually standard. Several cases have been found recently, leading to the disqualification of a driver at a recent National title – SSWA

## **MOTION**

### **Recommendation 16 – Modified Sedan**

Clarification:

Specification book reflects the desired outcome – to be OEM option for make but must be visibly standard.

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

### **MOTION**

#### **Recommendation 17 – Modified Sedan**

Clarification

Section 2 Rule 1 i) – add

Seat mounts and other brackets in the cabin on the floor may be removed.

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

### **MOTION**

#### **Recommendation 19 – Modified Sedan**

Clarification

Tyres Page 21 Section 14

Delete existing wording

Add – tyre size is to be a maximum of 8” or 265mm as per the manufacturers markings. Eg 84x8x15 or 265x60x15. All details are to be visible in OEM markings on tyre sidewall. Any type of lubrication (grease or oil etc) is not permitted on the tyre walls.

Reason: overlooked in past books and competitors are using radial/slick tyres which are marked other than 84x8x15.

To be circulated through Modified Sedan CTAC prior to final approval.

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

### **MOTION**

#### **Recommendation 20 – Modified Sedan**

Application for inclusion of R31 Nissan Skyline that was mass produced in Australia and released with a 3.0L RB30 engine in the list of approved vehicles.

##### **Engine Specifications**

RB30E – 3.0L fuel injected single-cam

Bore – 3.3858

Stroke – 3.3463

Value Intake – 42.10

Value Exhaust – 35.10

Throttle Body – 64mm (outer section ID)

Throttle Body – 54mm (butterfly section)

##### **Dimensions**

Wheelbase – 2615

Track Front – 1700 (this is 10mm bigger than the Proddie spec)

Track Rear – 1695 (this is 10mm bigger than the Proddie spec)

Overall Length – 4650

Overall Width – 1690

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

### **MOTION**

#### **Recommendation 21 – Production Sedan**

Moved: Prod CTAC Seconded: SST Tech Rep CARRIED

Approval for Magna 6G72 to use 3.0 litre engine instead of 3.5 litre engine  
*MAGNA TJ which came out with a 3L or 3.5 L is basically the same as the TH*  
*The shape of the car did not alter much from 1996 to 2003.*

*The 6G72 is a 2972 cc engine. Bore is 91.1 mm (3.59 in) and stroke is 76 mm (3.0 in). SOHC 24-valve*  
*Throttle Body Size: Outer Section I.D. 66mm, Butterfly Section I.D. 65mm ( same as the 3.5L)*  
*Wheelbase 2,722 mm (107.2 in)*

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

#### **MOTION**

##### **Recommendation 22 – Production Sedan**

Clarification:

Multi hole mounting bracket that alter the mounting of the arm in relation to the arm is unacceptable.

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

Manifolds – must be visually standard. Several cases have been found recently, leading to the disqualification of a driver at a recent National title – SSWA

#### **MOTION**

##### **Recommendation 23 – Production Sedan**

Clarification:

Specification book reflects the desired outcome – to be OEM option for make but must be visibly standard.

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

#### **MOTION**

##### **Recommendation 24 – Production Sedan**

Clarification from CTAC

Add to Section 8 Transmission/Driveline – Page 18 c)

Internal differential modifications are permitted except that the use of “quick change” systems in the driveline is specifically prohibited.

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

#### **MOTION**

##### **Recommendation 25 – Production Sedan**

Clarification from CTAC

Add to Section 8 Transmission/Driveline – Page 18 a)

Gearbox must have a minimum of two forward gears and reverse gear and must be derived from a mass produced passenger cars and remain visually standard externally & internally.

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

#### **MOTION**

##### **Recommendation 26 – Production Sedan**

Removal of bracketry on cabin floor – clarification previously circulated

Clarification

Section 2 Rule 1 i) – add

Seat mounts and other brackets in the cabin on the floor may be removed.

**MOVED TAS 2<sup>ND</sup> WA CARRIED as per Motion 3**

#### **MOTION**

##### **Recommendation 27 – Junior Sedan**

That the inclusion of all Ford Lasers and the Mazda equivalents be withdrawn from the approved list in the specification book.

**MOVED TAS 2<sup>ND</sup> WA CARRIED as per Motion 3**

Fuel tanks – boot area? Where does the boot area start eg front of suspension towers - can they protrude through floor? – SSQ

**MOTION**

**Recommendation 28 – Junior Sedan**

Clarification – to be mounted in the boot area, no further forward than the front edge of rear suspension towers.

**MOVED TAS 2<sup>ND</sup> WA CARRIED as per Motion 3**

**MOTION**

**Recommendation 29 – Junior Sedan**

Clarification

Section 2 Rule 1 f) iii – add

Seat mounts and other brackets in the cabin on the floor may be removed.

**MOVED TAS 2<sup>ND</sup> WA CARRIED as per Motion 3**

**MOTION**

**Recommendation 30 – National 4's**

Moved: National 4's CTAC Seconded: Junior CTAC CARRIED

Acceptance of Holden Apollo – application lodged by owner

o 1989 to 1992 JK and JL Models

o Wheelbase 2600mm

o Wheeltrack front – std 1470mm plus 75mm and 200mm = 1745mm

o Wheeltrack rear – std 1440mm plus 75mm and 200mm = 1715mm

**MOVED TAS 2<sup>ND</sup> WA CARRIED as per Motion 3**

**Motion 3**

**That SSA accept recommendations from the Technical Report from item 26 through to and including Item 30**

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

**Motion 4**

**That Technical Committee minutes be forwarded to Board Members at least 3 days before Board Meeting and the technical Minutes be then accepted in its entirety at Board Meetings.**

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

2. Specification Recommendations/Clarifications – dealt with in report
3. National Title Scrutineering Program- overview – dealt with in report
4. Policy
  - a) Updates/change – National Technical Committee (inc. CTAC) – dealt with in report
  - b) Engine Sealing/Sealers – dealt with in report

**Motion 5**

**Unless directed by the Technical Committee all recommendations/clarifications are to be rubber stamped by the board.**

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

5. Class Technical Advisory Committee (CTAC.)

- a) Super Sedan Chairman Position – Ron Bergmeier has put his name forward

### **Motion 6**

**That we disband the Super Sedan CTAC and pass the specification for Super Sedans to the Technical Committee.**

**Moved WA 2<sup>nd</sup> QLD LOST For NSW, VIC, WA; Against TAS, QLD; Abstained NT and SA**

A questionnaire is to be constructed and sent to all Super Sedan Drivers and owners. Board members to assist in constructing the questions.

- b) Super Sedan Victorian Committee Member – VSCF (re; VSSA) – Dealt with earlier

## **12. Stewards and Officials**

1. Stewards Report – Rod Meakins

Wording re: SSA Legal documentation and Statements

Rod has been working with a lawyer and presented the findings to the room.

A stewards meeting needs to be organized in the next few weeks.

2. National Stewards Advisor Report – Allan Jennings

This season has been one of the busiest in some years, this season I attended all National Titles the Juniors in Carrick as the steward, the Street Stocks at Redline as a steward the Super Sedans in Rocky as the steward and the Proddies as a spectator and the Modified as a crew chief, the Juniors as always, is a full on deal and Carrick was no exception, vehicle checks went well and pretty much on time 2 drivers were fined for locked distributors and the fines were paid before competing racing went well we did have a couple of roll overs during the heats no serious injuries Zoe Young report that her wrist was sore and this was noted in the track report and sent to Speedway Australia and to the SSA. As always the drivers rep was kept busy with a lot of minor complaints which were dealt with at the end of each round, the c, b and a mains went well with only a couple of stoppages in each race post race checks were carried out after the race on sat night/sun morning, the fourth place driver Mat Smith from QLD was disqualified for having v rated tyres and was fined \$500.00 the winner of the event Brendan Learoyd was also disqualified for incorrect gearbox ratios and was fined \$1000 and suspended for 6 months the eventual winner was Todd Atkins 2nd Ardie Jonic and 3rd the previous National winner Brock Atkins.

Super sedan title Rockhampton

Just over 40 Supers came through scrutineering for pre race checks and all cars were well presented heats went well with very few hold ups the drivers reps only had a few customers the b and a main went through with only a couple of stoppages the winner being Callum Harper from Tasmania.

I take this opportunity to thanks for the people that helped me this season and a special thanks to Phil Hext from tassie we assisted each other quite a bit this year . I look forward to next season to do it all again.

Comments: Do the States need to work harder with finding officials etc for National Titles.

**That we accept the Steward reports from Rod and Allan**

**Moved WA 2<sup>nd</sup> TAS CARRIED**

3. **VSCF - Officials Application Procedure**

**Motion 7**

**That SSA purchase a card printer machine**

**Moved VSCF 2<sup>nd</sup> TAS CARRIED**

**Motion 8**

**Officials licences will be administered by the SSA.**

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

4. **VSCF - Trainee Officials Applications**

Trainee licences are now to be issued without accreditation due to accreditation only happening once a year.

5. **Speedway S.A** - would like the S.S.A. to look at the possibility of bringing in a Heat Policy, under the Duty of Care. S.A. are concerned that some of the Junior drivers are being asked to participate at race meetings in the heat of the day, (sometimes around the 40 degree mark) - Noted

6. **Speedway S.A** - Police checks vs. Working with Children Card. Speedway S.A. are asking the S.S.A. to reconsider the introduction of the W.W.C.C. in S.A. we have been using police clearance checks for a number of years without any problems. A police check can take as little as 48 hours to be returned with the following information, Assault, Fraud, Alcohol Abuse, Driving Convictions,, Child Abuse, etc. With a W.W.C.C. it has been taking up to 3 months before we get a reply, then it only states that this person is suitable to work with children. The cost of a police check costs the State nil as we are registered with the police Clearance Department. The cost of a W.W.C.C is \$57.00 adding around \$2000.00 cost to the State.

Staying with Working with Children cards

7. **SSWA** – Penalties. Penalties applied at National Titles were inconsistent with that of the National Rule Book, minimum penalty is 12 months and \$1000.00 fine, yet not of the penalties applied were what the book prescribes.

A matrix needs to be designed to assist with consistency.

8. **SST** – Drug and Alcohol Testing Sedan Competitors.

The procedure after a tribunal is a long process with little communication. No written communication has been sent and unsure as to where payment can be made to pay the fine.

**13 National Titles**

1. Titles – Michele Harris

Three hundred and ninety one nominations, limited officials and five national title venues, time to reflect. Firstly I must say thank you to Bec Jones for all the extra long hours and stress that we have put you under this year to get the results that have been achieved. With email and web site hiccups not sure how you achieved it, and still carried on the day to day affairs of the SSA. Well done. Bec and Chief, what a team, Bec was the point of contact with the venues, assisting with information and suggestions to ensure the promoter / club was continually up dated with what we required to ensure they were fully prepared. This also included the

officials and competitors. Then it was Chief's turn. He was on the ground during the events to ensure successful titles for all concerned. To both of you thank you. I had a few sleepless nights this year trying to secure the right officials for these events, it is becoming increasingly harder. To the venues, officials and competitors we have raised the bar once again. Congratulations to the National Title holders: Todd Atkins, Brett Baxter, Tim Green, Callum Harper and Anthony Beare.

Not only did we have the largest number count of any SSA national title to date with 139, but we also saw the smallest winning margin. Anthony Beare won the Title from Brad Mc Lure by the margin of only 0.019 We had to be on our toes at Redline with a large amount of nominations we all knew it was going to be a huge task and it was a credit to the entire team. We opted for some different procedures in an attempt to slim line the scrutineering process. While cars were waiting to enter the scrutineering bay we had two stewards walking up the line checking belts and engine seals. This also enabled them to chat with the driver. This title also enabled us to look at ways to bring our scrutineering into the 21<sup>st</sup> century. With these ideas on board Pam Franz and her daughter Sarah put together a computer programme which enables us to eliminate some of the time consuming double entry that pencilling entails. Pam will be pleased to show this to the meeting. This was tried at the Super Sedan Title and then tweaked at the Modified title and is still being improved at the moment. No more pencillers. A lap top and printer is all that is needed. This also gives us an overview for reports including repeat offenders etc. Thanks to Pam and Sarah.

Thank you again to Andrew Young for your assistance with the online title nominations which will be updated again next year. I have attached the figures of the last three years nomination numbers.

	2014	2015	2016
SUPER SEDAN	51	29	43
MODIFIED SEDAN	46	37	68
PRODUCTION SEDAN	50	58	73
STREET STOCK	65	87	139
JUNIOR SEDAN	74	83	68
TOTAL	286	294	391

I have spent time working on new Title submission forms which will include a section that will need to be completed by the Host state to ensure that we have enough officials on the ground and that they support the venue hosting the title. I also have new official title reporting forms which will be completed by all officials on the team, in which I have asked the questions that we need to get the answers to so that we can keep improving our titles. I will also be changing the wording on the letters that go to the title teams, to ensure that flights and accommodation is booked early and if no reply within seven days of receiving the letter then we will need to secure someone else to fill the void. It is a logistic nightmare with airfares. Bec does the impossible at times ensuring that our team all arrive at the airport around the same time.

We are also working on some new and exciting things for our media side. Jason and Jarrad well done your dedication to the sport once again has captured what our titles are all about and keeping every one up to date at all times during and after the events.

It is out of one season and Bec and I have already started on the next round which will kick off at the end of this year in Queensland. I have already sent in the officials' expression of interest forms ready for the web site as this year's titles will be even more of a challenge with three titles within three weeks and the addition of the sixth class National 4's.

My vision in the future is to slimline the administration procedure starting at the online nominations and finishing at the payouts. If this can be done on one program it will make our workload a lot easier. But for the moment it is small steps. To all who did their bit to ensure these titles were a success I thank you.

**Accept the title report as presented  
Moved WA 2<sup>nd</sup> NSW CARRIED**

### **Motion 9**

**The SSA supply a keyring to each person on the 2016 National Title teams as a memento of their assistance.**

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

### **Motion 10**

**The SSA purchase tape measures with a torch as mementos for the 2017 National Junior Sedan Title.**

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

Some CTAC representatives that attend National Titles do not have an SSA Official Licence. This is fine as they are not signing anything and are there to talk to competitors etc.

Contracts and submissions are being worked on.

Teardrop flags need to be on infield, logos on merchandise with the correct approved wording.

### **Motion 11**

**The use of scrutineering books and pencilers be replaced by computer recording at our National Title events.**

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

2. Survey (5 Heat Format) by NSW and VIC – Outcome  
WIP

3. Junior Sedan National Title – Policy Review

**Speedway S.A** - Venues for Junior Title Calcutta's. S.A cannot see any problems with Tracks/Clubs being able to use a licenced venue for the Junior Title welcome dinner, Calcutta.

### **Motion 12**

**That the Welcome Dinner for the Junior Sedan Title be permitted to be held at a Licenced Venue.**

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

4. Ash Media Review – *“current and future”*

Dealt with later in Media

5. **Speedway S.A** - Australian Titles. It has been brought to the attention to Speedway S.A. that in the S.S.A policy it states that a Driver and 2 mechanics enter the venue free, we have been informed that at some Australian Title venues only the driver has been signed in free, and on some occasions has even had to pay without receiving a refund. Speedway S.A. would like to see the policy either changed, or strictly adhered to.

Policy states that passes will be issued as per Information page.

6. **SSWA** - National Policy says that the Modified Sedan Australian Title will be held at Easter. We would like to see that brought back into effect.

Policy states preferred.

7. **SSQ** – Title Contracts – The aligning of the wording of State Title Contracts with SSA National Title Contracts in particular: The effect of Media Block – Outs by some promoters/ tracks regarding audio/



video. If the contract is signed and accepted by the promoter/ track is not adhered to and the repercussions of this.

SSA's trademark is our intellectual property.

### **Motion 13**

**That SSA title be known as SSA National (insert class) Title section 17.1 to be changed to reflect this.  
Moved VIC 2<sup>nd</sup> NSW CARRIED**

## **14. Administration**

### 1. General

Car registration and Infringements for a 12 month period, same as the Speedway Australia licence not as a financial year.

### **Motion 15**

**That the car registration season is in line with the financial year eg. 1/7 to 30/6 Southern Season or 1/1 to 31/12 Northern Season. Hence log books/Infringements shall be issued before the 1<sup>st</sup> race if the new season. Each driver shall only have one log book/infringement card per season.  
Moved TAS 2<sup>nd</sup> VIC everyone against except TAS - LOST**

### 2. Items – Admin Meeting

An overview of the Admin Meeting was given and discussed.

### 3. Trademark – update

SSA Modified Sedan and SSA National 4's have been applied for and can take up to 3 months. The names no longer required have been cancelled.

### 4. SSA of NSW

- SSA Structure – Board may be structured on skill set
- SSA State Branches
- SSA Corporate Partners – relationships with tyre companies etc. Needs to go through CTAC as a presentation.
- SSA Code Of Conduct – dealt with
- SSA Official Code Of Conduct – dealt with
- SSA Social Media Breaches – dealt with
- SSA Presence On Facebook – dealt with
- SSA Technical Media – this can be done and is being discussed.
- SSA State Media – dealt with
- SSA National Title Co Ordination – discussed
- SSA Official Boundaries – If you are a visiting official you are still an official in another state.
- SSA Official Application Process – dealt with
- SSA Official Training ( Technical ) – dealt with
- SSA Divisions Running Together – dealt with
- SSA Engine Sealer Reform – dealt with
- Super Sedan Grass Roots Grants – a criteria was done and they have to report back as to what they have utilised the money for, promoting the class, SSA etc.

Tony has been working on a report form that can assist the Board members with sharing information with their state and SSA. Everyone likes it and is keen to utilise it going forward.

5. Speedway S.A - Speedway S.A. believes the use of a One Day Infringement Card should be for the sole use of a driver who intends competing at a race meeting on 1 or 2 occasions in a season. As a driver is responsible for his/her crew, we don't believe a passenger should be required to take out a one day infringement.

The passenger needs to mirror the driver so the One Day Infringement stays.

## **15. Media**

### **1. Media Report – Jason Crowe**

The 2015 – 2016 season started like any other, attending to the website and race dates.

We had entered into our agreement with Oval Express, so apart from the website and facebook, I began writing interest pieces to compliment our advertising in the magazine.

Just prior to Christmas, I began to notice that the website was slowing down, and every now and then it began to go down for a few minutes before being accessible again. Initially I put it down to our continual problem with "exceeding bandwidth", but felt that something was not right, so I copied all of the State and National Title history and the last months stories and results, in case something dramatic happened.

Things improved as we went to Carrick for the first Australian Title of the season, the Australian Junior Sedan Title. The Australian Junior Sedan Title received extensive coverage via the website, facebook, twitter, video and and live audio, with strong numbers of people listening throughout the three nights.

Soon after the event, the issues with the website returned, firstly with the site down for exceeding bandwidth, which was reluctantly rectified by Speedway Australia, and then without warning it simply disappeared.

I was in constant contact with the then communications manager, Anton Nortkus, who advised we would need to wait four days, until the end of the reporting period, as Speedway Australia could not justify paying more money to get our site back up and running. The four days came and went, and the reasons for the site not being up continued to change, which ultimately had me on a wild goose chase, contacting people who had no idea of what was happening.

By sheer chance, Anton and Matt Fabri from a communications company which had been contracted or employed by Speedway Australia were at the Perth Motorplex for World Series. I cornered the pair of them and asked many questions as the extent of the problem. Initially both were very reluctant to discuss the issue, but eventually I received Matt's personal phone number to assist with the issue.

I would later learn the issue, was not an issue but a catastrophe, as the website had vanished, never to be recovered.

Depending on who you speak to, the site was removed from the Speedway Australia server and moved off shore. Who did what, I still don't know, only to know that the site had vanished.

Speedway Sedans Australia members were now asking questions, where was the website, why was it down, where can I get nomination forms from for both state and national titles, and when would it be back up and running. I couldn't answer any of the questions apart from the nomination forms, which we posted anywhere and everywhere with links, so drivers could still nominate.

Meanwhile, there would be seven to ten emails per day with Speedway Australia, requesting passwords so we could transfer our site to a new service provider. Initially we were met with resistance, despite being asked to do so by Anton Nortkus.

Three new providers indicated an interest in hosting our website, with Streaming Australia eventually selected to host our site. They too met with great resistance in getting the website details required to effect the transfer. This not only had the website down, but also all emails of the SSA, which was crippling the organisation.

The Australian Production Sedan Title was nearing ever closer as was the Australian Street Stock Title, and it was crucial on many levels that the website and emails were installed.

After 24 days, the website returned on 23 February 2016. The website was constructed in four days, initially not in its final form, but with the most critical items first, being news, specifications and nominations.

This was a massive undertaking by myself. If I was working full time, the delay in getting things up to speed would have been significant. The new website uses a totally different operating system to the old website, meaning I was starting from scratch, learning as I went how to use the system and to get the website up to speed as quickly as possible.

Within 14 days the site was fully operational apart from the specification manuals, with only two of the six uploaded in the first instance.

The first test for the website was the WA Production Sedan Title, with live audio. The new live audio system is much easier to use, and much clearer from most venues. After some teething problems the audio was up and running, and was crystal clear.

The week after would be the Australian Production Sedan Title, which from a media perspective went off without a hitch.

The week after that would be the Australian Street Stock Title, which produced extraordinary numbers in all facets. It is estimated almost 10000 people listened to the broadcast over the three days, while a staggering 5717 people read the article on the grid draws for the title. Compare that to the 2541 who read the night one wrap up and the 3960 who read the night two wrap, you get an indication as to the interest in the event.

The Australian Super Sedan Title was a huge disappointment from a media point of view, with the promotion saying one thing to me and then doing to polar opposite, which meant I did not call the event to the public at the venue. We were asked not to broadcast the event on live audio as the promotion wished to maximise coverage on their pay-for-view of the event. We did provide live audio, but it was compromised severely with poor numbers and I was forced to sit in the stewards tower, and had a Rockhampton official standing at my right shoulder for almost the entire event. On the second night, I was asked to present an award to the best presented car, and was introduced as the "Voice of Speedway Sedans Australia", which was a further slap in the face, as the "voice" was silent at the event! In the seven years of doing the media for Speedway Sedans Australia, this is the worst I have ever been treated by any track, which is very disappointing to say.

The final title was the Australian Modified Sedan Title at Lismore. Despite the miserable conditions, the people at Lismore could not do enough to be of assistance, and we all worked well together.

In the 82 days that the website has been up and running, 954 updates have been put on the site, at an average of 11.63 updates per day.

As most of you would be aware, the job of Media Manager is something I love doing and is something that can be all consuming to be done to an extremely high level, with weekends resulting in extremely late nights to ensure all the results from the night before are uploaded before the following morning EST. along with at least two articles from the most prominent events of the night.

It is not a 40 hour a week job, and it is not a job that is Monday to Friday or 9.00am to 5.00pm.

I still am constantly haunted by not getting information from tracks. I search every website and facebook page for calendars and news, only to find some are years out of date. I still struggle to get information on State Titles from some states, and with one title I was even accused of severely interfering with the title by reporting what was readily available on mylaps. I also found out that some members of State Executives don't even know what I do, or in one case that the website even existed. I also continue to be frustrated by venues who can't even post results anywhere, we are in 2016, if you are going to have a website and a facebook page, use it properly to inform.

We also have drivers paying people to write media releases to promote themselves, which is good in some respects, but they could be having it done free of charge. The releases that I see from some of these drivers is written so poorly, it should never see the light of day. We need to get better at this, and educate our drivers that we have media for a reason.

To say the least this year has been very trying.

I would like to thank Greg Lynd and Beckie Jones, particularly for their support over the period where the website was non-existent.

I would also like to thank everyone who has been supportive of the job I am trying to achieve, to promote Sedan racing in Australia. At National Titles this would not be possible without the help of Jarred Ash and

Brooke Etherden (at some of them) for the great Camera work, and producing the awesome videos and to Scott Beattie and Pam Franz who have assisted greatly behind the scenes.

As a result of Jarred's great camera work, our video packages are now shown on online website programs, being shown to the world, to people who many not necessarily be speedway followers. This is something that is not seen by the vast majority of Australians, but is something that is being done to promote the SSA.

Moving forward the next steps are advertising on the Website. This is currently something where we need to get better at. Our numbers are extraordinary and any advertiser would certainly get value for money. The other area we will need to move to soon to enhance our coverage is live streaming of events. Many venues are going down this path and is something that we need to seriously look at.

Factual figures for the new website are as follows

#### Number of Visitors

February	12796
March	65600
April	46287
May	22665

#### Number of Hits

February	441184
March	2711342
April	1615314
May	608537

#### Unique visitors, recurring visitors and pages viewed.

529552 Page Views since inception

#### Search engines

Google 91% Microsoft Bing 5.9% Yahoo 1.1%

#### Key words

Speedway Sedans, Speedway Sedans Australia, Super Sedans, ASCF Speedway

#### Countries

FEBRUARY	MARCH	APRIL	MAY
Australia	Australian	Australia	Australia
USA	USA	USA	USA
China	France	Turkey	France
Ukraine	China	France	Ukraine
Great Britain	Ukraine	Ukraine	Russia
Singapore	Malaysia	Cheq Republic	Canada
Hong Kong	Germany	China	Great Britain
New Zealand	Spain	Russia	Romania
Canada	Russia	Canada	China
South Korea	Canada	Malaysia	Turkey

#### Operating Systems (Feb, Mar, Apr, May)

Windows (PC)	31.4%	29.60%	32.9%	36.6%
IOS (Apple Products)	41.0%	41.3%	42.2%	37.5%
Linex (Range from different servers)	24.8%	29.90%	22.9%	22.3%
McIntosh (older Apple)	0.0%	1.50%	1.7%	0.0%
Sony Playstation	2.0%	0.50%	1.1%	3.1%
Nintendo	2.0%	0.50%	0.1%	0.0%

### **Most Popular Docs Download**

Street Stock Specification Manual	414
SSA Technical Manual July 2015	352
Junior Sedan Spec Manual	301
Production Sedan Spec Manual	262
Racing Rules	250
Modified Sedan Spec Book	194
Naitonal 4s Spec Book	114
Super Sedan Spec Book	21

### **To accept the Media report**

#### **Moved NT 2<sup>nd</sup> TAS CARRIED**

#### 2. Publicity – Garry Gale

It is with much pleasure I present to the Board of Speedway Sedans Australia, an overview of the Media & Promotions section of our Organisation.

As we identified at our 2015 September Board meeting, Media & Promotions forms an integral part of our growth and prosperity on our journey into the future.

As it stands now, the forums we currently use to get our brand out into the public arena are

- SSA Website & Facebook page
- Ash Media (You Tube)
- State Websites
- State & State Divisions Facebook pages.
- Oval Express Print media
- Visual promotion at National Titles

It has been well documented in many circles, of the valuable contribution Jason Crowe provides to our brand, and certainly our exposure would certainly be reduced without Jason's commitment and expertise.

From a Print Media perspective, our involvement with Oval Express has resulted in increased coverage to the level we haven't seen in the print media in recent seasons. With Jason writing our articles in Oval Express we control our own coverage, and I applaud SSA & the states involved who have embraced the opportunity to promote their States events/champions. This is addition coverage that we haven't explored (to this level) in the past.

The door of opportunity is always open, and I commend SSA NSW for their initiative of running stories and adverts with Daniel Powell of Totally Speedway fame, off their own back. In an effort to promote Sedan racing in NSW, they have sought to engage Daniel, who utilises primarily Facebook, to write articles and promote SSA NSW.

As with all areas of our organisation, Media & Promotions are, and should always be, under constant review. Recent discussions in house, have identified that our "Brand" could and should get better exposure at National Titles.

Thanks, should absolutely be expressed to Jason, and to all states who take a positive and supportive mindset by identifying, exploring, discussing, sharing information and ideas with the overall goal of ensuring Speedway Sedan racing in Australia grows and prospers.

#### **Motion to accept the report as presented**

#### **Moved SA 2<sup>nd</sup> NT CARRIED**

3. SSA approach a Promotion/Media Group to see what is our best options for advertising.  
Update – Garry Gale (Sept. meeting)

This point in time W.I.P.

4. Intellectual Properties – need to be mindful and work towards what needs to be done
5. Ash Media  
A proposal is presented, currently uses 2 cameras, one on infield and one by the media box.  
Comments: Ensure that the equipment is insured. Ash Media has done a fantastic job.

#### **Motion 14**

**That the proposal from Ash Media be accepted as presented.**

**SSA to purchase the equipment that is required to make this live streaming to work.**

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

6. Website – Done
7. **VSCF** - SSA website is complicated and difficult to navigate and find anything. – Explained how to negotiate the website. Done
8. **VSCF** - want to set up their own website and want to know if the website creator for SSA would be approachable to do ours. – Noted
9. **SSWA** – Press Release. A press release to be issued after all disqualifications and appeals have expired, explaining exactly what was found wrong with the car involved, what rule was infringed, and why it is outside the specification manual. - Noted

#### **16. Speedway Australia**

1. Report – Greg Lynd - Discussed
2. Speedway Australia – Staff - New General Manager and new staff in the last 6 months.
3. Rising Star Program – Discussed
4. National Classes – As per Speedway Australia Classes need to have cars in 4 States, 2 States is a State class. More work needs to be done to promote National 4's in other States.
5. SSA and Speedway Australia – Dealt with
6. Funding – Dealt with. All States need to be on the same page before we discuss funding via state branches.

#### **SSA NSW**

7. Speedway Australia staff phone manner - Noted
8. Speedway Australia official license process time frame & procedure – Dealt with
9. Speedway Australia letter re/ divisions running together – Classes must be registered as the relevant class they are on the track with eg SSA Production Sedan can only race with other SSA Production Sedan's. Driver and car must comply to the division that they are racing in on the night, eg correct licence category and correct specifications for the class you are racing.
10. Speedway Australia state branches – Only SA have any involvement but they don't have any communication from them.
11. Speedway Australia state branch attendance at state titles – Dealt with
12. Speedway Australia attendance at national titles – Dealt with
13. Speedway Australia stewards report procedure – Dealt with

#### **17. SSA Policy and Governance**

- ~~1. SST – Election to Board Process – State by State~~ removed by the State in light of other discussion throughout the weekend.

2. Updates – Updated Policy September 2016 (to be presented) W.I.P

**18. General**

1. **VSCF** - Letter from Committee for an explanation – attached – As no specifics have been provided we can not respond.
2. **ASPA** – No Bullying – Social media. –Program/ Presentation audio visual – Note: At the ASPA meeting they are looking at doing a video promoting no bullying
3. National Classes – S.A requirements (4. States)
4. **Insurance** –
  - Public Liability (Tracks and Promoters)
  - Personal Accident (Competitors, Officials)
  - Associations Liability Insurance (SSA and States)
  - SSA Public LiabilityNote: Please be aware that we need to be mindful that all tracks that run our classes have the correct public liability to cover spectators etc.
5. Street Stock Correspondence (Victoria)

**Motion 16**

**The SSA support the 2016 Street Stock National (SSN) awards night to the value of one thousand dollars as per presentation.**

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

SSA are also happy to have their logo utilized by SSN.

Motion

SA South Australia will take on updating policy.

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

NSW would like to go onto the rotation for Street Stocks and Juniors – Policy page 36 f, must have 6 cars registered in the state that wants to apply. NSW are going to assist VIC in organizing.

VIC – believes that Juniors are going to fast and also a suggestion on them going both ways.

**19. SSA Board Business**

Dealt with on Friday night

**20. Action List**

**Next Meeting** - September

**Meeting Close 2.30pm**