



NSSS News

Volume Seven

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The Carline Mufflers National Super Sedan Series is approaching its seventh year and this year the Series will become a truly national championship by now including Tasmania and WA.

It is with great pleasure that we welcome the Tasmanian and Western Australian tracks to the 2011/2012 series and also we welcome back Mildura.

The NSSS Working Party met in Melbourne on Wed 4th May at the Holiday Inn at Melbourne Airport. Attending were David Knight (Qld), Tony Barklmore (NSW), Kristen Harris (Vic), Brad Smith (Tas), Bill Miller (SA), Neil Sayer (NASR/SSA), Dale Gilson (NASR General Manager), Phil Richardson (NSSS Chief Steward), Jon Evans (Oval Express) and Tony Parkinson (NSSS Manager).

A range of items discussed included race schedules, racing format, nomination fees, team agreements, tyre rule, promotion, and television. Information on all these items is included in this newsletter.

The proposed schedule for this year's Carline Mufflers National Super Sedan Series championship has eleven rounds of racing which are split into three geographic groups.

There are two rounds in Queensland, then one round each in NSW, Victoria, and SA providing five rounds in a ten day period.

There will be a weekend break from racing before the series recommences with three rounds in Tasmania. There will be a travel package available for teams competing in the three NSSS rounds and the Tasmanian blue ribbon Grand Prix and Grand National events.

There will be a further 3 rounds of the NSSS in WA with the Grand Final at Perth Motorplex. All teams are invited to race in WA where additional Appearance Money will be available. This money will be calculated on the distance a team travels from their home location to WA.

If the number of teams wishing to travel to WA exceeds 15, then teams will be offered this money based on their results from the rounds up to and including Tasmania.

Very importantly for the NSSS, the Speedway Sedan Australia Board meeting in May agreed to not only continue with their current level of \$15,000 financial support but also made an additional contribution of \$5,000 towards the WA Appearance Money fund.





Then at the Speedway Australia (NASR) Board meeting on 6 June it was agreed that Speedway Australia would make a \$10,000 commitment to NSSS plus an additional \$5,000 towards the WA Appearance Money fund. This commitment will allow the current prizemoney structures to be maintained and provide additional funding for promotion material.

If you wish to compete in the first eight rounds of the series and be considered for Appearance Money please complete the attached Expression of Interest form and return to the Speedway Australia (NASR) office **by Friday 29 July 2011**.

Also I have asked on this form for teams to assist us with planning the trip to WA by indicating their interest in continuing to WA to complete the series.

As you will see below there are a number of developments and changes being made to the NSSS and the following only provides a brief summary. If you have any questions please contact either myself (0403 253 070) or you state representative on the NSSS Working Party.

Kind Regards,

Tony Parkinson
Manager National Super Sedan Series

2011/2012 Series Schedule

Round 1	Gympie	Thurs 29 Dec 2011
Round 2	Toowoomba	Sat 31 Dec 2011
Round 3	Parramatta	Wed 4 Jan 2012
Round 4	Mildura	Fri 6 Jan 2012
Round 5	Murray Bridge	Sat 7 Jan 2012
Round 6	Carrick	Fri 20 Jan 2012
Round 7	Latrobe	Sat 21 Jan 2012
Round 8	Carrick	Wed 25 Jan 2012
Round 9	Kalgoorlie	Wed 7 Mar 2012
Round 10	Albany	Fri 9 Mar 2012
Grand Final	Perth Motorplex	Sat 10 Mar 2012





Format

At the May 2011 Working Party meeting the use of two wide restarts was discussed at length.

It was agreed that for all NSSS race restarts in 2011/2012 two wide restarts shall be used. However, it was also agreed that, at the discretion of the Chief Steward, depending on track conditions we may revert to a single file restart.

At various NSSS forums drivers have consistently expressed their view that they prefer 3 rounds of heats at each round and this will be the preferred format in negotiations with promoters.

However, at some tracks this may not be in the best interests of all parties particularly where a time curfew applies.

Team Agreements

Members of the Working Party expressed concerns where Teams previously paid the series nomination fee, are included in series promotional material and then do not appear at race meetings. In particular, the concern was the negative impact that this has on the series when teams have been promoted by the tracks.

It was discussed and agreed by the Working Party that teams shall pay the series nomination fee of \$600 plus an additional \$1,200 bond (\$150/round for eight rounds up to and including Tasmania) bringing the total nomination fee to \$1800.

Teams will be required to pay the \$1800 when they submit their signed Team Agreement.

The \$1200 bond will be refunded after round eight if a team competes at rounds 1 to 8 inclusive. Teams missing a round without good cause will lose a percentage of their bond.

Teams that contract by signing a Team Agreement and paying the total nomination fee will be eligible for provisional start rights and series prizemoney.

The single round nomination fee will remain at \$150 per round, irrespective of the number of rounds a team enters. Teams must either sign up for all rounds prior to the series or nominate on a round by round basis.

There is no limit to the number of teams that can sign a Team Agreement and it is a requirement for the car owner to sign the series Team Agreement.

Please note that the rule in the Agreement regarding contracted drivers racing at any speedway event that clashes with a NSSS scheduled date was clarified and penalties shall apply.



Looking ahead to the 2012/2013 series, because of the likelihood that not all teams will be able to commit to the rounds in WA, the points accumulated after the first eight rounds in 2011/2012 series will be used for selection of teams for Appearance Money in 2012/2013.

Appearance Money

The payment of Appearance Money, as in previous series, will be determined by a combination of performance, series commitment and state representation. It is important for this national series that teams from all States are represented where possible.

Appearance Money will continue to be \$2,000, paid to the top twelve (12) teams based upon their performance in the previous two seasons. The points accumulated by the team drivers will be used to provide a transparent process for the selections.

For your information the series points table has been attached.

Wildcards are available for a further three teams. Each team will be offered \$1,500 at the discretion of the organisers, although this number may be reviewed.

This approach will reward drivers who have performed well over the previous two NSSS and also reward drivers who have shown commitment to the series. It will ensure that drivers who commit to running in the NSSS will be ultimately rewarded.

Tasmania Travel Package

NSSS contracted teams will be paid a travel subsidy for the travel to Tasmania, provided they have competed at the first five rounds of the NSSS.

To be eligible for the full travel subsidy of \$2,000 teams will be required to race at all three NSSS rounds, and the Grand Prix (Latrobe) and Grand National (Hobart) meetings.

Teams must compete at all three NSSS rounds to be paid the subsidy.

However, if a team decides to miss the Grand Prix and/or Grand National their subsidy will be reduced by \$400 for each event missed.

Tasmanian contracted teams will be eligible for half of subsidy (\$1000) for the return trip home. However, if that team is going on to WA to complete the NSSS they will be eligible for the full travel subsidy.

Guy Thompson (Latrobe Speedway) will be the point of contact to coordinate the Tasmanian travel bookings to ensure that teams are provided with the best travel options. Contact details for Guy are:

mobile: 0417 593 518
email gwthompson2008@bigpond.com





Western Australia

Discussions with the Super Sedan club in WA (Speedway Sedan Racing Club) have culminated with the agreement for the NSSS to race in WA for the 2011/2012 series. There will be three rounds (Kalgoorlie, Albany and Perth Motorplex) over four nights with the Grand Final at Perth Motorplex which is the best speedway venue in Australia and a great track to host our Grand Final.

In discussions with Gavin Migro (Speedway Racing Manager, Perth Motorplex) it has been agreed that the 40 lap Grand Final will be staged over two twenty lap feature races with a ten minute pit stop. This should make for a very entertaining Grand Final and a great way to finish the series.

More details on the Grand Final meeting will be announced at a later date.

Western Australia Appearance Money

Considering the expense of travelling to WA additional Appearance Money will be available for teams travelling to WA. The pool of Appearance Money to be available is still to be finalised. As stated previously, both Speedway Australia and Speedway Sedans Australia have made financial commitments to this fund in addition to the money being sourced by the WA Speedway Sedan Racing Club.

All teams are invited to race in WA. However, if an excessive number of teams elect to travel to WA (more than 15 excluding teams from WA) then teams may be offered this Appearance Money based on their results from the NSSS rounds up to and including Tasmania.

This money will be calculated on the distance travelled from the team home location to WA.

As guidance only at this time it is anticipated that teams from Queensland should receive around \$3,500 while teams from other States will receive a lesser amount due to less distance travelled. The final figures will be dependent on the amount of money in the WA Appearance Money fund and the number of teams.

Teams will be required to confirm with NSSS Manager their intentions regarding WA by Wed 1 Feb 2012. Prior to teams being asked to commit they will be advised of the WA Appearance Money available.

Chase for NSSS Championship in WA

In order to increase the competition for the NSSS Championship in WA we will be resetting the championship points after Tasmania.

This will ensure that there will be closer completion for the championship over the last three rounds. Increasing the entertainment value of the NSSS to the fans is important, and very importantly, it will





provide all the teams that commit to travel to WA with an increased chance of racing for the Championship.

While the final details are still being determined it is planned that the championship points will be reset with a 25 point gap between each position on the points table.

However, to reward drivers that have won any of the first eight rounds, 25 bonus points will be added to their reset championship points total for each round win.

More detailed information will be available at a later date.

Presentation Dinner

At this time there is no planned formal Presentation Dinner for 2011/2012 series for a number of reasons that I will not go into at this time.

After the Grand Final at Perth Motorplex there will be a presentation function in the track scrutineering building to present series awards. (The Grand Final round presentations will be presented trackside.)

It is likely that there will be an informal function at the Carrick track after the Wed 25 Jan meeting to celebrate the first eight rounds.

Tyre Rule

After researching tyre compound comparison information and conducting durometer tests the NSSS tyre rule has been changed for the 2011/2012 Series.

The Hoosier compound has now been changed and the minimum compound tyre to be used on the right hand rear wheel must be either a SD44 American Racing Tyre or a 1300 Hoosier.

However, as previously specified, harder compound tyres from either manufacturer may be used.

Merchandise

NSSS is planning to have its own range of merchandise again this year. The 2010/2011 series was the first year that NSSS ran the merchandise sales. While the sales were reasonable given the lost rounds they did cover the purchase costs with some saleable stock left over.

There was some lessons learnt which we can put into place this year, in particular, the range of stock.

Promotion

To assist with the promotion of the series there will be a run of posters which will be printed prior to the commencement of the series. It will be used throughout the series to promote the drivers, the schedule and the sponsors.





Also a series booklet will be produced again which will be provided to tracks to provide information on the NSSS.

While the presentation of the cars is generally very good and the racing excellent the Working Party recognised the need to improve the promotion of Super Sedan racing. The support of all NSSS teams is requested and some of the ideas that will be considered include:

- Improved PR releases to local papers
- Displays by teams in towns
- Series van to be used as a promotion vehicle
- Driver autograph sessions at the NSSS merchandise stand
- Organised pit walk for small groups during meeting
- Ensure we have driver introductions and driver interviews

Television

The exposure of the NSSS in previous years on television has been positive and rewarding and is very valuable in exposing the series and the drivers to a wider audience.

There was a marked improvement in the television coverage in the 2010/2011 series and the television budget of approx \$40,000 has been retained to provide a similar package in 2011/2012.

In 2011/2012 the schedule could have at least 7 shows each of which will be screened 3 times on SPEED. Therefore, the NSSS TV coverage will feature 21 hours of national TV.

