

Speedway Sedans Australia Inc



ASCF SPEEDWAY SEDANS
AUSTRALIA INC.
ABN 14 329 758 680

Board Meeting

Comfort Inn Haven Marina, Adelaide, SA
27th & 28th May 2017

Minutes

1. Open Meeting – 8.29am

2. Introduction of Board Members

Greg Lynd (CEO) Michele Harris NT, Geoff Green WA, Allan Jennings QLD, Tony O’Neill NSW, Gary Gale TAS, Leanne Wilson SA, Di Lauder VIC

3. Introduction of Delegates and Attendees

Jerome Sutton WA, Pam Franz QLD, Benny Taylor NSW, Norm Fisher VIC. Jason Crowe – Media Manager

4. Apologies

John Purser – WA. Moss Buchanan SA, Beckie Jones – National Secretary

5. CEO Opening Address

Welcome one and all to this the May 2017 SSA Board meeting, as we set sail through what seems a conservative agenda compared to what has at times been rather applied previously! In addition, welcome to those representatives who are in fact making their first appearance or are returning to put their best forward as we look to build on the works undertaken to date.

Collectively I have to thanks those personnel who contribute to the fundamentals in so many ways each and every day to our cause, Speedway Sedans Australia, the seven states and territories and undoubtedly our members.

This opening address may well be short of what has come before but rest assured it has no less meaning nor will it have any less contribution, no longer is it about me banging on about the purpose repetitively, you all know the expectation, not by me but by those who we represent, so we must aim high and aspire to deliver the best outcomes today tomorrow and so on!

A sign of very few issues as I made note of and what was reported by the state board reports and in some cases nothing, wow we must have it close to perfect! I think not, let us see where this weekend takes us and what issues are tabled, solutions applied and actions delivered eventually.

We all agree it starts here, from here we need to punch it out, the expectation and the delivery, then filter it through to where it needs to go tomorrow! So let’s get dancing, stop pondering the individual and together for the bigger picture hit some shit out of the park!

6. Board Member Reports

• **SSNT**

Affiliated Clubs:

Speedway Sedans Northern Territory Inc remains with our five affiliated clubs: Darwin Speedway Riders and Drivers Association, Darwin Junior Club, Katherine Motor Sports Club, Tennant Creek Speedway Club and Arunga Park Speedway. Katherine, Tennant and Alice Springs all getting a healthy injection of funds from the Liberal

Government to upgrade and improve their venues. Arunga Park Speedway has had a large face lift with the completion of the new fence and a new control tower. Northline Speedway is set to kick off its season on the 13th May 2017. Katherine has recently held their Annual General Meeting and has had a change of committee. Brett Thomson is back in as the President after some time away from the job. Tennant Creek continue to make improvements to their venue with also getting a new control tower.

Divisions:

With only two SSA divisions within the Northern Territory being Junior Sedans and Street Stocks the Street Stock numbers have improved in Alice from last season, but the rest of the Territory they remain the same. Well done to Lance Carew for being selected to attend the Speedway Australia rising star development program. It is a big deal for the Northern Territory to have a representative, and I am sure that Lance got a lot of valuable information from his attendance.

Events:

Arunga Park Speedway held the Wild Wayne Cullenane feature for Street Stocks again this season, with cars from all over the Territory travelling to compete. Tennant Creek held its 60 lapper and again saw good numbers. Both the Northern Territory Street Stock and the Junior Sedan Titles will be contested in Alice Springs at Arunga Park. The Street Stock Title is to be held on the 13th and 14th October 2017 and the rain out date of the 15th. The Junior Sedan Title to be held on the 3rd and 4th November with the rain out date of the 5th.

Officials:

Unfortunately I again have to report that we struggle to fill positions when it comes to officials. I understand that the NT is not the only one and it is a problem thought Australia. To our hard working officials that continue to put up their hand year after year, we thank you for your support. To the few new ones we have drawn on I hope that your association with Speedway Sedans becomes a rewarding one. Since the last meeting in September 2016 Speedway Sedans Northern Territory has held its Annual General Meeting. This took place with no changes to the committee. The State committee have been busy updating policies to ensure that they are easy to administer and that all clubs are on the same page. This has been done with some interrogation from certain individuals. This has made the job very enduring. I wish they would put their energy into the positives of the sport instead of attacking certain individuals who are giving their time for the betterment of the sport. These actions leave some questioning why they should continue to put their time and effort into the sport.

Summary:

With the SSA Junior Sedan Title heading to the Top End in just over twelve months the DSRDA have started work on ensuring that this will be a success. With the added tow money pool they are hoping that this will entice more to travel to a warmer climate. Darwin's weather is perfect in June. Some of our Street Stock competitors who are not eighteen have had a hard time coming to terms with still being a minor and requiring a dedicated crew chief.

• **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).

With a busy season just completed in our state, I provide a brief summary of life in Tassie Speedway.

ADMINISTRATION

At the commencement of the season, at the SST AGM, there was a change of the personnel of the Executive, with Phil Krause assuming the role of President, Brian Morice (LSSDA Pres/NW Zone delegate) assuming the mantle of SST Vice President, and Noel Russell (State Technical Officer), filling the role of Junior Vice President.

FINANCE

Again, SST injected extra funds over the course of the season 16/17 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 Street Stocks Iron man event (postponed to 1st event next season due to washout). We (SST) recognize that we need to support each and every division to maintain competitor interest, and ensure growth of numbers and quality.

Our Junior Sedan division again additional 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. This is highlighted with the involvement that our 2 premier officials (Phil Hext – State Chief Steward and Noel Russell – State Technical Officer) involved in numerous Australian Sedan Titles over the country.

Brett Davidson assumed the role of state Super Sedan CTAC Rep, but sadly Scott Piper has resigned from his position as State CTAC Rep – Junior Sedans. We thank Scott for his contribution to the Junior Sedan division over the past few years. Jake Taurian (Modified Sedans) and Todd Auton (Street Stocks) have indicated their willingness to continue in their roles.

The quantity of officials available at each track has reached a critical point where current indications are that all three Zones will struggle to provide the required number of Officials for each meeting. SST are considering a pool of officials to cover the state, to which the State will be required to reimburse travel costs and expenses. This will in turn require the State to investigate other forms of revenue to offset this expense.

TITLES

Our State Title winners for the Season 16/17 were

Junior Sedans – Angus Hollis. (Vic)

Super Sedans – Mick Nicola Snr (Vic)

Street Stocks – Luke Williams. (Tas)

Modified Sedans – Craig Williams. (Tas)

Tassie 6's – Cameron Briggs

Bombers – Kylie Jetson

Tasmania was not on the rotation schedule to host a National Title for 16/17, however a number of our drivers from Junior Sedans, Street Stocks, and Super Sedans made their way to the big island and fly the SST flag, and their efforts are to be acknowledged and applauded.

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.

I applaud the initiative shown by some of our divisions who are working toward or have already implemented races of a different nature. Street Stocks ran a "Maiden Race", and those drivers who have never won an A Main were the only ones who could compete in this race. It proved to be an outstanding race, and certainly is a concept that could be considered for other divisions.

Junior Sedan representatives continue to mull over different race formats for our Juniors (eg. 2 divisions), which have some merit, but will need to confer with track to ensure that promoters are on board.

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. It is critical however, that all Zones/Clubs work to ensure stability as our state body (SST) can only be as strong affiliated Clubs/Zones. A whole State approach, is the concept that we must keep in mind at all times when decisions or issues are considered.

I acknowledge contributions made by the people that understand the importance of a strong and vibrant State body, which in turn can deliver a healthy Sedan racing landscape. I thank member clubs & zones, officials, drivers and volunteers for the Sedan Season of 16/17, and I acknowledge, with thanks, their efforts and commitment.

- **SSQ**

Very busy season in Qld and while the southern part of the state is winding up, the north is just getting starting so there really no off season for our state people. With almost every weekend taken up with meetings at more than one track, our officials are stretched to the limit, in our state it seems to be a lack of stewards and so far we have no new people putting their hand up to do the job. Car regos and Lic,s have remained similar to last season but with an increase in street stock rego's mainly due to the national title being held in Qld. I have attended many race meetings in Qld over the season and they have all been well attended with large car counts. All of our state titles have been run and won with the junior title being our last one at Marybrough last weekend. The presentation of the cars is of a very high standard and continues to get better every year. Cars being built in Qld is

on the rise with many new fabricators Building cars, repairs and parts most as a full time business, which also keeps our scrutineers busy keeping up with making sure the cars, meet the specs as a lot of these cars go interstate In conclusion I believe our state in very healthy and we have a great team that keep it running.

- VSCF

It has been a busy few months in Victoria, as most of our State Titles have been held recently.

Juniors Swan Hill

1st Ardie Jonic
2nd Jackson Lunt
3rd Ricky Cornwall
4th Stefani Ameduri
5th Brad Gartner

Production Sedan Hamilton

1st Trevor Mills
2nd Adam Wilson
3rd Bradley Hutchinson
4th Ray Ussher
5th Richard Cook

Modified Sedan Mildura

1st Aiden Raymont
2nd Russell Bent
3rd Matt Nelson
4th Daniel Simpson
5th Kye Walters

Street Stocks Alexandra

1st Anthony Beare
2nd Matt Nelson
3rd Rhys Heinrich
4th Brad Mc Clure
5th Len Bates

Super Sedan Goulburn Valley

1st Peter Nicola
2nd Dave Gartner
3rd Ash Bergmeier
4th Callum Harper
5th Lachlan Onley

State 3 Lt Sedan

1st William Lamb
2nd Lennie Clark
3rd Andrew Ahearn
4th Micheal Boyle
5th Lucas Condor

It is wonderful to see so many interstate competitors coming to race in the Victorian State Titles, and from the results, the interstaters are taking a good slice of the placings with them.

I know several of our drivers travel to other States for their Titles, which makes for very healthy competitive racing.

Congratulations to all the drivers who entered our State Titles, and we look forward to seeing you all again next year.

As State Titles can get a bit flat over time, we will be assisting the host Clubs next season with the programs for the Titles, by lifting the profile of the event and having the draws in the programs.

This season we also purchased a breathalyzer unit to test Officials as well as drivers. It was used recently at 3 Lt State Title and the drivers were impressed to see that we had it had it and were using it at meetings.

We have submitted to Speedway Australia for a Grass Roots Grant to purchase a further 2 more units. This request is on the agenda for the weekend, as Speedway Australia asked that SSA endorse the request for a Grant. Currently, we only have one accredited Officials who can do the testing, but we will be training several people during the off season to get everyone ready for the new season.

In Victoria, we are currently going thru a court case over a Junior with illegal fuel. This suspension time has now expired, but the family is still requesting that the case continue.

Our solicitors have advised us to continue on.

From this case, we will be introducing a fuel testing form, which both parties will sign and agree that all have confirmed the reading and are happy with the outcome.

During the off season, we will be getting our website up and running and we will be doing on-line nominations for the next season, which will help streamline the Titles.

Our SGM & AGM will be the end of July, which may see some new people coming on to the Committee.

To date I have enjoyed my time as the SSA Victorian Board Member and I hope I can continue in this position after the AGM.

I would like to thank the Board and the VSCF Committee for all the help they have given me in this position and look forward to continuing moving forward.

- **SSA**

In South Australia we still have 2 meeting to run before the end of the season. Car counts this season were down a little with 2 Production Sedans, 11 Modified Sedans, 14 Super Sedans, 44 Street stocks and 30 Junior Sedans registered.

The State run two National Title this season with the Juniors in January at Mt Gambier which was a reasonably successful weekend despite the extreme 40 degree heat. The other Title being the Modified Sedans at Murray Bridge were there was a weekend of great racing.

Unfortunately as you are all aware we lost one if the sports real gentlemen and friend Bill Miller and as far as i have been told AMP will go ahead next season stronger than ever.

The next State Conference and Date setting meeting will be on the 4th of June at Murray Bridge Speedway. Plans are in place for Technical and Stewards meetings to happen in either June or July and new Junior Driver training course before the new season.

- **SSWA**

Speedway Sedans WA had another good season, with the highlight being the National Super Sedan Title at Albany's Attwell Park, which was well attended, and provided a brilliant spectacle.

As a State, things are ticking along, but there is a definite downturn in activity, with noticeably smaller fields, less registered drivers and also less drivers competing in State Titles. We may be as many as 80 drivers less this season than last.

Despite this, the titles were well run, with some excellent racing. The State will make a loss this season, as a result of a trip to Broome next weekend, which is a highly expensive exercise but an important one at the same time.

We are about to go through the first change in our Executive in many seasons, with President John Purser announcing he will not be standing for re-election at the AGM in August. SSWA would like to publicly acknowledge John's long dedication to Speedway in WA, and despite him standing down, he will still be involved as a Scrutineer.

Next season will be a season of consolidation for Speedway Sedans WA, with no National Titles, and four of the five titles in locations which will attract big fields for our titles.

Matters arising from the State Board reports.

NT – One common thread through all reports is a drop in number of officials, or lack of accredited officials.

TAS – Concerned about the people left in clubs, less taking on more responsibilities as less members within the clubs. Need to take time to identify people to come up through the ranks.

VIC – Concerned about people being stale in positions, need to attract new blood.

SA – Common theme, lack of officials, have one new steward on board, but possibly could be losing two. A lot of people are now time poor.

WA – Drop in license numbers which is a major concern.

NSW – discussed major issues with Super Sedans and Junior Sedans at length.

Motion

That the board minutes be accepted and matters arising from the State Board reports be accepted

Moved **SSWA** **Seconded** **SST** **CARRIED**

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

September 2016 Board Meeting

September 2016 AGM

October 2016 Phone Hook Up

December 2016 Phone Hook Up

Motion

That the minutes of the previous Board Meetings be accepted

Moved VSCF **Seconded** SA **CARRIED**

8. Business Arising From Previous Meeting Minutes
Nil

9. Financial Report

- Financial Report presentation

Motion

That the financial report presented be accepted

Moved SST **Seconded** VSCF **CARRIED**

10. Business Arising from Financial Report

MOTION 1

That book-keeping fee payable to Sharee's Book-Keeping, currently \$500 per month be increased to \$600 per month, effective 1 July 2017.

Moved SST **Seconded** NT **CARRIED**

11. Technical Overview

1. Specification Books

- Update the wording in - Section 2 GENERAL from Class Technical Manual and include in Class Criteria of ALL specification books. **Reason** – competitors not accepting that it applies as it is only in the Class Technical Manual.
- All new and existing cars must comply with all specifications as detailed. If 'IT' is not in the book, it will be considered illegal until written approval for use is issued by the CTAC SSA Inc after approval through the CTAC and Technical Committee and ratified by the SSA Inc Board.
- Prior to constructing cars of an unusual or unconventional design, or one not listed in the tables at the rear of the class specification manual full details should will be submitted to the SSA Inc National Secretary Class CTAC Representative. Any Submissions received will be handled in a confidential manner. and Approval or required modification before approval, shall will be given in writing to the applicant. An administration fee may apply apply.
- Once approved the approved vehicle will be included in the Class Specification Manual and the opportunity will be available for any competitor to build the same vehicle

Moved: Production CTAC Seconded: SSQ Tech Rep **CARRIED**

- 2. Post-Race Check Lists** – for consistency – Draft copies shown – last meetings updates have been added. Ready to be put into use beginning the 2017/18 season. Process discussed – to be completed by persons completing checks after State and National Titles and other selected Blue Ribbon (major \$\$ events) – on completion the forms are to be lodged for future reference with SSA.

Moved: Street Stock CTAC Seconded: SSWA Tech Rep **CARRIED**

Motion 1

Moved: Junior CTAC Seconded: SSQ Tech Rep **CARRIED**
Section 2 Roll Cage #7 NASCAR Bar – all mono divisions

- e) Crankshaft stroke not be increased or decreased relative to the block being used.
- f) Engine to be mounted in original position.
- g) If resilient engine mountings are used a 6mm wire cable or 6mm chain restraint must be fitted.
- h) Dry sump lubricant not permitted. Remote oil pump permitted. External oil feeds to bearings permitted.
- i) Remote filters, coolers etc to be isolated from the driver by a 1mm firewall, mounted securely below door height, as to not impair vision through cabin. All connecting hoses, couplings etc to be correct class of fittings for that purpose.
- j) Inlet manifold to be OEM option for make. Must be visually standard. Spacer/adaptor between head and inlet manifold or in any area of the inlet manifold is not permitted. **Except water gallery.**
- k) Return springs must be fitted to each butterfly shaft (in-built springs accepted) and one spring to accelerator pedal linkage.
- l) Protective wire gauze or air cleaner to be fitted over air intake to prevent entry of foreign objects to the throttle body and also to act as a flame trap.
- m) ADDITIVES: The introduction into the combustion chamber/s of additives, either in solid, liquid or gaseous form (eg nitrous oxide) by any means is expressly forbidden. Any vehicle found with these types of systems will be deemed illegal.
- n) Engines will be inspected on the basis that all parts used in/on all engines must comply with the specifications/dimensions specified in the original (OEM) manual produced by the manufacturer for the standard engine – with the exception of the listed permitted modifications. The owner/driver is responsible to prove the above and produce information when necessary to validate the claim.
- o) Fuel to be used. Refer to Fuel Section 16

4.1 ENGINE: EFI CONFIGURATION (ELECTRONIC FUEL INJECTION)

The following are specific items relating ONLY to models produced with OEM Fuel Injection.

- a) Open computers and ignitions allowed.
- b) Computer Control Units are not restricted. If OEM unit includes ignition, the modified or replacement CCU must also perform this function.
- c) OEM injectors to be used e.g. Bosch to Bosch
- d) Size of Throttle Body: Throttle Body to be OEM type and size for model engine being used and to be standard in Internal and External appearance. (No machining or alteration permitted)
Intake manifold/plenum chamber to remain OEM standard, this means no machining, no welding, no extra vacuum ports, or drilling for sensors.
- e) Any modification to throttle body or butterfly is not permitted. Multi throttle body for EFI not allowed.
- f) Non OEM Fuel injection NOT permitted; forced induction NOT permitted.
- g) EFI cars to use engine for OEM model or may use earlier model engine (e.g. AU can use EB engine)
- h) Engines limited to VY Commodore Ecotec - and AU Falcon (e.g. VE Commodore can use up to VY Ecotec, FG Falcon can use up to an AU engine). EL Falcon is not to use AU engine.
- i) No variable cam timing.
- j) No high output or Tickford cylinder heads allowed. Original casting number on front of head must remain.
Port sizes and casting finish as for base model.
- k) Ford replacement head HTP brand aftermarket 4 litre Falcon head allowed. All 4 litre Falcon engines may use any OEM Ford or HTP head. Valve size to be correct for model of engine.
- l) All standard sensors must be fitted and be operating, including fuel pressure regulator except oxygen sensor and coolant sensor. The use of knock sensors is optional.
No adjustable fuel pressure regulators
- m) All air intake and air filters are not restricted.
- n) Air filter and air flow meter may be used in the cabin or moved under the bonnet. Air filter inlet to be shrouded from the driver. Must be under the bonnet if a passenger in the car.
- o) Harmonic balancer is not restricted.
- p) Flywheel and clutch assembly not restricted.
- q) Camshaft and camshaft timing parts are not restricted. Camshaft lifters and rockers to be for make and model of engine being used. Lifters can be solid or hydraulic, the use of aftermarket performance parts e.g. roller rockers, and camshaft followers etc in the valve train is prohibited.
The use of adjustable lifters is permitted. Standard replacement push rods, standard length and 5/16" in diameter permitted.
- r) The use of titanium engine parts prohibited.
- r) A standard engine is allowed no more than 0.060" overbore and 0.060" for head facing.

OFFSET boring of bearings &/or cylinders, offset grinding of crankshaft or angled facing of head to block surfaces are not permitted.

Engine to be of standard stroke, con-rods and crankshaft to remain as OEM parts for the engine model; the fitting of other model, make or specially built cranks &/or rods not permitted;

Standard replacement ARP conrod bolts are acceptable

s) To fit Ecotec engine into a VE Commodore the sump will need to be modified. Sump modification: VE Commodore and FG Falcon are able to use a fabricated sump of same capacity and function as OEM sump for engine.

Engine sump to be visually standard externally

t) Engine balancing – the balancing of any engine componentry or removal of any balance shaft is strictly prohibited. The only tolerances allowed are the drill holes on the crank shaft as done by the manufacturer (OEM). The conrods cannot have any metal removed or be polished. The pistons cannot be machined or lightened. **No forged pistons allowed.**

No flat top pistons permitted unless OEM in base model. E.g. Magna.

No copper head gaskets permitted unless OEM

Engine balancing = the balancing of any engine component or removal or disconnection of any balance shaft in this class is strictly prohibited.

Refer: Australian Standards "AS4182-1994 Code of Practice for Engine Reconditioning Standards"

Moved: SSQ Tech Rep Seconded: SSNT Tech Rep
SSNSW Tech Against

CARRIED

Street Stocks – CTAC

Page 13 Section 4.1 Engine EFI Configuration Rule No 1a

All computers for sealing to be sent to the SSA who will send back an exchange unit. The SSA will then forward on the computers to be checked and sealed by our chosen sealer. To keep the price at a minimum the sealer be selected by a tender process.

Moved: Street Stock CTAC Seconded: SST Tech Rep

CARRIED

Note – accepted in principle - no introductory date was placed on this item – several processes to be worked through before an introductory date can be anticipated.

Street Stocks – CTAC

Page 3 Section Street Stock Derivation

Specification reads – Street Stock Derivation

c) Age limit on Street Stock Eligibility – 5 years. For 2015 – competitor can only build up to 2010 model car.

Clarification to read – The implementation date of the VF Commodore is to be 01/07/2018.

Moved: Street Stock CTAC Seconded: SSWA Tech Rep

CARRIED

National 4's – CTAC

Bead locked rims causing damage to other competitor's rims due to the hex head bolts being exposed.

Page 18 Section 13 wheels c) - The following wording to be added

Motion 5

Bead locks allowed (see Figure 11) add – if the outer bead lock ring does not have a raised rolled edge extending past the head of the bolt or the head of the bolts are not fully recessed into the outer ring then button socket head cap screws to be fitted.

Reason: conventional bolt heads may cause damage to other competitor's wheels.

Moved: National 4 CTAC Seconded: SSSA Tech Rep

CARRIED

Junior Sedans – CTAC - Front bar work change from 1.6mm to 2mm outside the chassis rails and under skirts.

Lots of rear wheel drive cars running around with oversize bar work both in tubing diameter and wall thickness. 2mm seem to be a better fit with the repair of chassis rails and acts as a good replacement and also helps support the continuation of the older cars for a longer period. Redline cages are supplied with 3mm tubing running along

chassis rails which is outside of spec.

Moved: Junior Sedan CTAC Seconded: SSNT Tech Rep

CARRIED

Junior Sedans – CTAC - Rear bumper pipework

Rear bumper bar (not bumper cover) wording on the actual steel bumper pipe with a number of cars mainly through one car builder only having the bumper pipe the width of the rear brace bars and not extending across the entire width of the car and turning around the corners to run along rear quarter panels.

Clarification – bumpers to be as per the specification book

Moved: Junior Sedan CTAC Seconded: SSNT Tech Rep

CARRIED

National Titles

- Title Technical Reports
- Street Stocks – Kingaroy
Trial of exchange ECU – worked well, standard of all cars presented was good
- Junior Sedans – Mt Gambier
Multiple problems with carburettors, heads, manifolds, extensive checking post-race
- Production Sedans – Wahgunyah
Lightening of sill panels, B Pillars, driver not wearing race underwear during competition, extensive checking post-race
- Super Sedans – Albany
Problems with One Way Valve not shutting off when car rolled over causing a fire, issue with rims not meeting our specs as they are over size, rear wings over height, post-race checking completed
- Modified Sedans – Murray Bridge
Many basic items out of spec that should have been picked up at daylighting, club shows and state titles, foot protection bar issues, two cars had no foot protection bar at all built by the same manufacturer, one driver refused to have his wheel inspected after an on track incident, an oversize Holley carburettor was discovered, car without parcel shelf,
Lots of items were identified after scrutineering and these items were addressed with the competitors and log books noted.
- Title Fault Summary – overview all – to be sent to Technical Fault Summaries to State Tech along with the Head Tech Report from the titles. Summaries will be available at 2018 Titles to use as reference to ensure items are being corrected and not let go after competitors return to their home states. Substantial penalties will apply for subsequent non-compliance.
- Release – post titles – put together a release of the summary of the faults found at titles as an education process – Chief and Pam to collate – Sedan Update

Technical Committee want more communication directly to the scrutineers cc'd to States/Clubs.

Look into a Technical App to help distribute technical information and make specification books more easily accessible on mobile devices.

Moved: National 4 CTAC Seconded: SSNSW Tech Rep

CARRIED

All Divisions – Seat Belt Mountings – SST – more information from SST Tech Rep at the meeting – Clarification - Seat belt mountings to be relevant to position of seat – particularly important when moving seat to suit the driver.

Included in Sedan Update – seat belt tags to be welded on both side using 5mm FMS.

All Divisions - Skid Rail – VSCF – being mounted to wheel arches rather than back to chassis

Increasing numbers of cars being welded to the dog leg

Clarification - Rubbing Strip – remove the word 'chassis' in reference to the Inner skid rail replace with 'bar work'.

Moved: SSNSW Tech Rep Seconded: Street Stock CTAC

CARRIED

All Divisions - Rub Rails – mounting of inner rail

Moved: VSCF Tech Rep Seconded: SSWA Tech Rep CARRIED

Street Stock CTAC Against

Remove the words 'chassis or' from inner mounting bar, 25x25x3 RHS to be returned to bar work at either end.

All Divisions – Removing brackets from floor – SSQ – by drilling out brackets and drill through the floor and leaving the holes everywhere – is this classed as lightening?

Not deemed to be lightening as long as the holes are not excessive in size or number.

All Divisions – NASCAR door plates – SSQ – plates are getting smaller and smaller and only just in some instances cover the hole in the bar work with no overlap of the bar work – when hit they are being pushed through toward the driver and not providing protection as per the intent of the rule.

Discussion - Must be mounted to outside of the nascar door bars and overlap the edge of the NASCAR barwork

Moved: SSQ Tech Rep Seconded: SSNSW Tech Rep CARRIED

All Divisions – Head Plate strips – SSQ – should the strip on a head plate extend full length?

Clarification – strip to be all the way

Moved: SSQ Tech Rep Seconded: SST Tech Rep CARRIED

All Divisions – Roll Cage ID Tag/VIN Plate – SSQ – roll cages to have a ID Tag/VIN Plate attached on first registration – information to contain an ID number. Small cost to the roll cage builder either professional or home builder to cover costs of ID tag production and administration of. National database to be created to enable a roll cage to be tracked. Information to be submitted at time of purchase of the ID tag. Suggestion to be introduced as at 1 July 2018 after this time any roll cage without an ID tag can not be registered in an SSA division. Discussion – everyone agrees it is a good idea – sample seal provided strong, tamper proof, weatherproof – seal to be attached to the main hoop

Investigate supply of seals through Harcor Security Seals

Agenda for August/September meeting

Moved: SSQ Tech Rep Seconded: SSNT Tech Rep CARRIED

To accept the proposal in principle with further work to be done.

Homologation of Fabricated Parts – SSNSW – Both by vendors and backyard fabricators with the possibility of an associated cost or submission fee.

Moved: SSNSW Tech Rep Seconded: SSWA Tech Rep CARRIED

To accept the proposal in principle with further work to be done

Motion

That the Technical Report be accepted.

Moved SSNT Seconded SSA CARRIED

CTAC Chairpersons Appointment

MOTION 2

The SSA Board accepts the following applications to the positions of the relevant CTAC Chairperson positions. Super Sedans – Ron Bergmeier, Modified Sedans – Peter Theyer, Production Sedans – Benny Taylor, Street Stock – Peter Harris, Junior Sedans – Darren Sutton, National 4s – David Weir

Moved SSNT Seconded SSANSW CARRIED

Motion

That the ballot papers be destroyed from the Ballot for the Production Sedan vote.

Moved SSQ Seconded VSCF CARRIED

Social Media Policy of SSA Inc be included in Annexure E of the upcoming Speedway Australia Racing Rules & Regulations.

Discussion that Alcohol testing may be conducted by an accredited licensed official.

Motion 4:

Moved by: VIC

Seconded: SA

Motion: Carried

(WA absent due to representative in technical meeting at time of motion)

Rule added to SSA Annex.

Testing of alcohol of any license holder participating at an event can be conducted by an accredited trained official with the use of suitably authorised alcohol testing equipment.

Agenda Items submitted by states

Junior Driver Training - Should we implement a check list for all first year driver's, not holding a drivers licence, to pass a simple competence test? E.g.; Brake/clutch, stopping and starting.

Speedway Australia has a training module that NSW and SA use.

Motion 5:

Moved by: TAS

Seconded: VIC

Motion: Carried

(WA absent due to representative in technical meeting at time of motion)

Implement a mandatory check list for all first year drivers not holding a current road drivers license to pass a simple competence test.

Motion 6:

Moved by: TAS

Seconded: NSW

Motion: Carried

(WA absent due to representative in technical meeting at time of motion)

One day licenses not be available for purchase for Junior Drivers and drivers under the age of 18 years. REASON: No verification of proper consent given by parent or legal guardian.

Recommendation 2:

Speedway Sedans Australia to take to Speedway Australia the discussed issues for one-night licensing and a suggestion that legal identification be produced.

(WA absent due to representative in technical meeting at time of motion)

SUGGESTED - PROCEDURE FOR ALCOHOL TESTING

Testing of SSA licenced drivers and officials to determine the presence of alcohol in their body by analysis of their expired air, is appropriate and necessary for the safety of everyone involved in race meetings and events of Speedway Sedans Australia, it's state associations and its affiliated member clubs.

1. The testing for the presence of alcohol in the body is by the analysis of expired air. Testing will be conducted by a person trained and deemed competent to operate such equipment. Testing should be carried out prior to any Race but may be undertaken at any time during the Race Meeting.
2. An initial test will be undertaken and should this test return a positive reading a second test will be undertaken within twenty minutes under controlled conditions to confirm the initial positive test result. During this twenty minute period the person subject to the second test will not be permitted to take anything by mouth.
3. Any SSA Licence Holder detected with blood alcohol content above 0.0 milligrams per 210 litres of air be declared unfit by the Chief Steward to participate further in the Race Meeting.
4. Any SSA Licence Holder returning a positive breath test result shall be excluded from taking any further part in the Race Meeting by the Chief Steward, surrender their SSA licence to such Steward and will be required to attend the Disciplinary Tribunal where they may be subjected to further penalties.
Any Licence Holder returning a test result above the required limit will be required by the Chief Steward to

the Pits or any other restricted area.

5. Any SSA licence holder who refuses to provide a sample when requested to do so will be issued an infringement notice by the Chief Steward with a penalty of 10 years suspension and a \$5000.00 fine.

The process prior to the above and after it would be as per the current rulebook so as not to cause confusion for the parties concerned.

Outcome - As per Motion 4 put forward to cover a suitable person to do alcohol testing. First offence disqualified from meeting, after that as per rule book.

Motion 7:

Moved by: WA

Seconded: VIC

Motion: Carried

New rule for SSA Annexure.

Any driver who fails to present his/her race car to scales for weighing when directed to do so by an official will be disqualified from the event they have competed in immediately prior to the directive being given.

Furthermore the driver is expected to go directly to the scales area without deviation once the directive is given and failure to do so will also result in disqualification.

SSQ Suggestion

Rule 4.20.4 – SSA Lapped Car decision needs to be included in SSA Annexure and so noted with rule

4.20.4 Resolved - Needs to be added in with SSA - Refer Annexure E Part C.

2.2.18 - The inability to obtain a one day licence to drive a Super Sedan needs to change.

REASON - I feel it hampers any opportunity to attract new driver's, particularly from Juniors who are going to many divisions other than SSA ones. This division needs serious help nationwide with car numbers. One day licences would help.

Outcome - Discussion that Speedway Sedans Australia put this to Speedway Australia for review as Late Models are allowed to get 2 one day licenses per season.

Motion 8:

Moved by: WA

Seconded: TAS

Motion: Carried

4.13.6a Add after Another vehicle: ~~will be subject to a two car penalty for each car passed at the next stoppage, or if no stoppage, applied in the results of the Race.~~

Any race car that drives in part beside another race car at the cone on a single file restart without gaining a position will occur a 2 position penalty.

4.13.6b Any Race Car that hits the cone or passes it on the inside or passes another Race Car before the cone will be sent rear of field at the next stoppage, or if no stoppage, applied in the results of the Race.

4.23.3 COMPLETION OF A RACE. Drivers who are innocent victims of other driver's causing a crash and could not face a restart are unfairly treated by this rule. REASON - As an example I recently had a 30 lap final where on lap 29 a lapped car took out both the 2nd and 3rd placed cars and as I was right on the curfew time declared the race.

Both were unable to restart if I had one and this crash was the cause of the stoppage. What's more I had 17 cars still on the lead lap. If the race could have restarted fair enough they are out but when the race is completed for everyone it should just be left as the placings are per the last completed lap by the entire field excepting penalties to those that were the primary cause of the stoppage. *For the record I left the 2nd and 3rd cars in those positions and all concerned thought it the fair and the common sense thing to do.*

Motion 9:

Moved by: WA

Seconded: SA

Motion: Carried

4.23.3 Remove: (excluding those deemed to be unable to re-start)

Motion 10:

Moved by: TAS
(WA against)

Seconded: NT

Motion: Carried

Rule 7.1.3 Max suspension period to be moved to 12 months. Reason: end of season offences

SSSA

Flags on page 10

4.1.3 The following light and flag signals will be used for all Racing Divisions:

Mechanical defect - Driver to withdraw to Infield where fault may be rectified needs to be changed to be in line with rule 4.25.2

Mechanical defect - Driver to withdraw to Infield

Outcome - Clarification Required - Definition of "Guardian" to be sent by Speedway Sedans Australia for clarification by Speedway Australian and the legal implications of what we are currently loosely using this term.

MOTION 4

That from the Stewards Minutes 13 & 14 May 2017, Motions 2 & 3 be accepted and be enforced effective immediately.

Moved

VSCF

Seconded

SST

CARRIED

MOTION 5

Testing of alcohol of any license holder participating in an event can be conducted by accredited trained officials, with the use of suitably authorised alcohol testing equipment.

Moved SSWA

Seconded

VSCF

CARRIED

Amendment to the Stewards Report

Rule 4.13.6

Any race car that drives in part beside another race car at the cone, on a single file restart without gaining a position will incur a two position penalty

13 National Titles

- National Title Report – Michele Harris

Again I am happy to report that all of our national titles have been held for the 2016 / 2017 season. After a tender process to host the first National Fours National title in Queensland this season, the SSA board had to make the hard call of not running this event due to low numbers within the class. The first title held was the Street Stock Title in Kingaroy, there was mixed reaction to the date of this title but until we try we don't know. The club worked hard to ensure that the competitors, families and crew were catered for throughout the event. Camping at the venue proved popular with the competitors. The Calcutta was a show of what can be achieved by some hard work by club members. The club certainly made everyone welcome to the first National Street Stock held in Queensland. Then came the racing! In temperatures in the high thirties the competitors didn't disappoint with hard and fast racing from the first heat till the end of the final. Thank you to all the competitors, officials and club members that gave up their new years to be part of yet another successful Street Stock title.

A week later saw some of our officials back up to the Junior Sedan Title in Mount Gambier South Australia. Heading south would suggest that the temperature should have been cooler than the weekend prior but no it was warmer with temperatures in the low forties. This took its toll on our electronic equipment and we had one competitor having to utilise the cool room to recover from the heat. The competition on the track was as hot as the weather, Again a display that proves the future of Speedway will continue to flourish. Again the club working hard to accommodate every ones needs though out the weekend.

The next venue was Wahgunyah Speedway under the control of the Corowa Rutherglen Motor Sports Club. They hosted the National Production Title. This one was no different to the previous two with high temperatures. This one saw Dianne Lauder step up to the manager's Job. Thank you to Di and her team for another job well done. The final result to this title was an emotional one for all involved with two Mills standing on the podium.

Looking forward to many successful titles ahead

Thanking you

Travis Barron
President
South Burnett Speedway Club

Issue a letter that the option to amend parts of the contract can be placed as a part of the submission

- 2019 National Title Rotation – points of interest were discussed surrounding the current rotation listed in SSA Policy.

14. Administration

- Administration Manual – WIP
Tasmania proposed a thought of an administrations manual, to mirror each other's procedures, State to State, and to be able to hand down to clubs, and for Sunday. Gary Gale spoke on the Administration manual and will take up the task of producing the document. **State Secretaries to ask club Secretaries what they may wish to see in the Manual.** The document would be a live and living document.
- Officials Registration Form – Addition of Club Chief Steward and Club Chief Scrutineer and Assistant Scrutineer.

Alteration to wording to remove confusion.

- Officials Registration to last for 3 years with email reminders when their WWC, Licence or Accreditation is due to expire.

Effective 1 July 2017.

- National Engine Sealer Registration – no expiry date but sealer may be removed if required.

Self explanatory

- Advertising packages to be accepted formerly for Live Streaming and distributed to the states for potential advertisers.

Jason to provide SSA Board with current package details for formalization.

- Photography clause allowing SSA to take and use photos etc added to the Drivers Registration paperwork

Discussed earlier – wording to be added to Registration form

- Junior log book – currently asks for the driver to sign....needs to be counter signed by the parent/guardian/ car owner.

Self explanatory

- Query on Guardian definition – needs to go to Speedway Australia with a possible definition in the Australian Speedway Racing Rule Book.

Discussed earlier in the meeting.

- Reports from the Secretaries noting the good and bad points to for future Admin Meetings.

Noted

- State Reporting forms to be changed incorporating filters.

Not to be implemented, to remain as is.

15. **Media**

Media Report as presented by Jason Crowe

This marks the end of nine seasons as the National Media Manager, a position I have cherished from the day I took it.

The position has evolved over time, from updating a tired website and covering National Titles by endless typing, describing the action on a blog, to updating and maintaining a fresh, professional website, and hosting a Live Streaming coverage, the envy of the Australian Speedway community.

The season as a whole from a media perspective continues to have frustrations for myself with the inability for tracks to provide meaningful timely information for me to promote the event and secondly report on the event after it is completed.

A weekly segment on Facebook – Results Help, is a genuine plea to obtain information after exhausting all avenues to find the information. This is something that clubs must get better at, and realise we have a powerful tool at our disposal, our Website, which is under-utilised at times as information is not available for me to do a better job. This does really irk me, that in 2017 I should still have to ask for a simple result. It would not happen in any professional sport, and although we are not professional, it is something we should continue to aim and aspire to be.

For venues who use transponders and then don't post the results for days on end, it is a dis-service to the competitor and to the race fans who are being denied the opportunity to find out real time information. We need to better educate and improve going forward, if we wish to remain the leader in our field.

On a much more positive note, we have again stepped up our presentation of our National Titles, and that I couldn't be prouder of.

In 18 months, we have gone from having Ash Media producing videos of our titles which raised the bar significantly, giving excellent coverage to go along with our Live Audio, to Live Streaming which has exceeded all expectations.

The Live Streaming has opened up Speedway Sedans to the world, and the feedback I along with Jarrad and no doubt members of the board have received is nothing but glowing in praise for what we have done.

Granted it was a risky and expensive exercise, but I hope that Jarrad and I have restored the faith of the SSA Board with what we have been able to produce.

We had a silent test run at Gympie the night before the National Street Stock Title, and we had a very solid audience watch without any warning it was happening. We purposely did that so if something did go wrong, we were not letting anyone down, and we would also have time to rectify before Kingaroy.

The opening National Title at Kingaroy, the coverage was almost faultless. It went off brilliantly, setting the bar incredibly high from the very beginning. It produced amazing numbers, with 2094 unique computers activated to watch the first National Final, while 13225 unique devices were switched on at some point over the course of the event. These numbers are devices, so it is clear to see, in effect it is not unreasonable to expect that more than 20,000 people physically watched the coverage.

A week later, our massive high turned into a massive low. Having heard the horror stories from other events that had failed to produce live streaming from Mt Gambier due to poor signal, we were highly confident that we wouldn't have that issue. What we hadn't factored in was the stifling heat generated not only by the weather, but our location on top of a canteen, which rendered the computers in-capable of providing the signal required to

stream effectively and we made the very tough call to terminate the coverage.

We did ascertain what was required to alleviate the issue from happening again, and a \$60 cable rectified the issue from all other coverages that followed.

Wahgunyah the coverage was again faultless, but the event was long and protracted, which didn't make for the best coverage, and that is not a reflection on the venue, more the way the event occurred with crashes etc. The event did produce solid numbers, considering the event was up against a multitude of other big events around Australia on the same weekend.

The Super Sedan Title produced magical racing and great coverage as a result, with the event a very smart presentation from beginning to end. The numbers backed that up, with a peak of 1349 and 14482 unique devices activated for the second night, the highest of any of our broadcasts.

The final event was a Clay per View event. This event we also were able to utilise the Speedway Australia truck to its full potential using all three screens to post the grids, results and points for all in the pit area to see, which lifts the professionalism further. We were keen to see what the figures would be for this event, based on people having to pay opposed to what they had become accustomed to. Only 147 people paid to watch the coverage which was disappointing, but it did give us food for thought for the future in respect to Free versus Charge. There were also complaints that viewers couldn't log in, or paid for the wrong event, etc, which was out of our control. Live Streaming as I mentioned has opened up endless possibilities for us, and to promote ourselves to the world. Obviously to pay for the equipment we need to re-coup the money from somewhere, and whether that is via viewers having to pay, or by way of generating sufficient sponsorship/advertising to keep the coverage free, is something that the Board will need to decide. Whether all States promote their events and advertise on our Streaming coverage instead of in magazines and newspapers is a better way to go, is something that could be discussed.

The coverage also means as venues and officials have found this season, the event must run to a strict timetable. It is no good promoting a 6.00pm start and not starting until 6.15pm. Once we advertise the start time, everything is timed to the minute to coincide with the first event. On the most part this did work well, only the Junior Sedans let us down coming out 25 minutes early for the Grand Parade.

I would like to thank the following people.

Greg Lynd as CEO particularly for the faith in myself and Jarrad to be able to deliver the product we did.

To Jarrad Ash, who put in countless hours behind the scenes to get the coverage off the ground, through to directing the coverage on race nights to the videos which appear on the website after the events.

To the camera crew made up of Brooke Etherden, Mikayla Polzin, Kirsten Knox, Stefani Ameduri and Rhi Campton for their work in producing the vision.

Thankyou to the competitors who very quickly came on board and understood what we were doing, and wanted to be a part of it.

Thankyou to my fellow commentators, including Ryan Harris, Allan Smallwood, Cameron Newbold, Brad Hutchison and Phil Michel for fitting in seamlessly with interviews and support events, plus the commentator at Wahgunyah whose name escapes me!

Also to the Visitor Centres who all provided me with links to vision from the towns and cities we visited to play as part of our coverage.

I would also like to thank Pam Franz, Scott Beattie and Tammy Foster who as transponder operators assist me in getting the information out in a very timely manner, it is much appreciated.

Below are the raw numbers from our coverage.

2017 National Street Stock Title (Facebook) Night 1

Peak Viewers at One Time: 660

Unique Viewers: 8359

Comments/Reactions: 5397

Top Audience: Men 25-34

Top Location: Victoria

2017 National Street Stock Title (Facebook) Night 2

Peak Viewers at One Time: 2094

Unique Viewers: 13225

Comments/Reactions: 11545

Top Audience: Men 25-34

Top Location: Victoria

2017 National Junior Sedan Title (Facebook) Night 1 (with Issues)

Peak Viewers at One Time: 687

Unique Viewers: 7859

Comments/Reactions: 5820

Top Audience: Men 45-54

Top Location: Western Australia

2017 National Junior Sedan Title (Facebook) Night 2 (with Issues)

Peak Viewers at One Time: 556

Unique Viewers: 5845

Comments/Reactions: 1425

Top Audience: Men 45-54

Top Location: Western Australia

2017 National Production Sedan Title (Facebook) Night 1

Peak Viewers at One Time: 376

Unique Viewers: 11093

Comments/Reactions: 3388

Top Audience: Men 35-44

Top Location: New South Wales

2017 National Production Sedan Title (Facebook) Night 2

Peak Viewers at One Time: 918

Unique Viewers: 9272

Comments/Reactions: 5390

Top Audience: Men 35-44

Top Location: New South Wales

2017 National Super Sedan Title (Facebook) Night 1

Peak Viewers at One Time: 606

Unique Viewers: 11765

Comments/Reactions: 4195

Top Audience: Men 25-34

Top Location: Western Australia

2017 National Super Sedan Title (Facebook) Night 2

Peak Viewers at One Time: 1349

Unique Viewers: 14482

Comments/Reactions: 7462

Top Audience: Men 25-34

Top Location: Western Australia

2017 National Modified Sedan Title (Clay Per View) Night 1

Unique Viewers: 104

2017 National Modified Sedan Title (Clay Per View) Night 2

Unique Viewers: 147

Going forward, we need to work out a way of obtaining more sponsors for our coverage, the more sponsors, the more revenue, the more revenue, the more self-sufficient our coverage becomes and the more chance we can either keep the coverage free for all to see or reduce the cost to view the coverage should that be the road we need to take.

From a streaming perspective I believe this is the single biggest issue we face, being making our coverage self-sufficient through sponsorship.

From a visual media perspective, we are now 15 months into a 2 year contract with our current website provider, and we need to seriously now consider where we go. Do we lock into a new contract early to ensure we have a stable website mid-season (2018) or do we look elsewhere? I will be guided by the board, I have my opinions on this but ultimately the board makes the decision.

We also need to set some parameters around our streaming coverage with other organisations looking to use our services. I will discuss this in more detail at the meeting.

Finally I am thrilled to be part of the SSA Media team which has been nominated for the Speedway Australia awards under two categories, being best Innovation and best Promotion. Hopefully we can win one of them!

Kind Regards

Jason Crowe

SSA Media

- Live Streaming – Overview current and future

Jason went through the report in fine detail. Consensus of the meeting Speedway Sedans LIVE is the best thing we have ever done in relation to all things Media and the coverage surrounding the SSA National Titles. SSA to formalise everything involved with Speedway Sedans LIVE and in turn with Ash Media going forward to ensure an acceptable understanding is in place for all parties! The entire formalization along with contracts, the process, cost and advertising packages will be presented to the September Board Meeting!

- Publicity – Garry Gale

After discussion Board agreed to cease advertising in Oval Express and cease Sedan Scene. **Gary Gale to phone Phil Jordison and formulate a formal reply.**

- Intellectual Property – Jason Crowe update and findings

Discussion on Intellectual property, and that we are paying for the protection of our names. **Investigation on how to implement requests to stop other organisations continually using our category names ie – RSA using the terms Junior Sedans, Street Stock. Letter then to be issued on back of findings.**

- Social Media

Ongoing issues, which will be monitored as normal course of business.

16. **Speedway Australia -**

- Overview – present by Greg Lynd

CEO gave an over-view of current situation at Speedway Australia. Everything going really well at present and fundamentally all things seem to be working pleasingly in a spirit of ensuring the best decisions are made that will deliver the best outcomes going forward!

MOTION 14

That dual registration be removed across all divisions.

Moves **VSCF** **Seconded** **SSQ** **LOST**

- Carried Forward Sept 2016 - Affiliation – Discussion on affiliations. The States will forward their constitutions to the office as some states have tiered affiliation and we need to ensure that all States are uniform

All Secretaries requested to forward information as requested.

19. SSA Board Business

- SSA Restructure

Nothing tabled - No update, deferred to September Meeting

20. Action List

MOTION 15

That Speedway Sedans Australia form a Committee of 3 persons to formulate celebrations for the Speedway Sedans Australia 50th Anniversary year 2018, to report back at September 2017 conference.

Moved **SSWA** **Seconded** **SSNT** **CARRIED**

Geoff Green, Michele Harris and Leanne Wilson volunteered to be the three member committee, with plenty of other people within the room volunteering their help.

MOTION 16

That Speedway Sedans Australia Board consider proposed changes to title allocations and report as presented by Michele Harris and board members, agenda to September Meeting for finalisation.

Moved **SSWA** **Seconded** **VSCF** **CARRIED**

LOGO – Jason to speak to Jarrad Ash about producing two logo designs. One a new SSA logo and a second to incorporate a 50th anniversary.

Next Meeting 16 & 17 September 2017

Meeting Closed 2.03pm