

Our Ref: 241933

7 February 2008

**BY REGISTERED POST**

The General Manager  
Adjudication Branch  
Australian Competition and Consumer Commission  
PO Box 1199  
DICKSON ACT 2602

FILE No:	/
DOC:	
MARS/PRISM:	

Dear Sir/Madam

**Notifications – Third Line Forcing and Exclusive Dealing**

We act for the National Association of Speedway Racing Incorporated (ABN 11 373 518 738) and National Association of Speedway Racing Pty Ltd (ACN 080 193 942) (together, "NASR").

We **enclose** two notifications under section 93(1) of the *Trade Practices Act 1974 (Act)* in relation to the following proposed conduct by NASR:

- third line forcing; and
- exclusive dealing (related to the third line forcing conduct).

Please note that the third line forcing conduct is the primary conduct requiring notification, and the exclusive dealing conduct is ancillary.

We also **enclose** a cheque for \$1200.00, being in payment of the following fees for lodging notifications in relation to third line forcing and related exclusive dealing conduct under section 47 of the Act:

- \$100.00 for third line forcing notification lodged by the two NASR entities; and
- \$500.00 for the related exclusive dealing notification lodged by the two NASR entities.

Please do not hesitate to contact the writer should you have any queries in relation to any of the enclosed notifications.

Yours faithfully  
KELLY & CO

per:

LUKE DALE

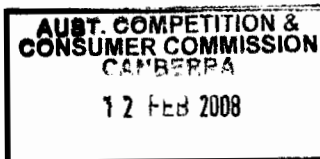
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Enclosure(s): Form G x 2  
Cheque



241933NLA/1151862.7

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# FORM G

Commonwealth of Australia  
*Trade Practices Act 1974 – subsection 93(1)*  
**NOTIFICATION OF EXCLUSIVE DEALING**

To the Australian Competition and Consumer Commission:

Notice is hereby given, in accordance with subsection 93(1) of the *Trade Practices Act 1974*, of particulars of conduct or of proposed conduct of a kind referred to subsections 47(2), (3), (4), (5), (6), (7), (8) or (9) of that Act in which the person giving notice engages or proposes to engage.

## 1. Applicant

- (a) Name of person giving notice:

N93297

**National Association of Speedway Racing Incorporated** ABN 11 373 518 738; and

**National Association of Speedway Racing Pty Ltd** ACN 080 193 942; N93298

(together, "NASR").

- (b) Short description of business carried on by that person:

NASR is the internationally-recognised controlling body of speedway racing in Australia, and the first speedway body anywhere to achieve FIA delegation of authority. FIA, or the Federation Internationale Automobile, is the peak world motorsport body.

Speedway racing consists of approximately 110 different recognised classes and categories. A full list of the different speedway categories is attached.

NASR develops unified standards in safety, training, presentation and performance for speedway racing, as well as providing membership and racing licences to speedway racing drivers.

- (c) Address in Australia for service of documents on that person:

Level 17 Santos House  
91 King William Street  
Adelaide SA 5000

Attention: Mr Luke Dale

## 2. Notified arrangement

- (a) Description of the goods or services in relation to the supply or acquisition of which this notice relates:

The provision of licences by NASR.

- (b) Description of the conduct or proposed conduct:

The proposed conduct comprises offers by NASR and the supply by NASR pursuant to such offers, of NASR licences, subject to a condition that:

- (a) the offeree only races at tracks and venues which are sanctioned or approved by NASR; and
- (b) the offeree obtain membership of the relevant National and/or State and/or Regional club or association for the offeree's relevant speedway racing category

**("Proposed Conduct").**

Section 47 of the *Trade Practices Act 1974* (Cth) ("**Act**") prohibits anti-competitive dealing and outlines a number of prescribed practices which amount to exclusive dealing. If the Proposed Conduct is caught by section 47(6) of the Act, NASR believes that there is no anti-competitive effect in such conduct.

**3. Persons, or classes of persons, affected or likely to be affected by the notified conduct**

- (a) Class or classes of persons to which the conduct relates:

Speedway racing participants wishing to obtain membership of NASR and compete in speedway car race events.

- (b) Number of those persons:

- (i) At present time:

There are approximately 10,000 NASR licence holders in Australia.  
Approximately 5,000 of these compete in speedway car race events.

- (ii) Estimated within the next year:

Unknown.

- (c) Where number of persons stated in item 3(b)(i) is less than 50, their names and addresses:

Not applicable.

**4. Public benefit claims**

- (a) Arguments in support of notification:

***Proposed Conduct will Deliver Public Benefits***

The Proposed Conduct is likely to have the benefits listed below for speedway racing drivers and the public generally:

**1. Requirement to compete at tracks and venues sanctioned or approved by NASR**

- (a) NASR considers that the public will benefit from the requirement to race at tracks and venues sanctioned or approved by NASR, as tracks and venues which are sanctioned or approved by NASR must adopt NASR's systems and procedures. These include:

- i. mandatory compliance with a Risk Management program developed by NASR, which includes track inspections, track risk audits, a Track Operators Manual and safety training, as well as an accreditation program for officials which is intended to be implemented in the near future;

- ii. satisfaction of a Five-star National Track Standard Rating system, ensuring that tracks and venues meet recognised industry standards;
  - iii. compliance with directions from NASR regarding track maintenance and improvements;
  - iv. offers of attendance at NASR's National Safety Training Seminars, conducted in each State, for training and informing track safety workers;
  - v. cover under the NASR public liability insurance scheme or public liability insurance cover equivalent to that offered by NASR; and
  - vi. opportunities to obtain discounts on insurance premiums by increasing safety at racing facilities.
- (b) NASR considers that drivers, officials and spectators all benefit greatly from compliance with the minimum safety requirements imposed by NASR, and the uniformity of safety and track standards required of tracks and venues sanctioned or approved by NASR.
- (c) Speedway racing is an inherently dangerous activity; accordingly, it is necessary to ensure that all tracks and venues hold adequate public liability insurance before they can conduct racing competitions. All tracks and venues sanctioned or approved by NASR must maintain an adequate level of public liability insurance, which is beneficial to speedway car drivers, officials and the public at large.
- (d) Tracks that are sanctioned or approved by NASR must also comply with NASR's Australian Speedway Racing Rules and Regulations as well as the Track Operators Manual, both of which set out strict requirements relating to:
  - i. compliance with high safety standards and directions from NASR regarding track maintenance and improvements, and occupational health and safety issues. The latter include a requirement that a duty of care statement be read out to competitors prior to race meetings as well as strict requirements regarding alcohol and drug use, and the provision of medical clearances by drivers;
  - ii. protection of the environment, including rules requiring the correct disposal of fuel and standards for noise minimisation. Any deviation from the Rules and Regulations could be deemed to be misconduct and thereby result in suitable penalties. This in turn provides clear public benefits; and
  - iii. protection of children, including a requirement that all persons working with children obtain formal police background checks. NASR is currently introducing this requirement on a State by State basis throughout Australia. NASR considers that this is a public benefit as it ensures the protection of children.
- (e) One of NASR's main objectives is to develop speedway racing as a high quality, well organised national sport and to promote it as such. There is a clear benefit to the public in the advancement of a participatory recreational pastime which is cohesive, features a high standard of competition and is conducted in accordance with consistent, well-understood rules and regulations. It is in the

very nature of a sporting organisation that participation and policies be controlled in such a way as to maintain uniformity and quality. This not only improves the experience of spectators and participants, but makes the sport more viable in the long term, which is of benefit to the public generally. The requirement that licence holders only participate in races conducted at tracks and venues sanctioned or approved by NASR assists in the development of the sport of speedway racing by creating consistent expectations regarding the standard of facilities at which racing is to occur.

2. Requirement to obtain membership of National, State and/or Regional club or association for relevant speedway racing category

- (a) NASR currently recognises approximately 110 different speedway categories within Australia, in which licensed speedway racing drivers can compete. Whilst NASR is the national governing body for speedway racing as a whole, there is also a national governing body established for each recognised sub-category of speedway racing for the purposes of managing technical and safety specifications for vehicles. Each club or association conducts the administration of the category nationally and/or on a State and/or regional level, including overseeing the registration, inspection and licensing of the cars required for that category, as well as conduct of the category's racing and competitions. NASR considers that speedway racing drivers, officials and spectators benefit greatly from compliance with the minimum safety requirements imposed by the recognized governing body for each category of speedway racing. This in turn results in a safe, well-managed and cohesive national sport which thereby provides public benefits.
- (b) Membership in the relevant national, State or regional club or association assists in the development of a high-quality national sport. Requiring licence holders to take out the relevant membership develops stronger ties between NASR and the various categories recognised by NASR and helps to improve and strengthen those categories, which in turn leads to a higher quality of competition overall, along with better organisation at both a national level and within each category. Membership also ensures that participants in the sport are properly represented within the sport of speedway racing and within their category, through participation in their category's representative body.

- (b) Facts and evidence relied upon in support of these claims:

Please see the following attached documentation:

- (i) NASR Australian Speedway Race Rules and Regulations;
- (ii) Extract from NASR Track Operators Manual regarding NASR licensing and insurance requirements;
- (iii) Extract from NASR Track Operators Manual setting out policies relating to environmental compliance requirements;
- (iv) Details of NASR's Preferred Minimum Track Standards and the Five-star National Track Standard Rating system;
- (v) NASR insurance claims history indicating overall increase in safety and reduction in risk over time;
- (vi) Summary of the NASR Public Liability Insurance Program available to track and

venue operators in 2007/08;

- (vii) List of speedway tracks currently operating in Australia;
- (viii) List of different speedway racing categories;
- (ix) Specification manuals for production sedans and street stock;
- (x) NASR Speedway Licence Application Form, including details of applicable fees; and
- (xi) Extract from [www.nasr.com.au](http://www.nasr.com.au), the official NASR website, describing achievements of NASR.

## 5. Market definition

Provide a description of the market(s) in which the goods or services described at 2(a) are supplied or acquired and other affected markets including: significant suppliers and acquirers; substitutes available for the relevant goods or services; any restriction on the supply or acquisition of the relevant goods or services (for example geographic or legal restrictions):

### *Identification of the Market*

The market for the Proposed Conduct can be reasonably identified as speedway racing drivers, racing associations that represent the various sub-categories of speedway racing and owners and operators of race tracks, all within Australia.

## 6. Public detriments

- (a) Detriments to the public resulting or likely to result from the notification, in particular the likely effect of the notified conduct on the prices of the goods or services described at 2(a) above and the prices of goods or services in other affected markets:

### *Potential Detriments of the Proposed Conduct*

The Proposed Conduct will marginally affect the choice of speedway racing drivers as they will be required to:

- (a) purchase membership of a specific club or association relating to their specific sub-category of speedway racing; and
- (b) compete in speedway racing events only at tracks and venues sanctioned or approved by NASR.

However, any potential anti-competitive effect of the Proposed Conduct will be insignificant given the number of tracks and venues in Australia that are approved by NASR and, further, that speedway car drivers are free to choose to obtain licences from any other provider and, as such, compete at tracks and venues not approved by NASR.

Further, the financial commitment incurred by becoming a NASR licence holder is not substantial; therefore licensees will not, as a practical consequence of the licensing requirement, be forced to use facilities affiliated with NASR, as financial considerations will not prohibit them from obtaining licences from any other third party provider of their choosing. This significantly limits any public detriment associated with the Proposed Conduct.

By way of example, there are approximately 110 speedway tracks currently operating in

Australia. Of this total, NASR has sanctioned approximately 66 tracks which are covered by the NASR public liability insurance scheme. In addition, other tracks are able to apply to be approved.

The Proposed Conduct will have an insignificant anti-competitive effect on the public given that spectators are free to attend race events at any venue that they choose.

NASR submits that the Proposed Conduct is not likely to cause any detriment to the public. To the extent that the proposed conduct does in fact contravene section 47 of the Act, NASR contends that it is entitled to statutory immunity provided by section 93 of the Act as the public benefits resulting from the Proposed Conduct outweigh any public detriments caused by the conduct.

- (b) Facts and evidence relevant to these detriments:

As per the statements and facts provided above.

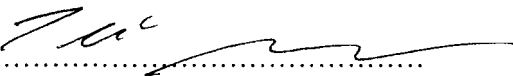
## 7. Further information

- (a) Name, postal address and contact telephone details of the person authorised to provide additional information in relation to this notification:

Mr Luke Dale  
c/- Level 17 Santos House  
91 King William Street  
Adelaide SA 5000  
Ph: (08) 8205 0800

Dated 30 January 2008 ~~2007~~

Signed by/on behalf of the applicants

  
.....  
Tim McAvaney, General Manager

National Association of Speedway Racing Inc.  
National Association of Speedway Racing Pty Ltd

## **I: NASR AUSTRALIAN SPEEDWAY RACE RULES AND REGULATIONS**





**AUSTRALIAN  
SPEEDWAY  
RACE RULES  
AND REGULATIONS**

**August 2007**

## **DUTY OF CARE STATEMENT**

**This duty of care statement is to be read out to the Competitors at every drivers meeting before the start of any race meeting with no exceptions**

It is my duty to advise you of the following;

- That motor racing can be dangerous; your equipment could be damaged or destroyed; and you may suffer serious personal injury or worse.
- If there is any aspect of this race meeting that causes you concern for your personal safety or for that of any member of your crew, whether that concern be with the track, the venue or the manner in which the meeting is being conducted it is your obligation to bring those concerns to the attention of the Clerk of Course or Chief Steward.
- If after doing this those concerns are not addressed to your satisfaction, you are advised to withdraw from this race meeting.
- Does everyone understand his or her obligations and rights in this regard?
- It is also my duty to advise you that at any time during this race meeting random drug and or alcohol testing may take place.
- If you have any doubts as to your ability to pass such a test with a negative or zero reading you should withdraw from this race meeting IMMEDIATELY.
- Does anyone have any questions?

# **AUSTRALIAN SPEEDWAY RACING RULES 2007**

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## **DEFINITIONS**

### **Appellant**

A person who seeks to appeal a decision under these rules

### **ASCF/SSA Inc**

Australian Saloon Car Federation/Speedway Sedan Australia Incorporated

### **Basic Tools**

Hammers, chisels, hacksaw, crowbars, tin snips, bolt cutters, race tape and cable ties

### **Disqualification**

Exclusion from particular events results

### **Driver**

The holder of a licence to drive in an event

### **Driver Infringement Card**

Card issued after payment of specified fee with photo Licence which is endorsed by the Chief Steward and onto which all penalties and infringements are noted

### **Duration of Meeting**

A meeting is deemed to open two hours before the scheduled time for commencement of the first event and will finish thirty minutes after the finish of the last event on the scheduled program

### **Event**

One of the races in the program of a race meeting but includes sessions such as track packing, hot laps and time trials

### **Finish Line**

Where transponders are used the position of the transponder loop determines the finish line and this line extends from the outer edge of the track to the edge of the infield. Where transponders are not used the finish line will be determined by the Chief Steward.

### **Infield**

The area inside the track racing surface

### **Infield Pit Area**

A designated area set aside on the infield where cars may go for repairs during an event

### **JQMA**

Junior Quarter Midgets Australia

### **Lap Sheets and Charts**

The official record of the positions of each race car on each lap of the race taken at the finish line

### **Log Book**

Issued as part of the car registration process and is used to record information of the car and any identified defects requiring corrective action

### **Licence**

Issued to a person to enable that person to take part in events after the required fees have been paid

**NASR or affiliated association**

Includes all the associations managing the racing Division endorsed by NASR that are included on the NASR web site [www.nasr.com.au](http://www.nasr.com.au) and listed under "Competition Divisions"

**Nomination**

An application made by a driver to an event organiser by which the driver agrees to take part in a specific competition, usually involving the payment of a nomination fee

**Participant**

Any person who participates in the race meeting in any capacity whatsoever

**Pits**

The restricted area of the speedway complex for the assembly of race cars and tow vehicles

**Pole Line**

Determined by cement kerb, gutter, line mark, or other distinct marking at inner edge of racing surface and commencement of infield

**Race**

A competition between race cars in which the order of finishing is the factor determining the result

**Race Car**

A motor vehicle which complies with the specification of the controlling body for the Division of car being raced at the race meeting

**Racing Division**

A category for race car determined by the class specifications

**Racing Surface**

The track area between the pole line and safety fence

**Registration Decal**

Issued when a race car is registered and must be attached to a prominent location on the car

**Respondent**

Is the defendant, being the person/body who is responsible for issuing the decision against which the appellant is appealing

**Rolling Start**

A start of race in which the participating cars are rolling under their own power at a regulated speed towards the starting area

**RSA**

Restricted Sedan Association

**Starting Area**

As designated by the Chief Steward between turn four and the finish line.

**Suspension**

A specific period of disqualification given for a breach of rules or the specifications



## **PART 1 ADMINISTRATIVE AND GENERAL REQUIREMENTS**

### **1.1 COMPLIANCE AUTHORITY**

- 1.1.1 The National Association of Speedway Racing, referred to from here as 'NASR', shall be the authority for the interpretation and compliance auditor of these rules and regulations, referred to from here as 'these rules'. At any NASR sanctioned race meeting, this authority is delegated to the Chief Steward.
- 1.1.2 A Racing Rules Advisory Committee, consisting of representatives of National competitor groups, and NASR National Council, has the responsibility for the review of these rules and the presentation of recommendations to the NASR Board for approval of changes.
- 1.1.3 It is the responsibility of each participating driver and official to have a copy of, and be familiar with, all relevant rules and regulations and by participating in a NASR sanctioned race meeting. Each participant is deemed to understand and has agreed to comply with and be bound by these rules to the exclusion of all others except where supplementary regulations for a specific event may take precedent.

### **1.2 DISCLAIMER**

- 1.2.1 These rules are designed to provide for the orderly conduct of speedway race car meetings and events, (including time trials and practice events) and to establish minimum acceptable standards for such meetings and events.
- 1.2.2 No expressed or implied warranty of safety shall result from any publication, enforcement or compliance with these rules, nor any variation or deviation of these rules pursuant to section 1.3, nor any supplementary regulations approved pursuant to section 1.4 and such enforcement and/or compliance is in no way a guarantee against injury or death to any participant be they a driver, pit crew member, official, spectator or nay person whatsoever.
- 1.2.3 Neither NASR nor any of the affiliated bodies, clubs or promoters, nor any official acting in any capacity whatsoever, or any other participant, shall be liable to any prosecution or action for anything done pursuant to these rules, nor liable for any death, injury, loss or damage arising by any alleged failure to implement these rules at a race meeting.

### **1.3 VARIATION OR DEVIATION FROM THESE RULES**

- 1.3.1 The Chief Steward shall be the only person empowered to permit or direct any reasonable variation from any of these rules, or to impose any further restrictions that in his or her opinion do not compromise safety nor alter the minimum acceptable standards as may be required in order to expedite the conduct of the meeting.
- 1.3.2 Neither NASR nor any affiliated body nor any Official, using or varying these rules, shall be liable to prosecution or to any action for damages or breach of contract or to an

injunction order or any judgement of a court at the instance of any member, driver, mechanic or person admitted to a race track.

#### **1.4 SUPPLEMENTARY REGULATIONS**

- 1.4.1 Supplementary rules and regulations, referred to from here as 'supplementary regulations', required for any long distance race, championship race or feature race or events where necessary, not covered by these rules must be submitted by the event promoter to the relevant Association State Executive at least 30 days prior to the event to allow time for approval and publication on the nomination or entry forms.
- 1.4.2 Supplementary regulations may cover such items as pit stops and infield refuelling and must demonstrate the manner in which existing safety provisions will not be compromised.
- 1.4.3 The State Executive or National Executive of the relevant Association has the right to approve or reject all or part of the supplementary regulations included in the submission and may stipulate added safety precautions.
- 1.4.4 The submission must list the date(s) of the event, the name of the event and the promotional body who will be responsible. It must also list the supplementary regulations, why they are required and demonstrate the benefit(s) of such supplementary regulations.
- 1.4.5 Following the relevant State Executive approval, the details of any supplementary regulations must be included with any nomination or entry forms for the special event and must be reiterated at the driver's briefing.
- 1.4.6 If the supplementary regulations are endorsed by the State Executive, approval will be forwarded within 14 days of the application, clearly stating the date(s) of the event, the name of the event and a full list the supplementary regulations and an approval number for the event.

#### **1.5 SUPERSEDED RULES**

- 1.5.1 Adoption of these rules shall take precedence over any and all pre-existing rules that pertained to speedway racing previously conducted or regulated by NASR or other governing or regulatory body in Australia.
- 1.5.2 Such precedence shall not affect or change:
  - (a) Previous operation or interpretation of any rule so annulled or superseded; or
  - (b) Any right, privilege, obligation or liability acquired, accrued or incurred pursuant to any rule so annulled or superseded; or
  - (c) Any penalty or disqualification previously incurred in respect of any offence committed against any rule so annulled or superseded.

## **PART 2 PRE RACE REQUIREMENTS**

### **2.1 NOMINATIONS**

- 2.1.1 The promoter, NASR or the relevant State and National competitor bodies have the right to refuse any nomination.
- 2.1.2 A driver cannot nominate more than one car for the same division at the same race meeting or nominate for two separate race meetings scheduled for the same date. A driver may however practice in more than one vehicle at the same race meeting, or compete in another car in another division.
- 2.1.3 At tracks where drivers are required to nominate, any driver who is a late nomination or arrives at a race meeting with the intention of competing without nominating, may be subject to a late nomination fee. The driver may also be required to compete at the rear of the field during any heat races.

### **2.2. LICENCES**

- 2.2.1 All drivers and officials participating in any race meeting must be in possession of a current and relevant NASR or NASR affiliated organisation issued photo licence and an Infringement Card that is free of unpaid fines and current suspensions.
- 2.2.2 NASR provides licence categories ranging from Sprintcar Drivers (AA Licence) to Junior Mechanics (JM Licence). The definition of these categories is available from the NASR web site ([www.nasr.com.au](http://www.nasr.com.au)) under “Competition”, and then “Licence Categories”.
- 2.2.3 A Driver’s Infringement Card must be appended to each Race Driver’s Licence, this card carrying a record of infringements that resulted in a fine or period of suspension. Upon service of an Infringement Notice, the Chief Steward must fill in the Driver’s Infringement Card.
- 2.2.4 A NASR Junior Licence and Junior Drivers Infringement Card are issued to drivers aged between 10 years, at the time of the application for a licence, and 16 years, at 1 July, subject to State Government requirements.
- 2.2.5 Once a Junior driver has graduated to a non-Junior licence category and races with this licence that driver is ineligible for further competition as a Junior Drivers.
- 2.2.6 Junior Licenced drivers are not permitted to compete against adult Licenced drivers
- 2.2.7 Photo licences and an Infringement Card must be available for inspection by the Chief Steward, Scrutineer, Race Secretary or other authorised race meeting official.
- 2.2.8 Any driver receiving payments under any Workers Compensation scheme or benefits from any accident insurance policy is only permitted to compete if a recognised medical practitioner has provided a medical clearance.

- 2.2.9 Drivers receiving medical treatment shall produce a medical certificate stating that they are medically fit to compete before a Licence will be issued in accordance with NASR policy.
- 2.2.10 Whether through an accident, or for any other reason, a driver is considered unfit to continue racing, the Chief Steward, after consulting with ambulance or paramedic personnel, will order that the driver not compete for the remainder of the meeting. Drivers receiving medical treatment shall produce a medical certificate stating that they are medically fit before being permitted to compete in any event.
- 2.2.11 A driver competing in a race meeting must have the following items at a speedway track to be allowed to compete:
- a) A current NASR Drivers Licence and Infringement Card
  - b) A current registered speedway car
  - c) A current log book for that vehicle
  - d) Safety apparel complying with specification of racing category
  - e) A current Australian Speedway Racing Rule book
- 2.2.12 An passenger (as approved in some classes) must also have items (a), (d), and (e).
- 2.2.13 In the event of items (a), (c) or (e) being unavailable on race day, due to extenuating circumstances only, temporary issue form for those items must be completed before being allowed to compete. These forms are available from the race day secretary or Pit Marshall and must be forwarded to the State Secretary with the nominated fee.
- 2.2.14 Log books are issued to officials when they receive their licences. These log books should be used to record training courses attended and also record race meetings where the official participated.
- 2.2.15 NASR One Day Licences are not to be used for regular speedway competition, but are designed for celebrity events, persons wanting to practice and other non-regular competition. One Day Licences are issued by NASR National Office or the NASR State Body. The details of the NASR One Day Licence policy are available from NASR web site ([www.nasr.com.au](http://www.nasr.com.au)) under "Competition" and then "Licence Categories".

## **2.3 NEW DRIVERS**

- 2.3.1 New licences will only be issued to drivers that have passed the NASR licence medical examination and also passed a theoretical driver's examination as per NASR policy guidelines.
- 2.3.2 Drivers competing in their first race meeting will be required to start rear of field and continue to do so until the Chief Steward clears them to start in the field.
- 2.3.3 Chief Stewards are required to view Drivers Licence and endorse the Infringement Card before the competitor can start in the field.
- 2.3.4 Upon receipt of a NASR One Day Licence a prospective new licensed driver, may practice with licensed drivers at official practice sessions.

## **PART 3 TECHNICAL**

### **3.1 RACE CAR REGISTRATIONS AND LOG BOOKS**

- 3.1.1 All race cars competing in NASR sanctioned race meetings or events must be registered by a NASR affiliated body or other body approved of by NASR for this purpose.
- 3.1.2 Upon registration, a Race Car Log Book must be issued for each car. The log book must remain with that car for the season. Upon sale of a car the log book will transfer with the car to the new owner. Log Books are not transferable between cars.
- 3.1.3 A lost log book can be replaced by presenting an application form, with the appropriate fee where required, to the club secretaries.
- 3.1.4 Before competition, registered cars must have a registration decal affixed in a prominent but protected location on the car, such decal clearly showing the period of validity of the registration.
- 3.1.5 All entries in log books for repairs must be completed prior to the next race meeting unless otherwise stated.
- 3.1.6 Log books will be checked at scrutineering for validity and outstanding work orders. If the log book is presented with work orders outstanding, the driver will be given the option of fixing the faults. If the driver deems not to fix the faults the car concerned will not be cleared to race. The log book will be retained by officials and forwarded to the relevant club State Secretary.

### **3.2 RACE CAR COMPLIANCE**

- 3.2.1 All race cars shall comply with the specification requirements of the relevant state, national or other controlling or sanctioning bodies. Such authorities shall be responsible for all matters of race car compliance, and also all decisions, actions or penalties in respect of race car non-compliance.
- 3.2.2 Prior to the commencement of each racing season and at any other time that a member association may direct, the owner of every car shall submit his car and safety equipment for inspection at a time to be decided by the member association.

### **3.3 SAFETY EQUIPMENT AND PROTECTIVE CLOTHING**

- 3.3.1 Drivers participating in any race, time trial, hot laps, track packing, or official practice, must wear all approved safety equipment and protective clothing as required by the class specification manual for the relevant race car division. These requirements may be relaxed for grand parades and driver presentations, as may be authorised during the driver's briefing.

- 3.3.2 NASR has established a Speedway Safety Advisory Committee (SSAC) which researches, investigates and provides recommendations on speedway related safety matters. The SSAC has developed safety apparel standards for speedway drivers, which have been approved by the NASR Board. The minimum standards for safety apparel for the various racing Divisions are presented at Annexure D.
- 3.3.3 At any race meeting, time trial, hot laps or official practice session, the minimum requirements are:
- a) Regular meeting standard quantity of fire extinguishers and fire crew
  - b) Race Meetings and Official Practice Sessions require:
    - minimum of two (2) first aiders (Paramedics, Ambulance Service, Doctor or qualified first aid personnel)
    - Station wagon capable of transporting minor injury case
    - Appointed person equipped with an operative mobile phone and supplied with the phone number to the nearest road transport ambulance station
  - c) It is compulsory that an approved State Service road going Ambulance is present at all Sprintcar meetings and is highly desirable at all other race meetings.
  - d) Local Ambulance Service notified that you are holding a race meeting or practice on that day
  - e) A designated person eg Steward to be clearly in control of all activities on the day
  - f) All participants, including officials and crews to sign a "Release and Waiver of Liability Assumption and Risk and Indemnity Agreement" form prior to pit entry
  - g) All participants must understand that in accordance with their duty of care, the choice is clearly theirs if they decide to participate under the conditions that exist at the time
- 3.3.4 For any private practice or training session not including Sprintcars, the minimum safety requirements are two persons other than the driver, a suitable fire-extinguisher for which they are familiar with its use, an industrially acceptable first aid kit and a serviceable telephone.
- 3.3.5 For Sprintcar drivers, minimum safety requirements for practice are:
- a) A minimum of two paramedic personnel or First Aiders approved by St John
  - b) Suitable trained, attired and equipped fire fighters
  - c) Station wagon or vehicle capable of transporting minor injury cases.
  - d) Appointed person equipped with a mobile phone and supplied with the phone number of the nearest road transport ambulance service
  - e) Local Ambulance notified that you are holding a practice on that day.
  - f) A designated person eg a Steward, to be clearly in control on the day.
  - g) Only one Sprintcar to be on the track at one time
  - h) All drivers and crews to sign an Insurer's Sprintcar Practice Waiver/Indemnity form and to be clearly informed the emergency provisions may not be to the standards of race meetings.
  - i) All participants must understand that the choice is clearly theirs if they decide to participate under the conditions that prevail.
- 3.3.6 At any time, all drivers, owners and pit crew will dress in a clean and tidy manner. Open footwear is not permitted in the pit area during a race meeting.

- 3.3.7 In accordance with the NASR Track Operators Manual a set of pit rules have been implemented for use during sanctioned race meetings. These rules are provided at Annexure G - Pit Rules.

### **3.4 MIRRORS AND COMMUNICATION EQUIPMENT**

- 3.4.1 No rear or side view mirrors or highly polished panels intended for this purpose are permitted on any race car.
- 3.4.2 One-way in-car communications is permitted only from the Chief Steward (or his delegated official) to the Driver.
- 3.4.3 No additional communication equipment is permitted to any race car driver in a race car on the race track. A minimum penalty of 12 months suspension will apply to any driver and car owner (where driver is not the car owner) if found guilty of using an unauthorised communication device.

### **3.5 NOISE CONTROL**

- 3.5.1 The maximum permissible race car noise level is 95 dB, unless a lower limit is specified by local government authorities, the police or as deemed by the supplementary regulations..
- 3.5.2 The measurement and monitoring of noise levels is the sole responsibility of the promoter of the race meeting and shall be conducted according to the latest Local, State or Federal Government guidelines, as applicable. Race officials shall give full support to noise control monitoring procedures undertaken by the promoter.
- 3.5.3 A car may be disqualified from a race for exceeding maximum permissible noise levels, but will always initially receive a noise flag warning. If they continue to exceed the noise level requirements a black flag will be shown. Failure to obey the black flag will result in a penalty in accordance with Section 4.17.2.

***Roof Numbers Plates - ASCF/SSA, RSA and AMCA - Refer Annexure E, Part C, 3.6***

## **PART 4 RACE PROCEDURES**

### **4.1 FLAG, LIGHT AND BOARD SIGNALS**

- 4.1.1 All flags shall be a minimum of 600 mm x 600 mm. Stripes on flags shall be 80 mm wide and spots shall be 300 mm diameter.
- 4.1.2 All race meetings conducted at night must have serviceable green, yellow and red lights. These lights shall be used in addition to green, yellow and red flags.
- 4.1.3 The following light and flag signals will be used for all race car divisions:

CROSSED YELLOW and GREEN FLAGS	Field to form up for a start or a complete restart in accordance with section 4.9
GREEN LIGHT and FLAG	Start, or restart of race, or race is in progress
YELLOW LIGHT and FLAG	Caution - hold position at reduced safe speed
RED LIGHT and FLAG	Stop immediately and do not go past accident scene or cut across infield - while exercising due caution
BLACK FLAG with WHITE DIAGONAL STRIPE	Warning - due to rule infringement. Driver is subject to enquiry from Chief Steward and may be penalised for infringement(s)
BLACK FLAG	Disqualification - driver to withdraw from race using caution whilst doing so
BLACK FLAG with WHITE SPOT	Mechanical defect - driver to withdraw to infield where fault may be rectified. Refer to section 3.5
YELLOW FLAG with BLACK DIAGONAL STRIPE	Noise flag - driver may continue to race, but if noise level remains high, black flag will result
BLUE FLAG with YELLOW SPOT	Lapping flag - car is soon to be lapped. Lapped car to hold line and not impede lapping traffic
WHITE FLAG (or light)	One lap to go
BLACK AND WHITE CHEQUERED FLAG	Finish of event - reduce speed gradually

- 4.1.4 Where any confusion is possible as for which car a flag signal is intended, the flag should be shown in conjunction with a board showing the race car number and where possible through the use of one-way communications.
- 4.1.5 In conjunction with flag signals, the following signboard signals may be shown:
- REAR OF FIELD or ROF - together with a race car number to avoid confusion;
  - COMPLETE RESTART - for a restart in accordance with section 4.12;
  - SINGLE FILE RESTART - for a restart in accordance with section 4.13.



## **4.2 DIRECTION OF RACING**

The direction of racing is anticlockwise for the majority of racing divisions, however where applicable, the direction of racing will be determined by the racing division.

## **4.3 DUMMY GRID LINE UP**

- 4.3.1 Cars should take up their correct position on the dummy grid ready to race before entering the track. The Pit Marshall will close up any spaces left by a scratchings.
- 4.3.2 Once the cars are on the track, prior to the start of a race and there is a withdrawal then the cars move straight forward to fill the gap.
- 4.3.3 Any driver whose car is not positioned on the dummy grid and has notified the Pit Marshall, will be given two minutes to have their car ready at the pit gate. The two minute time commences when all the cars in the race are on the race track and moving.
- 4.3.4 No work or adjustment can be carried out on a car while it is on the dummy grid. Any car requiring any work or adjustment must be taken from the dummy grid and returned to the pit area.

## **4.4 PUSH STARTS**

- 4.4.1 Each race car is allowed one push start without penalty before the initial race start and a restart following any red light/flag stoppage where the incident did not involve that car, and the car stopped due to the red light, or the car was an innocent party in the stoppage.

*Sprintcars - Refer Annexure E, Part A, 4.4*

*Speedcars - Refer Annexure E Part B, 4.4*

- 4.4.2 For all race cars, when a car is receiving a push start, if that car does not start within one lap then the car must be shown the black flag and directed onto the infield.

## **4.5 RACE STARTS**

- 4.5.1 Drivers are responsible for knowing their grid positions and maintaining these positions until the green light/flag. Any car that delays the start more than two minutes will go rear of field. Any car still not ready by the time the green is shown will be excluded from the race.
- 4.5.2 If a race is to be gridded up using a pace car, once the pace car is established on the race track, no race car may pass the pace car (either on the race track or by running across the infield) for the purpose of chasing and joining the field. Offending drivers will be subject

to a \$100.00 fine. The correct method is to slow down and allow the field to catch up, and then merge into position.

- 4.5.3 When the field is formed up and a start is imminent, the yellow lights and flags will be switched off and withdrawn, during the first half of the final roll-up lap.
- 4.5.4 The starting line will be represented by a white line placed across the circuit at a location to be determined by the Chief Steward between turn 4 and the finish line. At a point determined by the Chief Steward (approximately mid-track), a white T line can be positioned which will intersect the starting line, running parallel to the circuit fence. These lines will be identified to drivers prior to the start of each race.
- 4.5.5 Cars starting on the inside row must pass beneath the T line and those starting on the outside must pass outside of the T line. Should any driver break formation and cross this centre line, the race may be stopped and the offending driver may be either cautioned or sent rear of field.
- 4.5.6 The pole car determines the speed of the start, but must bring the field to the acceleration zone at a constant moderate pace. The acceleration zone is defined as the zone between the exit of turn four (which may be marked by a white line) and the finish line. As the pole car reaches the acceleration zone, or somewhere within this zone, the green light/flag will be shown.
- 4.5.7 A start will not be aborted, but if the Chief Steward declares a 'no start', the yellow light/flag signal will be given after about half a lap, and the field will be required to carefully slow down and grid up again.
- 4.5.8 Where time trials are used to determine starting positions in heat races any car that is unable to do a lap in time trials will automatically start ROF in the heat races for that race meeting.
- 4.5.9 Any driver not taking their time trial in the correct time trial order has the option of one lap at the end with 11<sup>th</sup> the best possible qualifying position.

#### **4.6 STARTING OPTION**

- 4.6.1 In race formats where the highest point scorer starts the feature race on pole, the highest point scoring driver will be given the option of starting in either the inside or outside position of the front row.
- 4.6.2 The option must be exercised prior to the cars forming up on the dummy grid. There will be no change to any other starting positions.
- 4.6.3 The car starting from position one will be pole car.

#### **4.7 BREAKING FORMATION OR JUMPING THE START**

- 4.7.1 All drivers must hold their correct positions and not accelerate until the green light/flag is shown. Any car, including the pole car, that breaks formation or jumps the start will be shown the warning flag for the first offence and will go rear of field for the second offence. A car that baulks or slows down will also be considered to have broken the start.
- 4.7.2 If a car breaks formation or jumps the start from within the field, but the Chief Steward wishes the race to continue, the warning flag will be shown to the offending driver and the driver may be penalised. If the jumped start enabled cars to be passed unfairly, the driver will be put back two positions for each car so passed. This penalty will be applied at the next stoppage, or if no stoppage, will be applied in the results.

#### **4.8 RECKLESS OR DANGEROUS DRIVING**

- 4.8.1 Except for specific race car divisions (fender benders, etc.), speedway racing is a non-contact sport. No driver shall ever allow his or her car to make deliberate, reckless or negligent contact with any other car either in roll-up laps, during the race, after the race or in the pits.
- 4.8.2 Unless directed by an official, any race car travelling at speed on the infield will be considered as dangerous driving.
- 4.8.3 Anyone driving contrary to sections 4.8.1 and 4.8.2 will be excluded from the race. For serious offences the driver could also be subject to an Infringement Notice. As it is not possible to be certain whether contact between cars has been deliberate, and so that it cannot be argued in a driver's defence at a dispute hearing or a subsequent appeal, an Infringement Notice relating to reckless or negligent driving will not use the word 'deliberate'.

#### **4.9 PASSING**

- 4.9.1 Any driver who intends to overtake (pass) another car, must first be reasonably sure that the passing move is possible without making contact with the other car and then must execute the move as cleanly as possible.
- 4.9.2 Any driver who becomes aware that another car is making a passing move must not change line so as to inconvenience the passing car, nor deprive that car of adequate space on the race track. However, unless the car being passed is a lapped car, there is no obligation for this car to facilitate the passing move, the only obligation being not to change line in such a way that is intended to impede or to make the passing move more difficult.
- 4.9.3 If the Chief Steward believes that any passing move has been contrary to sections 4.9.1 and 4.9.2, the offending driver will be subject to a warning flag. This applies to both a driver trying to pass and a driver trying to impede the pass. For any driver who makes gains by

careless passing will be penalised two positions for each car passed. This penalty will be applied at the next race stoppage, or if no stoppage, will be applied in the results.

- 4.9.4 No driver shall put any wheel on the infield (below the pole line) when racing and in particular when attempting a passing move. Any driver who uses the infield to pass another car will be put back two positions for each car passed. This penalty will be applied at the next race stoppage, or if no stoppage, will be applied in the race results.
- 4.9.5 For persistently careless passing, aggressive blocking, or for a driver who repeatedly uses or passes on the infield, a rear of field penalty will be applied at the next stoppage, or if no stoppage, applied in the race results. At the Chief Steward's discretion an offending driver may be disqualified by black flag.
- 4.9.6 A summary of offences which will give rise to a Loss of Positions are listed in Annexure C, Penalties Guideline, Part 4.

#### **4.10 RACE TRACK RE-ENTRY**

- 4.10.1 Any driver who loses control to the infield or who otherwise leaves the race track for any reason and wishes to rejoin the race may do so only with the utmost care and consideration for the safety of other drivers. To avoid conflict, cars must re-enter the track at the most acute angle possible and track re-entry on corners should be avoided.
- 4.10.2 If the Chief Steward believes that any race track re-entry has been careless or reckless, the driver will be subject to a warning flag, a rear of field penalty or a black flag disqualification and/or a fine, depending on the severity of the offence.

#### **4.11 RACE INCIDENTS AND STOPPAGES**

- 4.11.1 Following a race crash or incident for which the Chief Steward orders yellow caution lights and flags, all cars not directly involved in the incident must slow down to a safe speed and hold their position.
- 4.11.2 Any car that passes car(s) while rolling around the track under yellow lights may be subjected to being put back two positions for each car passed.
- 4.11.3 Following a more serious race crash of a car rolling over or if an ambulance appears necessary the Chief Steward will order red lights and flags to stop the race.
- 4.11.4 Once the red light/flag has been instigated, all drivers will bring their cars to an immediate safe stop. They are not to pass the accident scene or drive across the infield past the accident. Any driver failing to stop may incur a minimum fine of \$100 and/or sent to the rear of the field for the restart and may be disqualified from that race meeting.

- 4.11.5 Any car stopping due to a red light, but not involved in the incident and not judged to be a contributing cause will be reinstated in the restarting order, regardless of whether a push start is required.
- 4.11.6 Any car judged by the Chief Steward to be the absolute and sole cause of any stoppage will go to the very rear of field in the restart, regardless of whether the car stopped and regardless of whether other cars required a push start.
- 4.11.7 If the Chief Steward is unable to determine the primary cause of an incident, or judges more than one driver to be at fault, two or more cars may be sent to the rear of the field, with the car suspected of being most at fault placed at the very rear. This is to be applied regardless of whether any particular car stopped or required a push start.
- 4.11.8 Any driver considered by the Chief Steward to have been the primary cause of two stoppages in the same race may be disqualified from that race.
- 4.11.9 Any work on cars during a yellow or red light stoppage may be carried out pursuant to section 4.26 of these rules.
- 4.11.10 Any car involved in an incident, but judged by the Chief Steward to be completely blameless, unless a Sprintcar or a Speedcar requiring a push start, will be reinstated in the starting order.

#### **4.12 COMPLETE RESTARTS**

- 4.12.1 If a first lap stoppage has no obvious cause, except for too many cars on the same area of race track, the Chief Steward may order a complete restart with no rear of field penalties applicable, except for Sprintcars and Speedcars where push starts are required.
- 4.12.2 Once the race has started no driver may switch cars.
- 4.12.3 If a stoppage occurs before the last running car has completed one full lap, a complete two wide restart (or three wide if applicable for a particular division) will be ordered with grid positions as for the initial start, but modified by exclusions and cars sent rear of field.

#### **4.13 SINGLE FILE RESTARTS**

- 4.13.1 If a stoppage occurs after the last running car has completed at least one full lap, a single file restart will be ordered, with the starting order as for the previously recorded complete lap, but modified by exclusions and cars sent rear of field.
- 4.13.2 For single file restarts a cone marker will be located between turn 4 and the finish line at the discretion of the Chief Steward. The cone should be placed approximately mid track ensuring that there is sufficient room between the cone and the fence for drivers to safely pass the cone while accelerating.

- 4.13.3. Any driver refusing to accept the restart position directed by the officials will be shown a warning flag for the first refusal, will be sent rear of field for the second refusal and will be black flagged for the third refusal in any one race.
- 4.13.4 Laps under the caution flag will not be counted on lap score sheets.
- 4.13.5 When the single file is correctly formed up and a start is imminent, the yellow lights and flags will be switched off and withdrawn. The lead car determines the speed of the start, but must bring the field to the cone marker at a constant moderate pace. As the leader reaches the cone marker, the green light/flag will be shown.
- 4.13.6 As the leader approaches the cone, no passing move may be commenced until the cone is passed. Any car that jumps the start, hits the cone or passes it on the inside or passes another car before the cone will be sent rear of field at the next stoppage, or if no stoppage at the end of the race.
- 4.13.7 A car that has not completed a recorded lap of the event after any restart shall not rejoin the race at a later stage, including if the driver was shown a mechanical defect flag.
- 4.13.8 If an event is stopped with one lap remaining the restart will be run over two laps (ie green, white, chequered).
- 4.13.9 A car that has either of the outside tyres flat at a restart of a race will be shown the black flag.

***Sprintcars - Refer Annexure E, Part A, 4.13***

**4.14 WARNING FLAG**

- 4.14.1 Any driver who is judged by the Chief Steward during a race to be driving in an overly aggressive manner, has made careless contact with any other car, has changed line to impede a passing move or any other act of driving contrary to these rules, will be shown the warning flag.
- 4.14.2 If confusion is possible, the race car number will be shown with the flag.
- 4.14.3 Having received a warning flag, if a driver continues to drive in a careless or contrary manner and receives a second warning flag, the driver will be either sent to the rear of field, or at the Chief Steward's discretion may be given the black flag. The rear of field penalty will be applied at the next stoppage, or if no stoppage, applied in the results.

**4.15 REAR OF FIELD**

- 4.15.1 Any driver who is shown the rear of field or ROF board during a race stoppage must follow that instruction and go rear of the line up in the restart. If any confusion is possible, the race car number will be shown with the ROF board.

- 4.15.2 When a car on the lead lap goes to the rear of the field, it goes to the rear of the line up which includes lapped cars but will remain on the lead lap.
- 4.15.3 If more than one car is sent rear of field, the grid marshal will position all rear of field cars correctly. Cars sent rear of field due to needing a push start will start in front of cars sent rear of field due to a race incident or rule infringement.
- 4.15.4 Any driver who refuses to go rear of field when ordered will be shown the black disqualification flag.

#### **4.16 REAR OF FIELD OFFENCES**

A summary of offences for which a driver may be sent to the rear of field are listed in Annexure C, Penalties Guideline, Part 2.

#### **4.17 BLACK FLAG**

- 4.17.1 Any driver who is shown the black disqualification flag, either during the race or at a race stoppage must immediately and safely withdraw from the race. If any confusion is possible, the race car number will be shown with the flag.
- 4.17.2 Any driver who fails to comply with a black flag disqualification order or refuses to leave the race track when ordered will be served with an Infringement Notice. The minimum penalty for failure to comply with a black flag is a \$300 fine and/or a three months suspension. The maximum penalty for failure to comply is a \$2,000 fine and/or suspension of 2 years.
- 4.17.3 Any driver who continues to ignore the black flag will be fined \$100 per lap and/or the driver and car disqualified from the meeting.
- 4.17.4 Any driver who elects to dispute an Infringement Notice served due to their refusal to accept the black flag can only dispute the refusal to accept the black flag. The driver will be unable to dispute the incident that originally led to the black flag or use any aspects of that incident as a defence in the dispute hearing.

#### **4.18 BLACK FLAG (DISQUALIFICATION) OFFENCES**

A summary of offences for which a driver may be shown a black flag are listed in Annexure C, Penalties Guideline, Part 1.

#### **4.19 DROPPING OF DEBRIS**

- 4.19.1 Any race car that drops any body part, suspension component or other debris on the race track and this leads to a race stoppage must go rear of field at the restart, unless it is judged by the Chief Steward not to be that cars fault, then that car may be restarted in their previous racing position.
- 4.19.2 Any car that stops after running over another car's debris will not be penalised.
- 4.19.3 If any part of the engine cover is lost or damaged and compromises the driver's safety in the Chief Stewards opinion, the car will be shown the black flag.

#### **4.20 LAPPED CARS**

- 4.20.1 When a car receives the lapping flag (blue flag with yellow spot) the driver of that car must expect to be lapped sometime within the next lap or soon after. The lapped car must hold line (high line or low line) and must not race or impede the lapping car or cars. The lapping flag will continue to be shown to a driver on each lap that being lapped by any other car is likely.
- 4.20.2 If the Chief Steward believes that a lapped car is ignoring the lapping flag by impeding lapping traffic or otherwise not complying with section 4.20.1, the lapped driver may be shown a black disqualification flag.
- 4.20.3 Any damaged or disabled car rolling around at a slow speed is to be shown the mechanical defect flag and the car must go immediately to the infield.
- 4.20.4 In all restarts, lapped cars will retain their positions in the line up as per the previously recorded lap or as directed by the Chief Steward.

*Sprintcars - Refer Annexure E, Part A, 4.20*

#### **4.21 STOPPING ON TRACK TO FORCE A STOPPAGE**

Any driver who, in the opinion of the Chief Steward, has purposely spun or stopped on the race track to force a race stoppage will be automatically black flagged. The Chief Steward's interpretation of a driver's intent in this regard is final and will not be subject to later discussion or complaint.

#### **4.22 GETTING OUT OF CAR**

- 4.22.1 Following a race stoppage, until damaged cars are being removed to the infield, drivers are required to remain in their cars unless there is the risk of fire, or other obvious inherent danger or there is a specific request to get out by the Clerk of the Course or Duty Infield Scrutineer.



- 4.22.2 Unless directed to do so with the approval of the Chief Steward, any driver (*with the exception of Sprintcar drivers*) who removes or breaks their seat belts or any safety apparel or safety equipment whilst in the confines of the race track shall be excluded from the event.

***Sprintcars - Refer Annexure E, Part A, 4.26***

- 4.22.3 Any driver who gets out of a car to remonstrate or make any defamatory gesture to any official or other driver, or who parades in an undignified manner on the race track will receive an Infringement Notice and be excluded from the meeting. A minimum fine of \$100 up to maximum fine of \$2,000 and/or up to a maximum 12 month suspension applies.
- 4.22.4 After cars have been removed to the infield, drivers may not approach any official or other driver for the purpose of abuse or protest. A driver behaving contrary to this rule will receive an Infringement Notice and penalties specified in section 4.22.3 apply.

**4.23 COMPLETION OF A RACE**

- 4.23.1 When a car has passed under the chequered flag, it must stop racing and slow down in a safe manner and complete a slowdown lap at reasonable speed.
- 4.23.2 A race is declared complete when the chequered flag has been displayed and the last car running has passed under that flag. Race results will be determined from the transponder records or lap scorer charts, based upon the order in which the cars cross the finish line completing all the laps of the race. The remainder of the field will be classified by the greater amount of laps completed and then the order in which they crossed the finish line on the last completed lap.
- 4.23.3 The Chief Steward will declare a race complete once the lead car has passed the chequered flag. If the yellow lights/flags are shown after the lead car crosses the finish line for an incident all the cars receiving the chequered flag will finish in the order they crossed the finish line. The remaining cars (excluding those deemed to be unable to restart) will be recorded as finishing in the order of their last completed lap not withstanding any penalties which could be applied by the Chief Steward.
- 4.23.4 When a race is completed, placing will be provisional until:
- a) The lap sheets and/or transponder lap charts have been checked.
  - b) The scrutineers have given clearance.
  - c) The Chief Steward has given the all clear.
- 4.23.5 When a race runs over more or less than the advertised number of laps and the chequered flag is shown, the Chief Steward will declare the race positions in the order of the cars at the chequered flag.
- 4.23.6 For feature races only, non finishers will be eligible for points and/or prizemoney.

- 4.23.7 For heat races, a driver must receive the chequered flag under their own power and have completed at least one half of race distance to be eligible for points and/or prizemoney.
- 4.23.8 Any driver who has received the black flag or is disqualified from a race is not eligible for points and/or prizemoney
- 4.23.9 The Chief Steward may declare complete a final race in which the lead car has less than one (1) lap to complete the race or in a non final race of greater than eight (8) laps in which the leader has less than two (2) laps to complete the race.
- 4.23.10 A driver receiving a mechanical defect flag or who voluntary withdraws and wishes to finish the race, is permitted to rejoin the race to receive the chequered flag, after the last running car has finished.
- 4.23.11 A driver who is awarded a prize that becomes a disputed prize within 14 days of that race meeting, is responsible to return that prize to the organisation awarding the prize. The driver shall be notified of the reasons for the return of the prize. There shall be no grounds for return of a prize after 14 days have elapsed since the running of the meeting.

#### **4.24 FEATURE RACES DECLARED SHORT**

- 4.24.1 A feature race must be run over the advertised number of laps, except when Section 4.13.8 applies, unless it is required to be declared short by the Chief Steward due to:
- (a) Weather or race track conditions; or
  - (b) Time or noise curfew; or
  - (c) A serious race incident involving injury; or
  - (d) Any request by the police; or
  - (e) Extreme or exceptional circumstances.
- 4.24.2 When feature races are not completed;
- a) If feature race is declared with less than one-half of the scheduled laps completed, all prize-money and series points will be divided equally amongst all starters.
  - b) If feature race is declared with at least one-half of the scheduled laps completed, all prize-money and series points will be fully allocated for placings scored as at the last completed lap, modified by any exclusions or rear of field relegations.
  - c) Any cars involved in an incident/s at the time of the race being declared must be cleared by the machine examiner to be capable of restarting the balance of the nominated laps.

#### **4.25 MECHANICAL DEFECTS**

- 4.25.1 Whether by the Chief Steward's own judgment or by advice from the infield official, it is determined that a car cannot safely continue to race, or for any reason is judged to be a potential hazard to other competitors, the driver will be shown the Mechanical Defect flag, together with the car number if possible to avoid confusion.

- 4.25.2 Upon receiving the Mechanical Defect flag, a driver must immediately withdraw from the race, using utmost caution. Any driver refusing to withdraw when directed will be shown the black flag. Failure to obey the black flag will result in a penalty in accordance with section 4.17.2 and 4.17.3.

#### **4.26 WORKING ON CARS**

- 4.26.1 At any race stoppage all work must be performed only on the infield at the designated work area.
- 4.26.2 If a car requires repairs at a race stoppage, a time limit of two minutes will be given from the time the Chief Steward approves the request.
- 4.26.3 If work has not been completed in time to restart with the field, the car may rejoin the race at the rear of the field in a subsequent restart if no further completed laps have been recorded.
- 4.26.4 A wheel change (due to a flat tyre) is only permitted during a red light/flag stoppage on the first lap of a State or National title, or for other major or feature events where this is approved by a supplementary regulation. Two minutes only will be given for the wheel change, which may be assisted by infield officials. Any car that has had a wheel change will go rear of field in the restart.
- 4.26.5 If the Chief Steward has declared an "Open Red Light" situation during a red light/flag stoppage for a Sprintcars and Speedcars race only three members of pit crew may work on the car. Prior to the opening of the pit gate and allowing crews into the designated work area to work on during an "Open Red Light" situation the Chief Steward must consider factors such as time available, number of cars involved in incident and OH&S responsibilities.
- 4.26.6 Following a race stoppage when the Chief Steward has deemed the track to be clear the yellow light/flag will signal for cars to be started. Cars will be given two minutes from the time the last ready car to be started has moved onto the track. Cars delaying the restart beyond the two minutes and not ready by the time the green is shown shall be excluded from the event.
- 4.26.7 With the exception of Sprintcars and Speedcars, the only work permitted on race cars after they enter the racing arena is to be done by infield officials and is limited to the removal of damaged body panels using basic tools such as hammers, chisels, hacksaws, tin snips and crowbars, and the effecting of repairs using race tape, cable ties or similar. The driver must not break his seat belts or get out of the car unless requested to do so by the Clerk of the Course or infield official, otherwise the car will be disqualified.
- 4.26.8 Infield officials are not permitted to add fuel, oil or water, change wheels, wash radiators, do any mechanical adjustments or change any setting.

*Sprintcars - Refer Annexure E, Part A, 4.26*

*Speedcars - Refer Annexure E, Part B, 4.26*

#### **4.27 UNAUTHORISED ENTRY TO RACE TRACK**

- 4.27.1 Any crew member or other person, proven to be associated with a driver or car, who enters the race track under yellow or red light situations without the expressed authority of the Chief Steward will be subjected to a \$500 fine with the associated driver also being fined \$500 and/or disqualified from the meeting at the discretion of the Chief Steward.
- 4.27.2 Subsequent incidents of unauthorised entry to the race track will result in a 12 month suspension for the offender and a \$1000 fine and/or disqualification from the meeting for the driver.

#### **4.28 REFUELLING**

No infield refuelling is permitted unless approved by a supplementary regulation pursuant to section 1.4 and such approval will only be granted for special long distance events. The refuelling procedures will be specifically detailed in the supplementary regulations and also reiterated during the driver's briefing.

*Sprintcars - Refer Annexure E, Part A, 4.28*

#### **4.29 SUBSTITUTE CARS**

- 4.29.1 A substitute car may be used by a nominated driver providing that:
- a) The substitute car has been nominated for that meeting
  - b) If the substitution occurs before the meeting has begun, the car starts from the drivers original drawn position in the heats
  - c) If the substitution occurs after the meeting has begun, the substitute car starts from the rear of the field in its remaining events.
  - d) If the substitution occurs after all the heats have been run, the substitute car starts rear of the field in the final, providing that the car has competed in at least one previous heat.
  - e) The Chief Steward is notified and has given permission for the substitution
  - f) If more than one car is used by one driver in one meeting, they are all subject to engine and/or fuel checks.
  - g) Points in Series Events will be allocated to the driver.

*Sprintcars - Refer Annexure E, Part A, 4.29*

#### **4.30 NATIONAL AND STATE TITLES**

- 4.30.1 To be eligible to compete in an State or National Title, a driver must have competed in a minimum of two race meeting, or more at the discretion of the relevant body, in the current season or previous 12 months in the division racing for the Title event and have their licence accordingly endorsed by a Chief Steward.

4.30.2 At the discretion of the association conducting the Title event, dispensation can be provided if the driver has driven in an affiliated class or a division determined by the organising association as providing requisite experience, in the current season or previous 12 months.

4.30.3 The previous years champion shall be allowed to defend the title but must compete in the heats. However, if the champion fails to qualify in this manner a rear of field start is permitted in their own or a substitute car.

4.30.4 Heat points for National racing divisions Australian and State Titles are as follows:

	ASCF/SSA SKAA AMCA	Sprintcars	Speedcars	F500	RSA	
1	36	22	25	25	33	
2	28	19	20	20	26	
3	23	17	16	17	21	
4	17	15	13	12	18	
5	13	13	11	10	15	
6	10	11	10	8	13	
7	8	9	9	6	11	
8	6	7	8	5	9	
9	5	5	7	4	8	
10	4	4	6	3	7	
11	3	3	5	2	6	
12	2	2	4	1	5	
13	1		3		4	
14			2		3	
15			1		2	
16					1	

## **PART 5 OFFICIALS AND THEIR DUTIES**

### **5.1 ACCREDITATION OF OFFICIALS**

- 5.1.1 The training and accreditation of officials will be implemented by NASR in conjunction with the affiliated associations with the requirement that all officials to complete a NASR accredited Officials Training Program. To retain their accreditation Officials are required to complete a further accreditation program every two years thereafter.

*ASCF/SSA - Refer Annexure E, Part C, 5.1*

- 5.1.2 The structure of the development program for Stewards is provided below:
- (a) Trainee Steward
    - Issued with trainee licence and log book
    - Undertake Official Training Course within 12 months
    - To upgrade must officiate at minimum of 6 race meetings, and pass the training program
  - (b) Assistant Steward
    - Minimum of 6 race meetings with 12 months of training
    - Log book to be endorsed
    - Club steward to supervise as required
    - To upgrade, must apply to Club Steward with support and recommendation from club and assessment by State Steward for approval
  - (c) Club Steward
    - Can now steward club meetings at any track
    - Log book to be issued and endorsed
    - Attend refresher training course
    - To upgrade must officiate at a minimum of 6 race meetings within 12 months and be assessed by State Steward
  - (d) Chief Steward
    - Attend approved refresher course every two years
    - Log book to be issued and endorsed
    - Eligible to steward all National and State competition
    - To maintain credentials must steward a minimum of 3 race meetings per year
- 5.1.3 Any Official officiating at events involving Junior drivers must have a Police clearance and also comply with any specific requirements of State Government Departments.

### **5.2 CHIEF STEWARD**

- 5.2.1 For these rules, the Chief Steward is defined as the NASR or affiliated association licensed steward who is in charge of the relevant race car division for the applicable meeting. At any NASR or affiliated association sanctioned race meeting, the Chief Steward for the relevant race car division is the sole authority for that division, for the interpretation and enforcement of these rules in all respects. All other stewards and race officials are responsible to the Chief Steward who has the power to direct or instruct such officials in the conduct of their duties.

- 5.2.2 Duties and responsibilities of the Chief Steward include:
- (a) The control of all drivers, pit crew and officials from the time the participants enter the speedway complex (including public areas and car parks) until 30 minutes after the completion of the last event on the race program;
  - (b) The briefing of drivers prior to the commencement of competition. Details of the driver's briefing are shown in section 5.3 below;
  - (c) Briefing the Officials of meeting
  - (d) The interpretation and enforcement of these rules;
  - (e) The power to deal with any incident that occurs at a race meeting, whether on or off the race track, that is not specifically covered by these rules;
  - (f) The right to inquire into the circumstances of any incident and to ask any NASR licence holder (driver, pit crew or official) to report to him, and this includes the requirement to act upon any information brought to notice;
  - (g) The power to order the removal from the speedway complex of any person who is interfering with the efficient running of the race meeting;
  - (h) The sole authority to exclude, disqualify, suspend or fine any person, or issue Infringement Notices;
  - (i) The checking of lap scoring charts and sheets, approval of any alterations to those sheets, the confirmation of any disqualifications and/or relegations, and the final approval and signing off of all race finish placings;
  - (j) Ensure that Chief Steward Report is completed at end of race meeting. (Sample of report at Annexure F – NASR Forms)

### **5.3 DRIVER'S BRIEFING**

- 5.3.1 Drivers and their race cars should be at the speedway complex a minimum of one hour prior to the advertised starting time although this requirement could be varied through any event supplementary regulations.
- 5.3.2 Prior to competition in NASR or affiliated association sanctioned race meetings or events, all drivers must attend a briefing by the Chief Steward.
- 5.3.3 Only with the consent of the Chief Steward, may the race car owner or crew chief attend the briefing in place of the driver and be responsible for taking notes and then relaying all relevant information to the driver.
- 5.3.4 The scheduled time for the driver's briefing must be notified so that all drivers can ensure to be present. Unless arrangements have been made in accordance with section 5.3.3, any driver who fails to attend the driver's briefing may be penalised by being required to start rear of field in all heats, or other suitable penalty that the Chief Steward may impose. Any driver failing to attend is responsible for ensuring that he is aware of the content of the drivers' briefing and of any Supplementary regulations. If applicable, the driver shall also sign a Release and Indemnity form suitable to the State/Territory laws before being permitted to race.
- 5.3.5 The driver's briefing is to include the following:

- (a) Introduction of key officials, particularly the Clerk of Course, Pit Marshals, Drivers Representative, Scrutineer and any other officials
- (b) Location of fire fighting areas and emergency fire procedures;
- (c) Details of any supplementary regulations pursuant to section 1.4;
- (d) Explanation of any driver introductions or parade laps;
- (e) Any other information that the Chief Steward thinks is relevant.
- (f) Duty of Care Statement

#### **5.4 CHIEF SCRUTINEER**

- 5.4.1 For these rules, the Chief Scrutineer is defined as the NASR or affiliated association licensed scrutineer or technical officer who is in charge of the relevant race car division for the applicable meeting. At any NASR or affiliated association sanctioned race meeting, the Chief Scrutineer is the sole authority for the interpretation of the class specification manual for the relevant race car division.
- 5.4.2 All other scrutineers, assistant scrutineers and technical officers, are responsible to the Chief Scrutineer who has the power to direct or instruct such officials in the conduct of their duties. However, any dispute between the Chief Scrutineer and a race car owner or driver is to be referred to the Chief Steward for resolution.

#### **5.5 SCRUTINEERING**

- 5.5.1 Prior to competition in NASR or affiliated association sanctioned race meetings or events, all race cars must be scrutineered by a scrutineer or technical officer who is approved by NASR or affiliated association and who may be the Chief Scrutineer or an assistant scrutineer or technical officer who is responsible to the Chief Scrutineer. In these rules 'Scrutineer' refers to any such approved scrutineer or technical officer.
- 5.5.2 During scrutineering, the Scrutineers duties and responsibilities are to check:
  - (a) The validity of the driver's Race Driver's Licence;
  - (b) The Driver's Infraction Card for any current suspension or unpaid fines;
  - (c) The Race Car Log Book for previously issued work orders or outstanding items of non-compliance;
  - (c) The race car for general compliance with the class specification manual applicable for the relevant race car division; and
  - (d) All safety equipment and protective clothing for compliance with the requirements for the relevant race car division.
- 5.5.3 Upon passing scrutineering, the Scrutineer will endorse the Race Car Log Book accordingly and the log book will be signed by the competitor and then returned to the car owner or driver, or retained until the completion of the race meeting depending on the relevant licensing body.



- 5.5.4 Any race car that is not presented for scrutineering at least 60 minutes prior to the advertised starting time, may be required to start rear of field in the heats, or other suitable penalty that the Chief Steward may impose.
- 5.5.5 During competition, the Chief Scrutineer or an Assistant Scrutineer should be stationed on the infield as an infield official to advise upon the serviceability of race cars either during a race or following a crash. In respect to a race car serviceability, the infield official opinion will be final.
- 5.5.6 At any time during a race stoppage, a driver may enter the infield to enable the infield official to check car serviceability, and then restart the race without penalty, but if a push start is required, the car will go to rear of field. Work on cars may be carried out in accordance with section 4.26.
- 5.5.7 At any time during a race meeting the infield official or Chief Scrutineer may request that, following repair work, a car involved in a crash be re-presented for check scrutineering before further competition in that meeting.

## **5.6 INDEMNIFICATION OF SCRUTINEERS AND OFFICIALS**

- 5.6.1 The safety standard of any race car, equipment or apparel is a joint responsibility of the car owner and driver. Any safety check carried out by a NASR or affiliated association licensed official does not guarantee that the race car is without fault and does not absolve the owner and driver of this joint responsibility.
- 5.6.2 The safety check does not impose any level of liability whatsoever upon the official and no expressed or implied warranty of safety shall result from any safety check carried out by any NASR or affiliated association licensed official.
- 5.6.3 By agreeing to have a race car scrutineered, both the race car owner and driver are deemed to have indemnified the official against any prosecution, claim, or action for any death, injury, loss or damage arising from any alleged breach of race car safety.

## **5.7 CLERK OF THE COURSE**

- 5.7.1 The Clerk of the Course shall be responsible directly to the Chief Steward for the safe and efficient 'on track' operation of the race meeting with duties including:
  - (a) The responsibility to ensure that prior to race starts or restarts, ambulance or approved paramedic personnel, flag marshals, track and grid marshals, suitably attired and equipped fire fighters, and push and tow vehicles are at their stations and are ready;
  - (b) The supervision and co-ordination of the various on track personnel, particularly during driver rescue and wreck removal operations;
  - (c) The declaration of the race track to be 'clear' when all obstructions and debris from a prior stoppage have been removed from the track; and
  - (d) The performance of other infield duties as requested by the Chief Steward.

## **5.8 RACE SECRETARY**

- 5.8.1 The Race Secretary shall be responsible directly to the Chief Steward for the 'off track' operation of the meeting, with duties including:
- (a) Being available to drivers and crew chiefs throughout the meeting to help with queries or concerns relating to the conduct of the meeting;
  - (b) Being the first point of contact between drivers, car owners and crew chiefs with the Chief Steward;
  - (c) The responsibility for the supervision of grid draws, the calculation of heat points, determination of grid positions for subsequent races and the notification of all drivers of their grid positions and amendments to these;
  - (d) The duties of, or supervision of, the pit marshal whose duties are to position cars on the dummy grid, advise drivers of late changes to grid positions, and then to marshal race cars onto the race track;
  - (e) Being available to drivers and crew chiefs to advise on responsibilities and options relating to Infringement Notices, disqualifications, Charges of Misconduct, and rights of dispute, and the supply of official NASR forms;
  - (f) Being available to receive payments for fines and disputes fees, and the endorsing of Driver's Infringement Cards accordingly.

## **5.9 ASSISTANT STEWARDS AND OFFICIAL OBSERVERS**

- 5.9.1 These are NASR licensed officials or drivers, who are not driving in that race meeting, that are positioned around the race track and are in radio contact with the Chief Steward to give advice, as requested on race incidents. Regardless of the advice so given, the Chief Steward's judgement and decision is final.
- 5.9.2 Drivers, car owners and pit crew shall not enter into discussions about any on track incident with the Assistant Stewards or Official Observers, who are responsible only to the Chief Steward and not answerable to competitors.

## **5.10 LAP SCORERS**

- 5.10.1 Lap scorers or transponders shall record the position of each car as it crosses the finish line, regardless of whether it is lapped or not.
- 5.10.2 Lap Scorers must be positioned adjacent to the finish line to enable car positions to be accurately recorded.
- 5.10.3 During a stoppage, lap scorers shall provide the grid marshal with a list of cars scored as at the last completed lap.
- 5.10.4 Lap scorers must ensure that lap-scoring sheets are not altered except by direction of the Chief Steward. Lap scorers must also ensure that the Chief Steward signs off any alterations and the final placings.

## **PART 6 DRUGS AND ALCOHOL**

### **6.1 NASR DRUG AND ALCOHOL POLICY**

- 6.1.1 The NASR Drug and Alcohol Policy applies to all events and activities held under the sanction of a NASR Track Permit.
- 6.1.2 NASR condemns the use of illegal drugs and alcohol in speedway and their use is contrary to the ethics of sport and potentially harmful to participants and others.
- 6.1.3 NASR has a zero tolerance regarding the use of drugs and alcohol in sport.
- 6.1.4 The only legitimate use of drugs in Australian speedway racing is under the supervision of a physician for a clinically justified purpose.
- 6.1.5 Any individual applying for a NASR or affiliated association Licence or participating in NASR sanctioned events shall be deemed to have consented to any tests for alcohol and prohibited substances required by NASR or its designated administrator.
- 6.1.6 Unannounced random testing of NASR or affiliated association licence holders for prohibited substances during a race meeting will be conducted from time to time by an independent drug program administrator.
- 6.1.7 A NASR or affiliated association licence holder commits a violation of the NASR Drug and Alcohol Policy if that person refuses to provide a sample for testing when requested by the assigned testing authority. As a result of the refusal the Chief Steward will issue an Infringement Notice and the licence holder will be subjected to the maximum penalty of ten (10) year suspension and \$2,000 fine.
- 6.1.8 A NASR or affiliated association licence holder may be required to submit to a procedure for the purpose of testing for prohibited substances following any incident or accident involving injury or property damage or there is reason to believe that a person is affected by alcohol or drugs.

### **6.2 PROCEDURE FOR DRUG TESTING**

- 6.2.1 The testing for prohibited substances will be conducted utilising saliva based drug-screening equipment.
- 6.2.2 Those persons chosen for testing will not be able to participate in the event until such time as a test is complete.
- 6.2.3 Failure to produce a suitable sample for testing will be deemed as a positive test.

- 6.2.4 Drivers who test positive will be required to present their competition licence to the Chief Steward immediately and will be unable to participate any further in the event and will not be able to enter any restricted areas for the duration of the event.
- 6.2.5 Any responsible party other than drivers who test positive will not be able to continue participating in the event and will not be able to enter any restricted areas for the duration of the event.
- 6.2.6 Any licensed person alleged to be in breach of these rules will be served with an Infringement Notice by the Chief Steward requiring the person to appear before the Race Control Tribunal, and the person will be removed from the pit area.

### **6.3 PROHIBITED SUBSTANCES**

- 6.3.1 While NASR reserves the right to change the list of prohibited substances the broad classes of substances prohibited in speedway include:
  - (a) THC (Marijuana, Hashish)
  - (b) Amphetamines
  - (c) Cocaine
  - (d) Benzodiazepines
  - (e) Opiates (opium, heroin, codeine, morphine)
- 6.3.2 Under the NASR Drug and Alcohol Policy, speedway licence holders are required to have prior written approval for the use of prohibited substances for a therapeutic purpose. Most of the psychiatric medications are liable to cause some degree of drowsiness or diminished concentration on performance. The individual response to these drugs is very difficult to predict and the drugs may be taken for many different conditions and in varying dosages.

### **6.4 PROCEDURE FOR ALCOHOL TESTING**

- 6.4.1 The testing for the presence of alcohol in the body is by the analysis of expired air. Testing should be carried out prior to any competition but may be undertaken at any time during the event.
- 6.4.2 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 test positive result.
- 6.4.3 If any speedway licence holder is detected with a blood alcohol content above 0.0 milligrams per 210 litres of air will be declared unfit by the Chief Steward for further participation in the speedway event.
- 6.4.4 Any speedway licence holder returning a positive breath test result shall be excluded from taking any further part in the event by the Chief Steward and may be subject to further penalties. Any person returning a test result above the required limit will be required by the Chief Steward to leave the pit area.

## **6.5 POSSESSION OF ALCOHOL**

The possession on one's person or the drinking of intoxicating liquor in the pit area by any person at any time before or during a race meeting is prohibited. The Chief Steward or their delegate will order the removal from the pit area of any person in breach of this rule, and if that person is a driver, owner or pit crew member, will immediately disqualify the relevant driver from the race meeting. That person may also be subject to further penalties.

## **PART 7 BEHAVIOUR, FINES, PENALTIES, AND PROTESTS**

**With respect to the payment of fines and fees, GST is included.**

### **7.1 VERBAL AND PHYSICAL ABUSE**

- 7.1.1 No NASR or affiliated association licence holder at a race meeting shall verbally or physically abuse (assault) any person, or use any intimidating or threatening language or actions from the time they enter the speedway complex until they depart the complex after the meeting is completed.
- 7.1.2 Any acts of verbal or physical abuse shall be reported immediately to either the Race Secretary who shall refer the matter to the Chief Steward, or directly to the Chief Steward, who may, if he deems a charge is warranted, serve an Infringement Notice on any NASR or affiliated association licence holder.
- 7.1.3 Where any race official receives any form of abuse from a driver, race car owner or pit crew member, this shall be reported to the Chief Steward who may, if he deems a charge is warranted, disqualify the relevant driver from the race meeting and serve an Infringement Notice on the driver and/or crew member concerned.
- 7.1.4 Where any driver or pit crew member reports verbal or physical abuse from any other person, unless the abuse has been witnessed by a race official who can give an accurate report to the Chief Steward, the aggrieved person will be advised to lodge a Charge of Misconduct and therefore have the matter dealt with by the state Race Control Tribunal.
- 7.1.5 Any licence holder who verbally assaults or abuses another person or attempts to strike another person whilst within a speedway precinct shall be liable to a minimum fine of \$100 up to a maximum fine of \$2,000 and/or up to a maximum 12 month ban from the competition area of a race track.
- 7.1.6 Any licence holder who strikes or any way physically assaults another person whilst within a speedway precinct shall be liable to a minimum fine of \$100 up to a maximum fine of \$5,000 and/or a maximum two year suspension from the competition area of a race track.
- 7.1.7 Any fined licence holder will not be allowed to race or officiate until fines are paid. The penalties in sections 7.1.5 and 7.1.6 may be in addition to any misconduct and penalty referred to in section 7.4.

### **7.2 CONTROL OF PIT CREW**

- 7.2.1 A driver shall be held responsible for the appearance and actions of his or her pit crew and the race car owner from the time they enter the speedway precinct (including public areas and car parks) until the time they leave the complex.
- 7.2.2 So that the pit crew members for which a driver is responsible are known and documented, at scrutineering a driver should submit a list of pit crew members. It is desirable that all

listed pit crew members are in possession of a current NASR or affiliated association licence. NASR licence numbers should be included on the list.

- 7.2.3 Conduct by any race car owner or pit crew member that is contrary to these rules may lead to action by way of disqualification of the driver and/or an Infringement Notice being served upon the crew member or the driver or both.

### **7.3 RECIPROCAL CONDUCT**

All NASR and affiliated association drivers, car owners, pit crew and officials will conduct themselves in a professional and sportsmanlike manner at all times. This is particularly important when in the presence of members of the public. The courtesy expected to be shown to officials by competitors must be reciprocated by courteous and professional conduct being shown to competitors by officials.

### **7.4 MISCONDUCT**

- 7.4.1 Misconduct is defined as any action or behaviour which will bring, or has the potential to bring, the sport of speedway racing or the activities of NASR and its affiliated associations into disrepute.
- 7.4.2 Any NASR or affiliated association licensed person (official, driver, race car owner, pit crew or other participants) may prefer a Charge of Misconduct against any other NASR or affiliated association licensed person alleging an act of misconduct as defined above.
- 7.4.3 A Charge of Misconduct shall be submitted in writing on the NASR Schedule 1 form or plain paper duly signed, dated and containing the relevant information (see Annexure F for sample of information). The paperwork must be received by the NASR or affiliated association State branch office within seven days of the alleged misconduct occurring.
- 7.4.4 To minimise frivolous or vexatious charges, a fee of \$500 must accompany a Charge of Misconduct, with the exception that the fee will be waived where a charge is brought by a NASR or affiliated association licensed person who was acting in an official capacity for the relevant race car division at the time of the alleged misconduct.
- 7.4.5 The NASR or affiliated association State Secretary shall refer the Charge of Misconduct to the Race Control Tribunal for determination in accordance with Annexure A of these rules.
- 7.4.6 The \$500 fee will be reimbursed in the event of the person charged being found guilty of the charge by the tribunal, regardless of whether or not an appeal has been lodged, and regardless of the result of the appeal.
- 7.4.7 Any decision of the Race Control Tribunal pertaining to a Charge of Misconduct can be appealed by any aggrieved party to the Speedway Appeals Tribunal by giving verbal or faxed notification to the NASR National Office within 24 hours of the Race Control Tribunal decision. A written appeal, on the standard NASR Schedule 3 form (see

Annexure F for sample), and accompanied by a fee of \$2,000 must be received by the NASR National Office within 14 days of the conclusion of the Race Control Tribunal hearing.

## **7.5 INFRINGEMENT NOTICE**

- 7.5.1 An Infringement Notice is a written notice served by the Chief Steward or nominee on any NASR or affiliated association licence holder to notify of an offence punishable by a fine or a period of suspension or both. An Infringement Notice for a racing or on track incident is to be served, or the driver verbally advised, within 30 minutes of the completion of the event in which the alleged offence occurred.
- 7.5.2 For non-race offences, the Infringement Notice should be served by the Chief Steward or nominee within 30 minutes of the alleged offence being committed. However, if this is not practical then it should be forwarded to the offending party by hand or registered mail within 7 days of the incident occurring. The offending party will have the right of appeal as specified in section 8.1.2.
- 7.5.3 When a Chief Steward or a delegated official issues an Infringement Notice the following should apply:
  - a) Top Copy: to the Offender
  - b) Duplicate: retained by the issuing body
  - c) Triplicate to accompany any appeal documents
- 7.5.4 Any driver who refuses to receive the Chief Steward's Infringement Notice will forfeit their right of appeal.
- 7.5.5 When the intention to appeal an Infringement Notice has been given, the appellant will then be issued with the appeal form.
- 7.5.6 The Chief Steward will not be required to issue an Infringement Notice for penalties given and carried out during a race.
- 7.5.7 A driver must be notified of an offence or penalty arising from a race by either:
  - i) Boards or flags displayed by the Chief Steward or his appointed official whilst the race is in progress
  - ii) Verbal notification during a race or at the completion of the race
  - iii) Notification by way of an Infringement Notice issued no later than 30 minutes after the completion of the event.
- 7.5.8 The fine and/or period of suspension will normally be determined by the Chief Steward and nominated on the Infringement Notice, but for charges pursuant to sections 6.1, 6.2, 6.4 and 7.1 of these rules, or for such other offences that the Chief Steward may decide, the notice will require a mandatory appearance before the State Race Control Tribunal, in which case the matter will be determined and any fine and/or suspension will be set by the Tribunal.



- 7.5.9 Any fine or suspension will be noted in the Driver's Log Book, Licence, or Infringement Card.
- 7.5.10 This matter can be finalised by payment of the fine and/or serving the period of suspension, as applicable. Any fine nominated on the Infringement Notice must be paid to the Race Secretary, host club or other relevant authority before any further competition, even if the competitor intends to dispute the matter.
- 7.5.11 If a period of suspension is nominated on the notice, further competition at that race meeting is permitted only if the competitor gives verbal notification to the Chief Steward or Race Secretary of his or her intention to dispute the matter and the dispute fee of \$500 has been paid. Competition (pending a dispute hearing) at any later race meeting is permitted only after section 8.1.2 has been satisfied.
- 7.5.12 If an Infringement Notice is served for any offence pursuant or contrary to sections 6.1, 6.2, 6.4 and 7.1 of these rules, or any other offence where the notice requires a person to appear before the State Tribunal, further competition by that person is not permitted until the matter has been dealt with by the relevant tribunals and all judgments have been satisfied, unless the requirements of section 7.5.13 have been satisfied.
- 7.5.13 In circumstances where any delays in conducting a State Tribunal could unreasonable affect the future competition of a driver who has received an Infringement Notice the NASR National Office may provide written dispensation allowing competition in future meetings until a Tribunal can be held. The driver shall not be eligible for any prizemoney or points until after the State Tribunal hearing.
- 7.5.14 Any NASR or affiliated association official incurring a suspension is no longer permitted to act in any official position they held from which the time suspension was imposed to the time the suspension has expired.

## **7.6 INFRINGEMENT NOTICE OFFENCES**

- 7.6.1 The summary of offences for which a driver will receive an Infringement Notice are listed in Annexure C, Penalties Guideline, Part 3.
- 7.6.2 Offences for which an Infringement Notice will be served requiring a mandatory appearance before the State Race Control Tribunal for determination are:
- (a) A driver returning a alcohol breath test - refer to section 6.4
  - (b) A person in possession of or drinking liquor in the pits - refer to section 6.5
  - (c) A NASR licence holder under the influence of or in possession of any prohibited substance - refer to sections 6.1 and 6.2
  - (d) Acts of verbal or physical abuse - refer to section 7.1

## **7.7 PROTESTS**

- 7.7.1 No avenue of protest, dispute or appeal is available against any decisions of the Chief Steward or any other official during a race meeting, unless the matter is notified by an Infringement Notice served by the Chief Steward.
- 7.7.2 All protests/appeals for disqualification shall be heard after the race meeting is completed, not during. Any driver stopping on the race track to protest will be disqualified from that race.

*ASCF/SSA Sedans - Refer Annexure E, Part C, 7.7*

## **7.8 TECHNICAL**

All race cars shall comply with the specification requirements of the relevant state, national or other controlling or sanctioning bodies. If at any time during a race meeting a race car is found to be not complying with the specification requirements the Chief Steward will issue an Infringement Notice and impose fines up to \$2,000 and/or suspensions up to two years. Where applicable, the penalties as specified by the race divisions should be used as a guideline.

## **8. APPEALS AND TRIBUNALS**

### **8.1 RIGHTS OF DISPUTE AND APPEAL**

- 8.1.1 Any owner, driver, official or other NASR or affiliated association Licence holder may appeal to the Race Control Tribunal (NASR) any penalty imposed by the Chief Steward which has been notified by an Infringement Notice. In these rules the word 'dispute' and its derivations will be used to refer to the disputing of an Infringement Notice before the Race Control Tribunal.
- 8.1.2 Any recipient of an Infringement Notice who wishes to dispute the matter must, within forty eight (48) hours of its service, give verbal, email or faxed notification to the NASR or affiliated association State office of his or her intention to do so. A written dispute notification, on the NASR Schedule 2 form (see Annexure F for sample), and accompanied by a fee of \$500, must be received by the NASR or affiliated association State office within seven (7) days of the original service of the Notice.
- 8.1.3 The NASR or affiliated association State Secretary shall check the dispute documentation for compliance and if deficient in respect of lodgement time or fee payment, the dispute will not be heard and any fee submitted will be refunded. The State Secretary shall not pre-judge the merits of the dispute nor discuss its likely outcome with the defendant.
- 8.1.4 However, if the dispute documentation is incorrectly completed when received by the State Secretary an opportunity will be provided for the documentation to be corrected within an advised time frame before the dispute hearing.
- 8.1.5 When the dispute documentation is in order, the NASR or affiliated association State Secretary shall serve written notice on the defendant, giving at least seven (7) days notice of the place and date of the hearing, such date being within twenty eight (28) days of lodgement of the documentation. Included in this notice shall be information on the rights of the defendant at the hearing.
- 8.1.6 Any decision of the Race Control Tribunal can be appealed to the Speedway Appeals Tribunal by giving verbal or faxed notification to the NASR National Office within twenty four (24) hours of Race Control Tribunal hearing. A written appeal, on the NASR Schedule 3 form, and accompanied by a fee of \$2,000 must be received by the NASR National Office within fourteen (14) days of the conclusion of the Race Control Tribunal hearing. In these rules the word 'appeal' and its derivations will be used to refer to the appealing of a decision of the Race Control Tribunal to the Speedway Appeals Tribunal.
- 8.1.7 Any decision of the Speedway Appeals Tribunal can be appealed to the Australian Motor Sport Appeal Court (AMSAC). Refer section 8.4 for details.

### **8.2 RACE CONTROL TRIBUNAL**

- 8.2.1 A Race Control Tribunal is a State based tribunal appointed by the NASR or affiliated associations State Office to hear and determine any of the following:

- (a) An appeal or dispute lodged by an aggrieved person which may or may not be in respect of an Infringement Notice with a nominated penalty, served by the Chief Steward of a race meeting,
- (b) Charges for conduct contrary to sections 6.1, 6.2, 6.4 and 7.1 of these rules, and for any other offence where an Infringement Notice requires a person to appear before the Tribunal for determination of the matter.
- (c) Charges of Misconduct preferred pursuant to section 7.4.

**8.2.2 A Race Control Tribunal has the power to:**

- (a) Dismiss or uphold an appeal or dispute with respect to a Penalty or Infringement Notice
- (b) Reduce or increase the severity of penalties set by such notice.
- (c) Determine outcomes and penalties for charges for conduct contrary to any rule where an Infringement Notice has been served requiring a mandatory appearance before the tribunal; and,
- (d) Determine outcomes and penalties for Charges of Misconduct preferred pursuant to section 7.4, but
- (e) A Tribunal cannot order the re-run of any race.

**8.2.3 Procedures pertaining to the conduct of the Race Control Tribunal, including the rights and responsibilities of the Tribunal and the dependants or plaintiff as applicable, are fully detailed in Annexure A to these rules.**

**8.3. SPEEDWAY APPEALS TRIBUNAL**

**8.3.1 The Speedway Appeals Tribunal is appointed by the NASR National Executive to hear and determine appeals brought by any aggrieved person arising out of a decision of a state Race Control Tribunal.**

**8.3.2 The Speedway Appeals Tribunal has the power:**

- (a) To dismiss or uphold an appeal with respect to a decision of a Race Control Tribunal; or
- (b) To reduce or increase the severity of penalties set or upheld by a Race Control Tribunal decision, but
- (c) Can not order the rerun of any race.

**8.3.3 Procedures pertaining to the conduct of the Speedway Appeals Tribunal, including the rights and responsibilities of the Tribunal and the appellant and any other respondent party are fully detailed in Annexure B to these rules.**

**8.4 AUSTRALIAN MOTOR SPORT APPEAL COURT**

**8.4.1 The Australian Motor Sport Appeal Court (AMSAC) has been established by the Confederation of Australian Motor Sport (CAMS) as the final motor sport court of appeal in Australia.**

**8.4.2 Procedures and responsibilities for the conduct of AMSAC are fully detailed in CAMS Motor Sport Manual, National Competition Rules, available at [www.cams.com.au](http://www.cams.com.au)**

## **ANNEXURE A – RACE CONTROL TRIBUNAL**

### **1. GENERAL**

The Race Control Tribunal (the Tribunal) is a State based Tribunal appointed by each NASR or affiliated association State Office to hear and determine outcomes for the following types of matter;

- Disputes lodged by persons aggrieved by an Infringement Notice served by the Chief Steward of a race meeting, such notice nominating a penalty determined and set by the Chief Steward. For procedures, refer to section 3 of this Annexure.
- Charges for conduct contrary to sections 6.1, 6.2, 6.4, and 7.1 of the NASR Race Rules and for any other offence where the Infringement Notice served by the Chief Steward of a race meeting requires a person to appear before the Race Control Tribunal for determination. For procedures, refer to section 4 of this Annexure.
- Charges of Misconduct preferred by any person pursuant to section 7.4 of the NASR Race Rules. For procedures, refer to section 5 of this Annexure.

### **2. TRIBUNAL REGISTER AND APPOINTMENT OF TRIBUNAL MEMBERS**

Each NASR and affiliated association State Office shall keep a register of suitable persons who may be called upon to sit on their local state Race Control Tribunal. Registrants may be speedway officials, administrators or competitors, must be highly regarded as being persons of undisputed integrity and must have unanimous approval of the NASR or affiliated association State Boards.

For any specific hearing, the Race Control Tribunal shall consist of three members, each drawn from the register by the State Secretary, and shall include at least one member who is familiar with the relevant race car division. The appointed Tribunal members shall select one of their number as chairperson.

Persons not eligible to sit on a particular Tribunal include any person from the racing division involved who was participating at the applicable race meeting as an owner, driver, pit crew or licensed official, and any person who may have a real or perceived interest or conflict of interest with any party, or the matter under consideration.

### **3. DISPUTES PROCEDURES**

Any offence or penalty shown on an Infringement Notice may be disputed through the relevant State office to the State Race Control Tribunal. The recipient of an Infringement Notice who wishes to lodge a dispute (the defendant) must, within 48 hours of its service, give verbal or faxed notification to the NASR or affiliated association State Office of their intention. This notification must include the Infringement Notice number.

A written dispute notification, on the NASR Schedule 2 form, including a brief outline of the grounds of the dispute, and accompanied by a fee of \$500, must be received by the NASR or affiliated association State Office within seven days of the original service of the Notice.

The NASR or affiliated association State Secretary shall check the dispute documentation for compliance and if deficient in respect of lodgement time or fee payment, the dispute will not be heard and any fee submitted will be refunded or returned. The State Secretary shall not pre-judge the merits of the dispute nor discuss its likely outcome with the defendant.

However, if the dispute documentation is incorrectly completed when received by the State Secretary an opportunity will be provided for the documentation to be corrected before the dispute hearing.

When dispute documentation is in order, the State Secretary shall serve written notice on the defendant, giving at least seven days notice of the place and date of the hearing, such date being within 28 days of lodgement of the documentation. Included in this notice shall be information on the rights of the defendant at the hearing.

#### **4. PROCEDURES FOR CHARGES REQUIRING TRIBUNAL DETERMINATION**

For charges pursuant to sections 6.1, 6.2, 6.4, and 7.1 of the Australian Speedway Race Rules, or for such other offences that the Chief Steward may determine, the Infringement Notice will require a mandatory appearance at the Race Control Tribunal, in which case the matter will be determined and any fine and/or suspension will be set by the Tribunal.

Within seven days of service of the Infringement Notice, the State Secretary shall serve written notice on the person charged (the defendant), giving at least seven days notice of the place and date of the hearing of the charge. Included in this notice shall be information on the rights of the defendant at the hearing. Failure to receive this notification within seven days is not grounds for having the charge dismissed.

#### **5. PROCEDURES FOR CHARGES OF MISCONDUCT**

Any NASR or affiliated association licensed person (race official, driver, race car owner or pit crew member) may prefer a Charge of Misconduct against any other NASR or affiliated association licensed person alleging an act of misconduct as defined in section 7.4.

A Charge of Misconduct shall be submitted in writing on the NASR Schedule 1 form and received by the NASR or affiliated association State Office within seven days of the alleged misconduct occurring. A fee of \$500 must accompany a Charge of Misconduct, except that the fee is waived where the charge is brought by a NASR or affiliated association licensed person who was acting in an official capacity for the relevant race car division at the time of the alleged misconduct.

The State Secretary shall check the charge documentation for compliance and if deficient in respect of lodgement time or fee payment, the charge will not be heard and any fee submitted will be refunded or returned.

However, if the dispute documentation is incorrectly completed when received by the State Secretary an opportunity will be provided for the documentation to be corrected before the dispute hearing.

When the Charge of Misconduct documentation is in order, the State Secretary shall, within seven days of lodgement of the charge, serve written notice on both the person preferring the charge (the plaintiff) and the person being charged (the defendant), giving at least 14 days notice of the place and date of the hearing of the charge by the Tribunal. On these notices shall be information on the rights of the plaintiff and defendant, as applicable, at the hearing. Failure to receive notification within seven days is not grounds for having the charge dismissed.

Included in the notice to the defendant shall be a copy of the NASR Schedule 1 form submitted by the plaintiff, giving details of the charge and a description of the incident that led to the charge. There is no obligation on the defendant to provide details of his or her defence prior to the Tribunal hearing.

## **6. RESPONSIBILITIES AND RIGHTS OF THE TRIBUNAL**

The Race Control Tribunal has the responsibility to hear the matter in a fair and impartial manner and to accord the defendant and/or plaintiff, as applicable, every opportunity to present evidence in accordance with their rights.

The Tribunal chairperson has the responsibility to maintain control and decorum in the hearing room and to remove any person not behaving in a suitable manner.

The Tribunal has the right to call upon any person to give evidence which it deems is necessary to reach an unbiased and lawful decision and Tribunal members have the right to question the defendant and/or plaintiff and witnesses called by any party.

The Tribunal may adjourn a hearing to a later time that day or to another date, if it considers that this is necessary.

Following an adjournment to consider its determination, the Tribunal chairperson shall address the defendant and/or plaintiff, as applicable, as to the Tribunal decision and the reasons for reaching such decision.

Where a person has been found guilty of a charge, the Tribunal shall allow that person to address it on the question of an appropriate penalty.

The Tribunal shall cause a tape recording of the hearing to be taken and retained by it and also shall maintain a record of matters heard and within seven days, advise the State Secretary of the Tribunal decision, and the reasons for the decision.

## **7. RIGHTS OF THE DEFENDANT AND PLAINTIFF**

At the Tribunal hearing, the defendant and/or plaintiff, as applicable, have the right to state their case, call witnesses, present any other relevant evidence including video evidence, and to question or cross-examine witnesses called by any other party, but any legal advisors present do not have the right to cross-examine.

Where a Charge of Misconduct is being heard, the defendant and plaintiff both have the right to question each other, but any legal advisors present do not have this right.

Except for questions of Tribunal procedure, the defendant and/or plaintiff do not have the right to direct questions to Tribunal members.

The defendant, or his or her legal advisor, has the right to address the Tribunal with respect to pleading a lesser charge and at this time, or following a guilty decision, may make a submission on the question of an appropriate penalty.

## **8. DECISION OF THE TRIBUNAL**

### **8.1 Disputes**

The Race Control Tribunal may decide that a dispute may be dismissed or upheld or substituted by another decision, and further, may decide that any previously imposed penalty be waived, varied, or its severity reduced or increased.

The Tribunal may order that the \$500 dispute fee be forfeited, reimbursed, or partly forfeited and partly reimbursed. Other than ordering forfeiture of the dispute fee, the Tribunal shall not make an order with respect to costs incurred hearing the dispute.

### **8.2 Charges requiring Race Control Tribunal determination**

Where an Infringement Notice requires a mandatory appearance before the Race Control Tribunal, the Tribunal may determine the outcome by dismissing the charge, declaring the charge proven or substituting the charge by another decision, and further, may set an appropriate penalty by way of a fine and/or period of suspension.

Where a person has been found guilty of a charge, the Tribunal may make an order with respect to reasonable costs incurred hearing the matter, these costs being in addition to any fine payable.

### **8.3 Charges of Misconduct**

Where the Race Control Tribunal has considered a Charge of Misconduct, the Tribunal may determine the outcome by dismissing the charge, declaring the charge proven, or substituting the charge by another decision and further, may set an appropriate penalty by way of a fine and/or period of suspension.



Where the defendant has been found guilty of the charge, the \$500 lodgement fee will be reimbursed to the plaintiff. The Tribunal may also make an order in respect of reasonable costs incurred in hearing the matter. These costs may be apportioned to the tribunal and the plaintiff, as the Tribunal will determine.

Where a Charge of Misconduct has not been proven, the plaintiff will forfeit the \$500 lodgement fee, and the Tribunal may order the plaintiff to pay reasonable costs of any other party where it judges the charge to have been vexatious or frivolous or brought without reasonable grounds.

Notwithstanding an order for costs, the Tribunal has no authority to make an order in respect of damages to any party as a result of the Tribunal's decision.

## **9. FURTHER APPEAL**

Any aggrieved person can appeal to the national Speedway Appeals Tribunal any decision of the Race Control Tribunal by giving verbal or faxed notification to the NASR National Office within 24 hours of the Race Control Tribunal decision.

A written appeal, on the NASR Schedule 3 form, and accompanied by a fee of \$2,000 must be received by the NASR National Office within 14 days of the conclusion of the Race Control Tribunal hearing.

Refer to Annexure 'B' for details of appeals to the Speedway Appeals Tribunal.

## **10. REIMBURSEMENT OF COSTS**

The NASR or affiliated association State Office may pay or reimburse reasonable travelling costs and out of pocket expenses to Race Control Tribunal members, where such costs were legitimately incurred in the execution of Tribunal duties.

All costs incurred by the defendant are the responsibility of the defendant including the expenses of any witnesses required in support of the Tribunal hearing.

## **ANNEXURE B – SPEEDWAY APPEALS TRIBUNAL**

### **1. GENERAL**

The Speedway Appeals Tribunal (the Tribunal) is a Tribunal appointed by the NASR National Executive to hear and determine appeals brought by a person (the appellant) aggrieved by a decision of any state Race Control Tribunal. Any party, if applicable, in opposition to the appellant at the Tribunal hearing is referred to in this annexure as the 'respondent'.

### **2. TRIBUNAL REGISTER AND APPOINTMENT OF TRIBUNAL MEMBERS**

The NASR National Office shall keep a register of suitable persons who may be called upon to sit on the Speedway Appeals Tribunal. The registrants may be speedway officials, administrators or competitors, must be highly regarded as being persons of undisputed integrity and must have unanimous approval of the NASR National Executive.

For any specific hearing, the Speedway Appeals Tribunal shall consist of three members, each drawn from the register held by the NASR General Manager, and shall include at least one member who is familiar with the relevant race car division. The appointed Tribunal members shall select one of their number as chairperson.

No person who was a member of the Race Control Tribunal for any matter is eligible to sit on the Speedway Appeals Tribunal for that same matter. Persons also ineligible include any person from the racing division involved who was participating at the applicable race meeting as an owner, driver, pit crew member or licensed official, and any person who may have a real or perceived interest or conflict of interest with any party, or the matter under consideration.

### **3. APPEALS PROCEDURES**

Any decision of a State Race Control Tribunal can be appealed by any aggrieved person to the National Speedway Appeals Tribunal by giving verbal or faxed notification to the NASR National Office within 24 hours of the Race Control Tribunal decision.

A written appeal, on the NASR Schedule 3 form, including a brief outline of the grounds of appeal, and accompanied by a fee of \$2,000 must be received by the NASR national office within 14 days of the conclusion of the Race Control Tribunal hearing.

The NASR General Manager shall check the appeal documentation for compliance and if deficient in respect of lodgement time or fee payment, the appeal will not be heard and any fee submitted will be refunded or returned. The General Manager shall not pre-judge the merits of the appeal nor discuss its likely outcome with the appellant.

However, if the appeal documentation is incorrectly completed when received by the NASR General Manager an opportunity will be provided for the documentation to be corrected within an advised time frame before the appeal hearing.

When appeal documentation is in order, the NASR General Manager shall serve written notice on the appellant, and the respondent, if applicable, giving at least seven days notice of the place and date of the hearing, such date being within 28 days of the lodgement of the documentation. Included in this notice shall be information on the rights of the appellant, and the respondent if applicable, at the hearing.

#### **4. RESPONSIBILITIES AND RIGHTS OF THE TRIBUNAL**

The Speedway Appeals Tribunal has the responsibility to hear the matter in a fair and impartial manner and to accord the appellant, and the respondent if applicable, every opportunity to present evidence in accordance with their stated rights.

The Speedway Appeals Tribunal shall have access to all NASR and affiliated association files and records, the Race Control Tribunal findings and decisions, and the reason for those decisions.

The Tribunal chairperson has the responsibility to maintain control and decorum in the hearing room and to remove any person not behaving in a suitable manner.

The Tribunal has the right to call upon any person to give evidence which it deems is necessary to reach an unbiased and lawful decision and Tribunal members have the right to question the appellant, and respondent if applicable, and witnesses called by any party.

The Tribunal may adjourn a hearing to a later time that day or to another date, if it considers that this is necessary.

Following an adjournment to consider its determination, the Tribunal chairperson shall address the appellant, and the respondent if applicable, as to the Tribunal decision and the reasons for such decision.

Where a person has been found guilty of a charge, the Tribunal shall allow that person to address it on the question of an appropriate penalty.

The Tribunal shall cause a tape recording of the hearing to be taken and retained by it and also shall maintain a record of matters heard and within seven days, advise the NASR General Manager of the Tribunal decision, and the reasons for the decision.

#### **5. RIGHTS OF THE APPELLANT AND OTHER PARTIES**

At the Speedway Appeals Tribunal hearing the appellant, and the respondent if applicable, have the right to state their case, call witnesses, present any other relevant evidence including video evidence, and the right to question or cross-examine witnesses called by any party. Legal advisors for any party do not have the right to cross-examine.

Evidence presented at the Race Control Tribunal is admissible at the Speedway Appeals Tribunal, but unless it can be shown that a Race Control Tribunal decision was flawed, a successful appeal will be dependent upon new or additional evidence.

Where a Charge of Misconduct decision is being appealed, both the appellant and respondent have the right to question each other, but legal advisors present do not have this right.

Except for questions of Tribunal procedure, neither the appellant nor respondent, if applicable, have the right to direct questions to Tribunal members.

The appellant, or the respondent if applicable, or relevant legal advisor, has the right to address the Tribunal with respect to pleading a lesser charge and at this time, or following a guilty decision, may make a submission on the question of an appropriate penalty.

## **6. DECISION OF THE TRIBUNAL**

The Speedway Appeals Tribunal may decide that an appeal may be dismissed or upheld or substituted by another decision and further, may decide that any previously determined penalty be waived, varied, or its severity reduced or increased.

The Speedway Appeals Tribunal may uphold an appeal if it decides that a Race Control Tribunal decision was flawed, or it decided in favour of new or additional evidence.

The Tribunal may order that the \$2,000 appeal fee be forfeited, reimbursed, or partly forfeited and partly reimbursed. Other than ordering forfeiture of the appeal fee, the Tribunal may not make an order with respect to costs incurred hearing the appeal.

## **7. AVENUE OF FURTHER APPEAL**

An aggrieved person can appeal to AMSAC a decision of the Speedway Appeal Tribunal by providing written notification to the Secretary, AMSAC within seven (7) days of the Speedway Appeal Tribunal decision accompanied by a fee of \$6,000. (Half of this fee will be reimbursed if the AMSAC appeal is successful.) The appeal may proceed only under circumstances where the appeal meets the Grounds for Appeal as specified in CAMS National Competition Rules.

## **8. REIMBURSEMENT OF COSTS**

The NASR National Office may pay or reimburse reasonable travelling costs and out of pocket expenses to Speedway Appeals Tribunal members where such costs were legitimately incurred in the execution of Tribunal duties.

All costs incurred by the appellant are the responsibility of the appellant including the expenses of any witnesses required in support of the appeal.

## **ANNEXURE C – PENALTIES GUIDELINE**

### **1. BLACK FLAG OFFENCES**

- Car continuing to exceed maximum noise level - section 3.5.3
- Car being push started does not start within one lap – section 4.4.2
- Travelling at speed across infield - section 4.8.2
- Deliberate, reckless or negligent contact with another car - sections 4.8.3
- Persistently careless driving during passing - section 4.9.5
- Driver repeatedly passing on the infield - section 4.9.5
- Reckless race track re-entry - section 4.10.2
- Primary cause of two race stoppages – section 4.11.8
- Driver persistently refusing to accept restart position - section 4.13.3
- Any car (except Sprintcar) with either outside tyre flat at restart - section 4.13.9
- Persistently careless driving - section 4.14.3
- Driver refusing to go rear of field when directed - section 4.15.4
- Any part of engine cover is lost or damaged and compromises driver safety – section 4.19.3
- Lapped car impeding lapping traffic - section 4.20.2
- Driver stopping on the race track to force a stoppage - section 4.21.1
- Driver (except Sprintcar) who removes or undoes safety apparel while in confines of race track - section 4.22.2
- Driver ignoring mechanical defect flag - section 4.25.2
- Driver (except Sprintcar) undoes safety apparel and gets out of car – section 4.26.7

### **2. REAR OF FIELD OFFENCES**

- Sprintcars and Speedcars that become stationary in red light or yellow light stoppage and require a push start - section 4.4.1
- Delaying race start by more than two minutes - section 4.5.1
- Car crossing centre T line at race starts - section 4.5.5
- Car unable to time trials will start ROF in the heat races - section 4.5.8
- Second occasion breaking formation or jumping star after warning for first offence - section 4.7.1
- Careless driving during passing moves - section 4.9.5
- Driver repeatedly passing on the infield - section 4.9.5
- Reckless race track re-entry - section 4.10.2
- Failing to stop on red light - section 4.11.4
- Primary cause or contributing cause of race stoppage - sections 4.11.6 and 4.11.7
- Second refusal to accept restart position - section 4.13.3
- Jumps the start, hits the cone or passes on the inside of the cone, or passes another car before the cone - section 4.13.6
- Sprintcar with flat tyre (except LHF) at restart - section 4.13.9, Annexure E, Part A
- Persistent careless driving - section 4.14.3
- Car which drops debris on race track which leads to race stoppage – section 4.19.1
- When work not completed in time car may rejoin at subsequent restart if no further laps of race completed - section 4.26.3
- Changing a wheel during red light/flag on first lap of a State or National Title or other agreed major event – section 4.26.4
- Speedcar that removes wheel from any axle – section 4.26.8, Annexure E, Part B

- Driver (or agreed representative) failing to attend drivers briefing – section 5.3.4
- Car entering infield to check serviceability and requires a push start - section 5.5.6

### **FINES, SUSPENSIONS AND DISQUALIFICATIONS OFFENCES**

- Unauthorised use of communication equipment – 12 month disqualification - section 3.4.3
- Exceeding noise limit and ignoring black flag - \$100 per lap and car and driver excluded from meeting - section 3.5.3
- Passing pace car - \$100 fine - section 4.5.2
- Serious deliberate, reckless or negligent contact with another car - maximum fine of \$2,000 and/or maximum suspension of 2 years - refer to section 4.8.3
- Failing to stop on red light - \$100 minimum fine and option to disqualify from meeting - section 4.11.4
- Failure to accept black flag – minimum \$300 to maximum \$2,000 fine and/or 3 month minimum and 2 year maximum suspension - section 4.17.2
- Ignoring black flag - \$100 per lap and/or the driver and car disqualified from the meeting – section 4.17.3
- Driver gets out of car to remonstrate or make defamatory gestures – disqualified from event with a maximum fine of \$2,000 and/or maximum suspension of 2 years - section 4.22.3
- Crew member enters race track under red or yellow light/flag situation without Chief Steward authority - \$500 fine to both crew member and driver and/or disqualification from meeting – section 4.27.1
- Subsequent unauthorised track entry will result in 12 month suspension for offender and a \$1,00 fine and/or disqualification from meeting for driver - section 4.27.2
- Refusal to provide a sample for drug testing – excluded from event, 10 year suspension and \$2,000 fine – section 6.1.7
- Driver who tests positive to drug test required to present licence to Chief Steward - unable to participate in event and not allowed in any restricted areas – section 6.2.4
- Returning positive alcohol breath test – excluded from meeting, and required to leave pit area – section 6.4.4
- Possession or drinking of alcohol in pits before or during a race meeting – removal of person(s) from pit area and driver disqualified from the meeting – section 6.5.1
- Verbal assault or abuse or attempt to strike – minimum \$100 to maximum \$2,000 fine and/or maximum 12 months suspension – section 7.1.5
- Striking or physical assault – minimum \$100 to maximum \$5,000 fine and/or maximum 3 year suspension – section 7.1.6
- Non compliance with technical specifications - fines up to \$2,000 and/or suspensions up to two years - section 7.8

### **4. LOSS OF POSITIONS OFFENCES**

- Car breaks formation or jumps start within field enabling cars to be passed unfairly - section 4.7.2
- Careless passing - section 4.9.3
- Passing another car with any wheel on infield - section 4.9.4
- Passing car while rolling under yellow lights may be subjected to penalty - section 4.11.2

## **ANNEXURE D – MINIMUM SPEEDWAY SAFETY STANDARDS FOR APPAREL**

The minimum safety standards listed below will become compulsory as of 1st July 2008. The definition of Licence category is available from the NASR website ([www.nasr.com.au](http://www.nasr.com.au)) under “Competition”.

### **SAFETY APPAREL**

#### **AA - All Divisions**

#### **A - All Open Wheeled Divisions**

#### **ASCF/SSA - Super Sedans**

##### **Race Suit**

Minimum standard of either SFI 3.2A/5 or FIA 8856-2000

##### **Boots**

Comply with SFI 3.3 and FIA 8856-2000

##### **Balaclavas**

Comply with SFI 3.3 or FIA 8856-2000 and must be worn

##### **Gloves**

Comply with SFI 3.3 or FIA 8856-2000. It is recommended they are the Gauntlet style glove and must not be modified in any way.

##### **Underwear**

Comply with SFI 3.3, FIA 8856-2000 or FIA ISO 6940 and must be worn. Drivers must only wear cotton under-garments (eg. no synthetic boxer shorts), and no under wires on bras. No synthetic attire and no jewellery to be worn by a competitor whilst competing.

##### **Helmets**

Full faced and comply with the Snell SA-2000 or Snell SA-2005 Standard

##### **Head and Neck Restraint**

Meet the SFI 38.1 Standard and must be worn. (A horse collar is optional when wearing a Head and Neck Restraint)

#### **A - All Sedan Divisions**

#### **ASCF - All Divisions except Super Sedans**

#### **B - All Divisions except Karts**

#### **JD - Junior Competitors**

#### **V - Vintage**

##### **Race Suit**

Minimum standard of either SFI 3.2A/1 or the higher standard of apparel

##### **Boots**

Comply with SFI 3.3 and FIA 8856-2000

##### **Balaclavas**

Comply with SFI 3.3 or FIA 8856-2000 and must be worn

##### **Gloves**

Comply with SFI 3.3 or FIA 8856-2000. It is recommended they are the Gauntlet style glove and they must not be modified in any way.

**Underwear**

Comply with SFI 3.3, FIA 8856-2000 or FIA ISO 6940 and must be worn. Drivers must only wear cotton under-garments (eg. no synthetic boxer shorts), and no under wires on bras. No synthetic attire and no jewellery to be worn by a competitor whilst competing.

**Helmet**

Full faced, comply with the AS1698 standard and must be no older than 5 years from the manufacturer date (check the manufacturer date prior to purchase). The higher Snell standard helmet can be used and is recommended.

**Horse collar**

Compulsory if driver is not using a Head and Neck Restraint

**Head and Neck Restraint**

Recommended but not mandatory. If worn a Head and Neck Restraint must conform with SFI 38.1. An AS1698 helmet must not be modified in any way. Only a Snell SA-2000 or Snell SA-2005 helmet can be modified to wear a head and neck restraint device.

**K - Karts****Drivers Suits**

Drivers must wear abrasive resistant overalls (to the satisfaction of the Scrutineer). No press-studs are allowed and disposable type overalls are not acceptable.

**Boots**

Approved karting boots

**Helmets**

Full faced and comply with the AS1698 Standard, no older than 5 years from manufacturer date, with a recommendation on the use of a Snell rated helmet.

**Head and Neck Restraint**

Is recommended but not mandatory. However, a horse collar is compulsory if a driver is not using head and neck restraint. Any head and neck restraint worn must conform to SFI 38.1. An AS1698 helmet may not be modified in any way. Only a Snell helmet may be modified to fit a head and neck restraint device.

**E - Extraneous Events**

Extraneous Events such as demo derby will have the standards set by the supplementary regulations in accordance with the NASR Track Operators Manual requirements for Extraneous Events.



## **ANNEXURE E RULE VARIATIONS**

### **Part A SPRINTCARS**

#### **4.4 PUSH STARTS**

- a) Each race car is allowed one push start without penalty before the initial race start and following any red light/flag stoppage where the incident did not involve that car, and the car stopped due to the red light. For other push starts, the car will be required to go rear of field.
- b) Any car involved in a yellow light/flag stoppage, whether or not a contributing cause, and has become stationary, and for whatever reason requires a push start, will be required to go rear of field in the restart.
- c) Any car involved in a red light/flag stoppage, whether or not a contributing cause, and has become stationary before the red light is shown, and for whatever reason requires a push start, will be required to go rear of field in the restart.

#### **4.13 SINGLE FILE RESTARTS**

- a) A car with a flat tyre (except LHF) must go ROF at any restart after a yellow light stoppage. If a red light situation occurs drivers are permitted to change the tyre and then start at the rear of field.
- b) Other than the first lap of an event, drivers unable to make a previous start, may return to the rear of the field provided that a complete racing lap has not been recorded since their withdrawal.

#### **4.20 LAPPED CARS**

- a) In all restarts, lapped cars will take up their positions as per the previously recorded lap, in order of placing behind those Sprintcars on the current lead lap or as directed by the Chief Steward.

#### **4.26 WORKING ON CARS**

- a) During a red light/flag stoppage, pit crews may work on a car, but on the infield at designated area only. The driver may get out of the car if necessary. A wheel may be removed and replaced to change the offset or to allow for repairs, but only after notifying an official so that it can be verified that the same wheel is put back on.

#### **4.28 REFUELLING**

- a) On track or infield refuelling is only permitted during a red light/flag stoppage. Before refuelling, firefighters must be alerted, the engine must be switched off and extreme caution must be exercised to avoid spillages.

#### **4.29 SUBSTITUTE CARS**

- a) If a Sprintcar driver uses a substitute car for time trials, he may use a substitute car but time trial from last position and only able to qualify as high as position 11.
- b) When a multi day/night meeting is conducted, Sprintcar drivers may change chassis after each day/night's racing has been concluded and retain their points.

## **ANNEXURE E    RULE VARIATIONS**

### **Part B    SPEEDCARS**

#### **4.4    PUSH STARTS**

- a) Each race car is allowed one push start without penalty before the initial race start and following any red light/flag stoppage where the incident did not involve that car, and the car stopped due to the red light. For other push starts, the car will be required to go rear of field.
- b) Any car involved in a yellow light/flag stoppage, whether or not a contributing cause, and has become stationary, and for whatever reason requires a push start, will be required to go rear of field in the restart.
- c) Any car involved in a red light/flag stoppage, whether or not a contributing cause, and has become stationary before the red light is shown, and for whatever reason requires a push start, will be required to go rear of field in the restart.

#### **4.26    WORKING ON CARS**

- a) During a red light/flag stoppage, pit crews may work on a car, but on the infield at designated area only. The driver must remain in the car at all times.
- b) Any car that removes any wheel from the axle at any time will go rear of field at the restart.

## **ANNEXURE E RULE VARIATIONS**

### **Part C ASCF/SSA, RSA of NSW SEDANS AND AMCA NATIONALS**

#### **3.6 ROOF NUMBER PLATES**

- a) A roof number plate is mandatory for all race meetings, State and National Titles. However, supplementary regulations may advise otherwise where transponders are being used to record laps.
- b) The roof number is a number issued for identification of a car on race day and may be distinct from the car registration number. It shall be a metal plate 30cm square with a 5cm right angle fold at the bottom where 2 holes at 20cm centres shall be drilled to take 6 mm bolts.
- c) Number one is reserved for the current National and State Title holders with Australia 1 taking precedence at National Titles and the defending State Number 1 taking precedence at State Titles. All clubs recognise State title holders who wish to run Number 1 as their roof number, but home State title holders will take precedence at Club Meetings.
- d) The roof plate number shall be bolted to the roof of the vehicle at an angle from the left hand front to the right hand wheel arch or parallel with the side of the car depending on lap scoring requirements. The number shall be painted using a black background and white numbers. 20, 30, 40, etc shall not be used.

#### **5.1 ACCREDITATION OF OFFICIALS**

- a) All officials must have undertaken and passed an accreditation program to be eligible to officiate at ASCF/SSA sanctioned meetings.

#### **7.7 PROTESTS (ASCF/SSA only)**

- a) Any driver who considers they have been aggrieved by the actions of another driver during a race may lodge a protest at the completion of a race with the Chief Steward, within 2 minutes of the completion of the race and before leaving the track or infield area
- b) Protests must be presented in person, but the Drivers Representative may be present
- c) The Chief Steward will consider the case put by the driver and may interview other drivers or officials where necessary to reach a decision. That decision will be given to the drivers involved
- d) No fee is required nor is a form needed
- e) The Chief Steward may serve an Infringement Notice as a result of the protest.

## **ANNEXURE F NASR FORMS**

**SCHEDULE 1 NOTICE OF CHARGE OF MISCONDUCT**

**SCHEDULE 2 NOTICE OF INTENTION TO DISPUTE AN INFRINGEMENT  
NOTICE TO STATE RACE CONTROL TRIBUNAL**

**SCHEDULE 3 NOTICE OF INTENTION TO APPEAL TO SPEEDWAY APPEALS  
TRIBUNAL**

**CHIEF STEWARD REPORT**



**NATIONAL ASSOCIATION OF SPEEDWAY RACING**

**NOTICE OF CHARGE OF MISCONDUCT  
(SCHEDULE 1)**

Must be lodge with NASR State Office, or affiliated association State office together with a fee of \$500 within 7 days of the alleged misconduct occurring. The fee is waived where the charge is brought by a person acting as an official pursuant to Australian Speedway Race Rule 7.4.4.

**NASR State Office or affiliated association State office:**.....

**Details of Person charged. (complete with details available)**

Name .....

Address .....

.....

Licence No. .... Phone No. ....

Racing Division ..... Club .....

**Details of the person making the charge.**

Name .....

Position .....

Licence No. .... Phone No. ....

Address  
.....

.....

**Signature** .....

**Details of the charge.**

Date of incident ..... Time of incident .....

Venue where incident occur.....

Description of charge.....

.....

Brief description of incident.....

.....

.....

**Office use only**

Date received ..... NASR Officers Signature .....

Fee received.      Yes      No



**NATIONAL ASSOCIATION OF SPEEDWAY RACING**

**NOTICE OF INTENTION TO DISPUTE AN INFRINGEMENT NOTICE  
TO STATE RACE CONTROL TRIBUNAL  
(SCHEDULE 2)**

Notification to dispute must be made verbally to NASR or NASR State Office or affiliated association State Office within 48 hours of the service of the Infringement Notice. This is to be followed by lodgement of this completed written form to the NASR State Office, together with the fee of \$500.00 within 7 days of the service of the Infringement Notice.

**NASR State Office, or affiliated association State Office:.....**

**Details of Person lodging dispute.**

Name .....

Address .....

Licence No. .... Phone No. ....

Racing Division.....

Club .....

Signature .....

**Details of Charge.**

Date of incident ..... Infringement Notice Number .....

Penalty being disputed .....

Venue and State where incident occurred .....

Brief outline of grounds of dispute. ....

**Office use only**

Date received ..... NASR Officers Signature .....

Fee received.      Yes      No



**NATIONAL ASSOCIATION OF SPEEDWAY RACING**

**NOTICE OF INTENTION TO APPEAL TO SPEEDWAY APPEALS TRIBUNAL  
(SCHEDULE 3)**

---

Notification of appeal must be made verbally or by facsimile to NASR National Head Office within 24 hours of decision of the State Race Control Tribunal. This is to be followed by lodgement of this completed written appeal to the NASR National, together with the appeal fee of \$2000.00 within 14 days of the Race Control Tribunal decision.

**NASR National Office:** **PO Box 269, STEPNEY SA 5069**  
**Phone: (08) 8139 0777 Fax: (08) 8361 3522**

**Details of Appellant**

Name .....

Address.....

.....

Licence No. .... Phone No. ....

Racing Division .....

Club .....

**Appellant Signature** .....

---

**Details of Charge.**

Date of incident .....Date of Tribunal Decision .....

Penalty appealed against.....

.....

.....

Venue and State where incident occurred .....

.....

Brief outline of grounds of appeal.....

.....

.....

.....

---

**Office Use Only**

Date received ..... NASR Officers Signature .....

Fee received. (Yes / No)



## CHIEF STEWARD REPORT

To be completed by the meeting Chief Steward and submitted to the Track Operator at the conclusion of the meeting and a copy forwarded to the NASR National Office within 7 days.

<b>Location:</b>	<b>Track Operator:</b>
<b>Date:</b>	<b>Major Event held at Meeting:</b>

<b>Sections Competing:</b>

REVIEW	COMMENTS
Weather Conditions:	
Track conditions during meeting:	
Condition of track lighting: (If applicable)	
Which Medical Services were present: (Ambulance, doctor, or paramedics)	
What Fire and Rescue Services present:	
Were communication systems operational?	
Did meeting start at scheduled time? Reason for any delays?	
Did meeting run to Program? Reason for any delays?	
What time did last race finish?	
Where any protests or appeals received?	

### **CHIEF STEWARD REPORT (Cont)**

<b>Were there any incidents or accidents to report?</b>	
---	--

**If so, give brief details below and attach completed NASR Incident/Accident Report for each occasion:**

<hr/> <hr/> <hr/> <hr/>
-------------------------

**Please provide brief statement summarizing the meeting including any other matters brought to the Chief Steward's attention:**

<hr/> <hr/> <hr/> <hr/> <hr/>
-------------------------------

**This report is confirmed by the signature of the Chief Steward:**

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

## **ANNEXURE G – PIT RULES**

The following are the rules which should apply to the pit area. Any breach of these rules by the driver or his crew may result in exclusion of the driver from the pits and racing and may also result in further action from the meeting officials.

- i) There is to be no drinking of alcohol either at least 12 hours before or during the meeting and glass containers must not be used at any time in pit areas.
- ii) No intoxicated persons or persons under the influence of drugs are allowed in the pits or track area.
- iii) Smoking is not permitted in the pit area with the exception of designated areas.
- iv) Minimum dress requirements are shorts, short sleeved shirt or t-shirt and covered shoes. Open shoes must not be worn in pit area. For people working on cars in pit area shorts should cover knees.
- v) Axle stands must be used at all times if a person is working under a car.
- vi) Any fuel brought into the pit area must be stored in an approved container.
- vii) Cars in the pits must be driven at a speed not exceeding a reasonable walking pace at all times.
- viii) Quad bikes must only ever be ridden at a speed not exceeding a brisk walking pace within the speedway complex. A helmet complying with AS1698 as minimum standard (may be open face helmet) must be worn by rider.
- ix) No riding on cars or additional people on quads; only riders permitted on quads.
- x) Children are not permitted in the pit area under the age of 16 years. The exception to this rule:
  - Children aged 14 or 15 years who possess a NASR Licence and/or Personal Accident Insurance.
  - Children aged 10 to 14 must possess a NASR Licence and/or Personal Accident Insurance and are actively competing in the race meeting. (NSW to check legislative requirements).
- xi) No push starting of Sprintcars, Speedcars or any class of car with or without a clutch in any part of pit area.
- xii) Minimum standards for fire and first aid response must be in place before engine starts.
- xiii) Drivers must have permission from pit marshal or race director for push starts on race track prior to and during race meetings.
- xiv) All cars must be scrutineered prior to practice or racing.
- xv) Full racing safety gear must be worn for all engine starts, practice and racing including helmets, clothing, gloves, neck collar and all belts must be tightened.
- xvi) Drivers and crew must follow directions of speedway, fire and ambulance officials at all times.
- xvii) Any person who has been injured at race meeting must report the incident to the secretary of the race meeting on the day of the meeting.
- xviii) Any person having problems in the pits should bring them to the attention of the Pit Marshall immediately.
- xix) Abusive behaviour or misconduct is not to be tolerated and any incident must be reported to the Chief Steward immediately.
- xx) Cars that have withdrawn from racing should advise the Pit Marshall as soon as possible.

## **II: EXTRACT FROM NASR TRACK OPERATORS MANUAL REGARDING NASR LICENSING AND INSURANCE REQUIREMENTS**

### **2.2 PERSONAL ACCIDENT INSURANCE**

#### **2.2.1 MINIMUM PERSONAL ACCIDENT INSURANCE REQUIREMENTS**

All drivers, pit crew members and officials participating in a NASR sanctioned/insured race meeting must be in possession of personal accident insurance cover that specifically covers all risks relevant to speedway race meetings. Any person not in possession of such cover may be admitted to the pit area, but must not actively participate in the race meeting in any way.

Personal accident insurance cover is included as a member benefit to all NASR members and is therefore linked to the NASR photo licence, otherwise personal accident cover may be obtained that is equal or better cover, approved of by NASR. Participants are free to obtain their own alternative personal accident cover if they desire, however in the event of an accident, may only claim on one policy.

#### **2.2.2 ONE DAY LICENCE/INSURANCE**

The primary purpose of a one day Licence is for non-regular drivers such as celebrity event drivers, demolition derby drivers, or for new drivers to test cars. These one day licences can only be issued by the relevant NASR State office or NASR National Office. Drivers are permitted two (2) one day licence per season. If a driver wishes to race for a third day they are required to purchase a full NASR Licence. However, because they are upgrading their one day licence, they will only be required to pay the difference between the cost of the one day licence and the cost of a full licence. An application form for a one day licence and a one day licence driver waiver form can be found on the following pages.

A one day licence if purchased less than one (1) week prior to the intended race meeting and/or has not been authorised by the State Office or NASR National Office. The fee will not be deducted from the cost of a NASR licence. A medical waiver is required to be completed and signed along with the One Day Licence application. Payment and forms are to be returned to the NASR National Office within 7 days of the race meetings completion. A \$50.00 One Day Licence should be issued to persons who have not given sufficient time to NASR to process their licence application.

A one day licence if purchased no later than one (1) week prior to the intended race meeting and authorised by a State Office or NASR National Office. The fee will be deducted from the cost of a NASR licence at the discretion of NASR National Office. A medical waiver is required to be completed and signed along with the One Day Licence application. Payment and forms are to be returned to NASR National Office within 7 days of the race meetings completion.

### **2.2 PERSONAL ACCIDENT INSURANCE (Cont)**

#### **2.2.3 ONE DAY PIT MEMBERSHIP PROCEDURE**

- One Day Pit Membership booklets contain 10 membership applications @ \$5.00 per membership.
- Booklets to be pre-purchased by track or club from NASR Head Office or State Branches.
- Applicant to complete membership application in full prior to entering the pit area.

Copies to be retained by:    Applicant – White  
   Club – Yellow  
   NASR – Green

- One Day Pit Membership includes personal accident insurance for the event date stated on the membership form (or completion of single day event).
- NASR copy (green) to be returned to NASR no later than 7 days after completion of meeting.
- Applicants to also sign Release and Waiver of Liability Assumption of Risk and Indemnity Agreement, as per usual.
- NASR One Day Pit membership is not compulsory however all tracks should have books on hand should a One Day membership be requested. It is in the tracks best interest to ensure that persons entering the pits hold appropriate insurance cover.

***One Day NASR Licence***

Date Issued ..... (to be recorded by NASR State Office)

One Day Licence Number ..... (to be issued by the NASR State Office)

Event Date ..... Two Day Event..... (Consecutive Days)

Venue.....

Division .....

Applicants Name.....

Address.....

..... P/Code.....

Applicants Signature.....

Reasons for Issue.....

**By purchasing a One-Day Licence Drivers will receive Personal Accident cover as part of their day licence and membership.**

**Fee payable: \$** ..... **Date paid** .....

Club Secretary/Issuing Officers Signature.....

Approved (State Office).....

After race meeting has concluded, the Club should retain a copy of this one day licence for Club records. The original should be returned to NASR State Office **with the appropriate fee, within 7 Days.**

Returned & Recorded at State Office..... / /

Returned & Recorded at NASR Head Office..... / /

**Please complete Medical Waiver on reverse side of form.**

**ONE DAY LICENCE DRIVER, WAIVER OF LIABILITY ASSUMPTION OF  
RISK AND INDEMNITY AGREEMENT AND DECLARATION**

**DECLARATION:**

I,..... One Day Licence No.: .....

hereby acknowledge and accept full responsibility for my fitness to drive or be a passenger in a race vehicle for racing purposes on speedway race tracks for this day only. I believe that I am of a fitness level that is adequate for the purpose and accept full responsibility for my actions, (voluntary and involuntary) while driving a race vehicle, and declare that there is absolutely no reason to suggest that I would not be fit for that purpose.

I understand that if I have any doubts in relation to signing this document, then I should refrain from signing and have a doctor give me a full medical report to satisfy my concerns.

**Please note:** The signing of this waiver does not preclude you from any payments under the personal accident scheme.

SIGNED..... DATE.....

WITNESSED AND SIGNED BY CLUB OFFICER

SIGNED..... DATE.....

NAME OF CLUB OFFICER.....



### 4.1.5 NASR LICENCES

All drivers, pit crew members and officials participating in any NASR sanctioned/insured race meeting must be in possession of a relevant NASR issued photo licence that is free of unpaid fines and current suspensions.

Photo licences must be available for inspection by the Chief Steward, Scrutineer, Race Secretary or other authorised NASR race meeting official. Only a current NASR licence free of unpaid fines and outstanding penalties will be accepted as a legal licence for speedway competition.

No driver is permitted to compete while receiving payments under any Workers Compensation scheme or benefits from any accident insurance policy.

Whether through accident, or for any other reason, a driver is considered unfit to continue racing, the Chief Steward, after consulting with ambulance or paramedic personnel, will order that the driver not compete for the remainder of the meeting.

Drivers competing in their first race meeting will be required to start rear of field and continue to do so at subsequent meetings until the Chief Steward permits them to start in the field. It is the responsibility of the Chief Steward to determine the suitability of drivers to be included in the draw for positions in the field.

**AA** Licence entitles the licence holder to drive in any speedway class.

**A** Licence entitles the licence holder to drive in any class except AA classes.

**B** Licence entitles the licence holder to drive B licence category only.

**ASCF** Licence entitles the licence holder to drive in any ASCF class and any class from the B licence category.

Licence upgrades must be applied for from the NASR National Office prior to a driver participating in a higher class event.

#### **NASR Licence Classes**

**AA** – Sprintcars, Super Sedan, Speedcars, Late Models.

**A** – AMCA, Formula 500, Modified and Super Rod, Litre, Compact, V6 Sprint, Sportsman, Modified Sedan and similar, Super 6, Motorsport Australia, East Coast Modified.

**B** – Street Stock, Bomber, Six Pax, Fender Bender, Crash and Bash, Karts, Mud Racers, Quarter Midget.

**ASCF** – All ASCF Drivers (excluding juniors).

**JD** – Junior Driver.

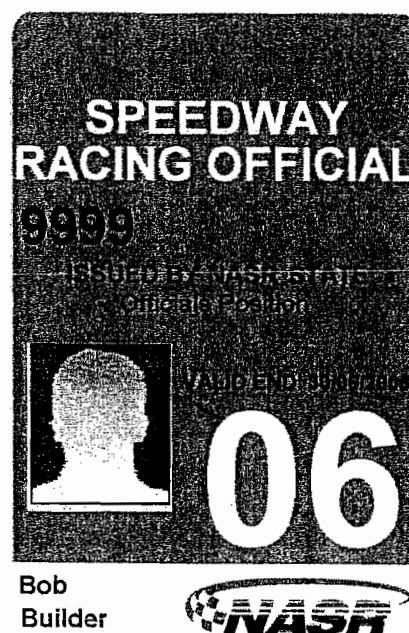
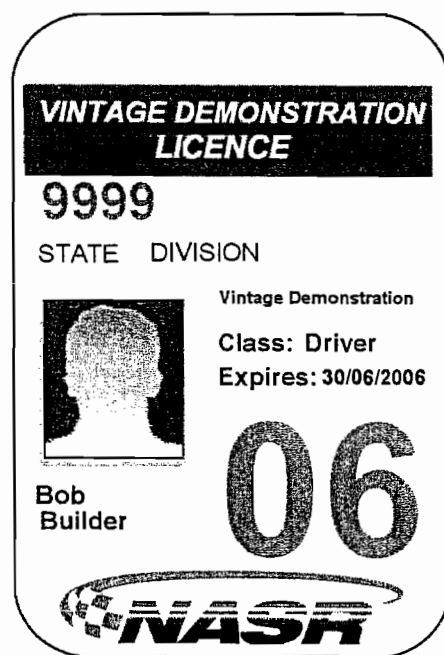
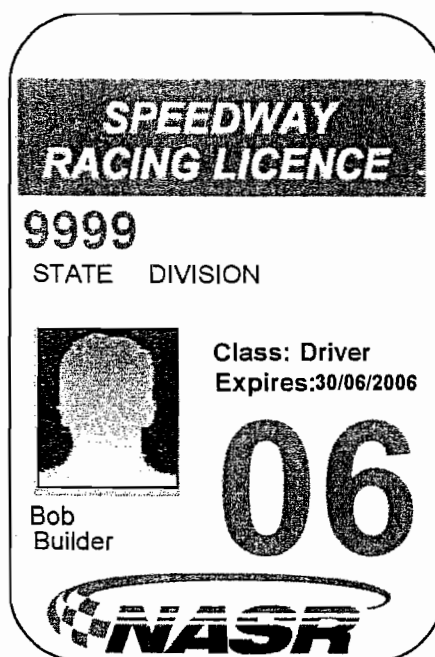
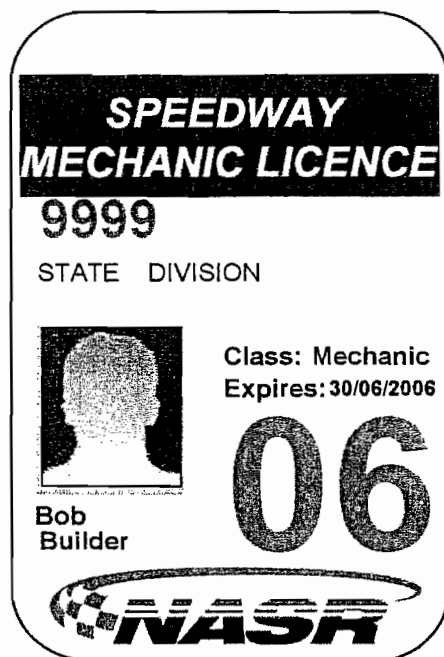
**JM** – Junior Mechanic.

**C** – All Mechanics and Officials.

The following two pages provide 'example' licences as should be sighted and checked prior to commencement of the race meeting.

## 4. Race Meeting Requirements

### 4.1.5 NASR LICENCES (Cont)



## 4. Race Meeting Requirements



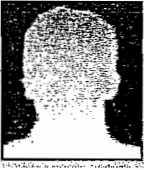
Page 3 of 3

### 4.1.5 NASR LICENCES (Cont)

**JUNIOR SPEEDWAY  
MECHANIC LICENCE**


**9999**      DOB:00/00/00

STATE      DIVISION

 Junior Mechanic  
Class: Mechanic  
Expires:30/06/2006

**06**


Bob  
Builder



**JUNIOR SPEEDWAY  
RACING LICENCE**


**9999**      DOB:00/00/00

STATE      DIVISION

 Class: Driver  
Expires:30/06/2006

**06**

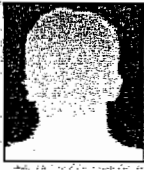
Bob  
Builder



**JUNIOR SPEEDWAY  
OFFICIAL LICENCE**


**9999**      DOB:00/00/00

STATE      DIVISION

 Class: Official  
Expires: 30/06/2006

**06**


Bob  
Builder



**SPEEDWAY  
OFFICIALS LICENCE**


**1**

WA      Kwinana Motorplex

 Class:D  
Expires:30/06/2006

**06**

Officials  
Licence





**III: EXTRACT FROM NASR TRACK OPERATORS MANUAL SETTING OUT POLICIES  
RELATING TO ENVIRONMENTAL COMPLIANCE REQUIREMENTS**

<b>NASR Procedure 05/2004</b>	Revision:	Original
	Date:	11 October 04
	Author:	A. Fuller
	Approved:	T. McAvaney
<b>Hazard Spotting and Reporting</b>		

#### What is a Hazard?

A hazard is something that has the potential to cause harm. This harm can affect people, property and processes as follows:

- **People** Injury, illness, death, psychological trauma
- **Property** Damage, contamination/environmental, theft and wastage
- **Processes** Work disruption and/or interruption to a race meeting.

#### Why Report Hazards

For every serious injury/accident or death in the workplace there is usually a history of 'warning signs' or near hits that were ignored. These 'warning signs' or hazards should be rectified before the accident happens.

Also, conditions at sites can change daily (eg wet weather). The changes have the potential to introduce new hazards.

#### Responsibilities

It is the responsibility of track operators to assess and provide control methods for the hazards that have been identified. Once hazards have been identified, assess the level of risk. This will determine the priority assigned to its elimination or control.

All identified hazards should be documented.

#### How to Spot Hazards

- Review previous accident reports, injury registers to identify any problem areas.
- Conduct regular housekeeping and general working environment inspections.
- Ask "what if" questions:
  1. What if that fell, burst or leaked?
  2. What if someone tripped over that?
  3. What if someone unauthorised enters the area?
  4. What if someone does that job when they are tired, or rushed?
  5. What if someone touched/sniffed that?

Look at everything including out of the way storage car parks, water ways, banks etc

#### Hazard Reporting Process

A hazard reporting process needs to include:

- A Hazard Identification Report that includes a Hazardous Assessment section
- Accessibility of the form
- Form that is easy to use
- Corrective action follow up of reported hazards.

<b>NASR Procedure 05/2004</b>	Revision:	Original
	Date:	11 October 04
	Author:	A. Fuller
	Approved:	T. McAvaney
<b>Hazard Spotting and Reporting (Cont).</b>		

The aim of a Hazard Identification Report (overleaf) is to encourage employees/volunteers to spot and record hazards. Therefore, the Hazard Identification Report needs to be prominently displayed readily accessible.

### Training

In order to be successful, employees and volunteers need to be trained. All training should be recorded.

### Risk Assessment Definition

Risk Assessment is the process of determining the 'level of risk' associated with a hazard by examining the probability of consequences occurring, and the severity of those possible consequences.

Following a risk assessment a Risk Rating can be assigned which will reflect the priority for corrective action and the intensity for hazard control required.

The assessment should be completed by the track operator in consultation with employees/volunteers in order to determine the risk of injury, illness, property or equipment damage occurring from the identified hazard.

In some circumstances in order to complete this risk matrix, scientific testing or professional advice may be required in order to quantify the hazard, ie environmental or noise assessments etc.

### Hierarchy of Control

Having identified and assessed track hazards, you need to implement a strategy to eliminate or reduce the exposure risk.

The Hierarchy of Control listing below will help you decide the best way to control risks. This identifies control strategies from the most effective to the least effective strategy. You must consider possible control strategies in the order specified below.

Please note that not all strategies will be practicable and more than one type of strategy may be needed to achieve the best protection. For example, use of hazardous substances may require the ventilation, Personal Protective Equipment, or a review of the procedures and training.

#### Hierarchy of Control Includes the Following Options

**Elimination** – Completely remove the hazard.

**Substitution** – Replace with a safer alternative.

**Engineering** – The use of engineering modification to reduce the hazard.

**Administrative** – OHS policies, safe work procedures, training etc.

**PPE** – Provide Personal Protective clothing and equipment.

<b>NASR Policy 10/2004</b>	Revision:	Original
	Date:	12 August 04
<b>Hazardous Substances</b>	Author:	S. Holmes
	Approved:	T. McAvaney

*This policy has been written to discuss Hazardous Substances, Dangerous Goods and Material Safety Data Sheets (MSDS's) in the workplace.*

## HAZARDOUS SUBSTANCES

Hazardous substances are those that may put people at risk of injury or illness. There are a wide variety of man-made and natural substances that are commonly used including petrochemicals, solvents, acids, herbicides and pesticides, common cleaners, detergents and paint. All of these substances can put people at risk if used incorrectly.

The effects of these substances can vary greatly from causing slight irritation, to sickness or even death. They may also put users at risk for months or years after the initial exposure. Chemicals and substances need not be dangerous if used correctly, and all managers have an obligation to provide a safe environment.

Chemicals, poisons and hazardous substances must be stored, handled and used properly.

## IDENTIFICATION OF HAZARDOUS SUBSTANCES and DANGEROUS GOODS

Most people will be aware of the products that contain a risk or hazard either by making reference to the product label or through general knowledge. However it is often difficult to determine the chemical contents from a label. A simple way to determine a hazardous substance is by looking for a warning phrase such as "Keep out of reach of children".

Dangerous Goods are easily identifiable by the package/container label. All dangerous goods have a triangular shaped label that includes a number and statement of what it is.

## MATERIAL SAFETY DATA SHEETS

All manufacturers, importers and suppliers of hazardous substances are required to provide Material Safety Data Sheets (MSDS) if requested to by the purchaser. An MSDS must be held for all hazardous substances. These sheets contain information on the name of the product, UN Number and Hazchem Number, physical characteristics, ingredients, effects of exposure, fire and explosion data, routes of exposure, emergency and first aid information, personal protection equipment required.

In the event of an emergency or contamination an MSDS can be used to determine how to deal with the problem. If there is a requirement to contact "000" the UN Number should be given to assist them with providing timely and accurate information. Likewise with the Fire Brigade, providing them with the Hazchem No will allow them to prepare for their response prior to arrival.

<b>NASR Policy 10/2004</b>	Revision:	Original
	Date:	12 August 04
<b>Hazardous Substances (Cont)</b>	Author:	S. Holmes
	Approved:	T. McAvaney

**RISK ASSESSMENT**

On receipt of an MSDS a risk assessment should be conducted to determine if there are any possible dangers in using the substance. If the risk assessment provides a positive result, then safety control measures must be put into place. Eg policies, procedures or signage developed warning people of the potential risks, and guidelines to counteract them.

**STORAGE OF DANGEROUS GOODS**

- As far as practical there must be adequate security to prevent access to dangerous goods by unauthorised people.
- Goods that can react or deteriorate from effects of water shall be kept dry.
- Must be stored in a manner so that if there is a leak or spill, they cannot possibly contaminate food or personal products.
- All ignition sources in a hazardous area should be eliminated or controlled to an acceptable level to prevent fire or explosion.
- Storage systems should be designed to contain the contents of any spills.

**FLAMMABLE LIQUIDS**

- Small quantities of flammable liquids should be stored in a purpose-built flammable materials storage cupboard.
- Signage on the cupboard should include the dangerous goods symbol and all warnings.
- Smoking or naked flames should not be permitted within 3 metres of a flammable store.
- Minimum quantities should be stored only.

**GASES**

- The characteristics of the gas should be determined by referring to the appropriate MSDS, before suitable storage can be decided.
  - Leaks should be determined by a safe method (eg use of soapy water).
  - Gas bottles should be stored and used in an upright position – except where otherwise directed.
  - Bottles must be contained to prevent falling over.
  - Empty bottles and full bottles should be identified and segregated.
  - Storage area must display all warning phrases and relative Dangerous Goods symbols.
  - Smoking or ignition sources are not permitted within 6 metres of flammable gas storage.
- Minimum quantities should be stored only.



<b>NASR Procedure 04/2004</b>	Revision:	Original
	Date:	20 September 04
<b>Spill Response and Spill Kits</b>	Author:	A. Fuller
	Approved:	T. McAvaney

## Introduction

Fuel spills can cause environmental damage, property damage (eg fire) and be significant health risks to people. National Legislation and State Regulations in Australia state that individuals and organisations have a responsibility to protect the environment. Under the law, tracks must exercise due diligence to ensure that all reasonable steps are taken to protect the environment. This includes having equipment and procedures in place.

Therefore, tracks need to ensure that:

- Appropriate clean-up equipment is provided
- Spill response procedures are in place
- Training is provided
- Pre and post race inspections of spill equipment are carried out
- Empty airtight metal containers are provided for the safe disposal of collected materials
- Approved waste removal contractors are used to remove collected materials.

## Equipment

Australian Standard approved spill response kits are commercially available throughout the country. It is understood that Enretech Pty Ltd (Technical Services: Chris Aebi - 0425 232 741) is the only manufacturer that produces a spill kit that is designed to deal with the range of hazardous materials typically found at tracks (ie, oils, petrol, diesel and methanol). As shown below, kits are available in various sizes eg wheelie bins (120L or 240L) or nylon bags (duffle or hanging bags).



Range of Enretech Spill Control Kits

Spill kits should be located in an easily accessible area in the pit area (suggest near extinguishers) and in workshops.

<b>NASR Procedure 04/2004</b>	Revision:	Original
	Date:	20 September 04
<b>Spill Response and Spill Kits (Cont).</b>	Author:	A. Fuller
	Approved:	T. McAvaney

## **Benefits of Spill Kit Equipment**

- Simple to use
- Rapid encapsulation eliminates leaching
- Drying agents are non toxic, non abrasive, non-carcinogenic and non volatile
- Acts as a vapour suppressant and fire retardant.

## **Notes:**

1. It is important to ensure that various clearly labelled packages contained within the kits are not mixed together.
2. The use of sand and/or sawdust to clean up spills is hazardous and thus not permitted

## **Training**

Employees need to be trained in the track's Standard Spill Response Procedure. Training needs to be undertaken annually.

Prior to each race meeting, participants should be advised:

1. That any spills need to be dealt with promptly
2. The availability and location(s) of spill response equipment
3. Of the Standard Spill Response Procedure.

## **STANDARD SPILL RESPONSE PROCEDURE**

On discovery of a spill:

1. Avoid exposure to potential personal harm. Get away from the spill and evaluate the situation from a safe location. (Keep up wind if possible.)
2. Identify:
  - The type of material spilled (refer to MSDS where possible)
  - The size of the spill
  - Whether the leak has stopped
  - Whether two or more chemicals are involved (ie could react with each other)
  - Any unusual features (eg foaming, odour, fire, etc.).
3. Use personal protective equipment (PPE) if needed (eg respirator, gloves etc).

<b>NASR Procedure 04/2004</b>	Revision:	Original
	Date:	20 September 04
<b>Spill Response and Spill Kits (Cont).</b>	Author:	A. Fuller
	Approved:	T. McAvaney

4. Contain the spill (as per instructions of spill kit). (Go through the instructions.)
5. Clean up the spill using the appropriate spill kit equipment.
6. Dispose of contaminated materials appropriately:
  - Contaminated equipment (eg tools and non-disposable PPE) should be safely and appropriately decontaminated. (See instructions in the spill kit.)
  - Contaminated absorbent used to clean up flammable liquids should be kept in an airtight metal container.
  - Any flammable liquids that are recovered without the use of spill kit material should be placed in approved plastic or metal containers.

Note: Disposal requirements will vary between States, therefore it would be prudent to contact local authorities for details on requirements and to also have a contractual arrangement with a waste management company to remove all hazardous wastes from the track.

7. Following clean-up, file an incident report. The incident report (for every spill, including incidental/minor spills) should be completed by the track operator. Send a copy of the completed incident report to NASR.

**IV: DETAILS OF NASR'S PREFERRED MINIMUM TRACK STANDARDS AND THE FIVE-  
STAR NATIONAL TRACK STANDARD RATING SYSTEM**

### 1.2.1 PREFERRED MINIMUM TRACK STANDARDS

	<b>5 Star</b> *****	<b>4 Star</b> ****	<b>3 Star</b> ***	<b>2 Star</b> **	<b>1 Star</b> *
<b><u>Track Safety Fence</u></b> Minimum acceptable working height after track grading. (See explanatory Note 1)	1.3 m	1.0 m	1.1 m	1.0 m	0.8 m
<b><u>Construction Material</u></b>	Concrete			Concrete / Wood / Metal / Rubber Tyre	
<b><u>Catch Fence</u></b> Minimum height above track. (includes safety wall and fence) 30° top cabling overhang at top Mesh – maximum opening.	6.0m  50x50mm	4.5 m  50x50mm	3.5 m  50x50mm	2.5 m  50x50mm	1.5 m  50x50mm
<b><u>Cables</u></b> <i>All to be equally spaced.</i>  Minimum Number  Minimum Diameter	6  13mm	5  13mm	4  13mm	2  9mm	-  -
<b><u>Posts</u></b> Spacing between posts Posts set minimum into ground	50mm Pipe or Railway Iron 3m for Pipe or 5m for Railway Iron All 1m (depth may be reduced if Posts are anchored or concreted into ground).				
<b><u>Crowd Control Fence</u></b> <b>Scenario 1</b> Minimum Height  Distance behind Catch Fence  <b>OR</b> <b>Scenario 2</b> Minimum Height  Distance behind Catch Fence	1.0m  5.0m   2.0m  4.0m	1.0m  3.0m   2.0m  2.5m	0.8m  2.0m   1.0m  1.6m	0.8m  1.6m   0.8m  1.6m	0.8m  1.5m   0.8m  1.5m

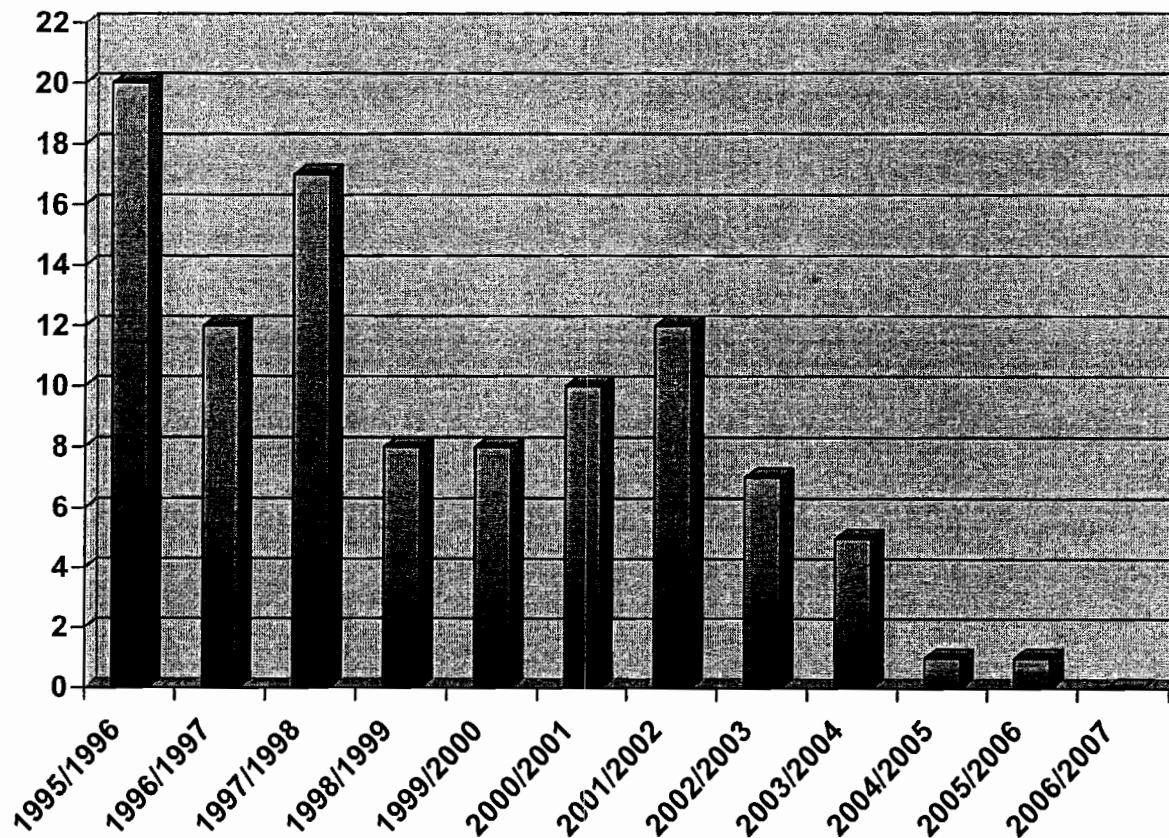
#### Explanatory Note 1:

Various types of existing fences are accepted at this time (subject to approval). Some tracks may have no fencing around the perimeter but may still be acceptable when crowd exclusion zones are in place.

Strict security is to be maintained and spectators not permitted in unfenced areas.

## **V: NASR INSURANCE CLAIMS HISTORY**

**CLAIMS SUMMARY REPORT**  
**NATIONAL ASSOCIATION OF SPEEDWAY RACING**  
**TOTAL NUMBER OF LIABILITY CLAIMS PER POLICY YEAR**  
**(1995 TO DATE)**



1995/1996 – 20 Claims  
1996/1997 – 12 Claims  
1997/1998 – 17 Claims  
1998/1999 – 8 Claims  
1999/2000 – 8 Claims  
2000/2001 – 10 Claims  
2001/2002 – 12 Claims  
2002/2003 – 7 Claims  
2003/2004 – 5 Claims  
2004/2005 – 1 Claims  
2005/2006 – 1 Claims  
2006/2007 – 0 Claims

**VI: SUMMARY OF THE NASR PUBLIC LIABILITY INSURANCE PROGRAM AVAILABLE  
TO TRACK AND VENUE OPERATORS IN 2007/08**



# MARSH



## **National Association Of Speedway Racing**

### **2007/08 Public Liability Insurance Program Executive Summary**

**July, 2007**

#### **Marsh Vision Statement:**

*Our vision is to be the world's leading global advice and solutions firm. Through our expertise and commitment to excellence, we are dedicated to managing risk, maximising growth and creating value for our clients and shareholders.*

#### **NASR Mission Statement:**

*To ensure unity, leadership, and direction for speedway racing in Australia by, developing standards in safety, training, presentation and performance, improving the profile and establishing a promotional image for the industry, coordinating, standardising, and developing management skills at all levels.*

## **INTRODUCTION**

Marsh Insurance Brokers on behalf of the National Association of Speedway Racing wish to advise you of your renewal terms for the speedway industry public liability program.

As detailed last year, the program is open to all tracks in Australia and the scheme has grown, now to include approximately 75 tracks.

Marsh and NASR have again worked extremely hard on this year's renewal with considerable time and effort and have delivered what we believe has continued the strength of the scheme and continued to enhance the scheme in some areas.

### **Policy coverage and strength**

The scope of the industry policy continues to be one of the most comprehensive available in the insurance market. It is a custom made product, not an "off the shelf" insurer's product. It is a specifically designed policy relating solely to motor sport and Australian speedway in particular, and has been refined to provide comprehensive cover for all of speedway's participants over the past 19 years.

## **FEATURES OF THE 2007/08 RENEWAL**

In reviewing the features of the 07/08 renewal negotiations, it is important to revisit the improvements made last year to the Liability Insurance program as they have formed the basis for this year's renewal and as such, we detail the key elements of the scheme.

- Liability Limit now is \$50,000,000 any one occurrence/any period
- Errors and Omissions Limit is \$5,000,000 any one period of insurance
- Deductible level \$10,000 with the tracks bearing \$1,500 of this and the balance by NASR
- Single policy with Lloyds Syndicates – APRA approved
- Drip feed payments system based on meetings each month

### **Reduced Premiums**

We have delivered a reduction in some category premiums based upon the continued improved claims record and improved market conditions. Much of this is also attributed to the underwriter confidence in the risk management program.

### **Premium Allocation Model**

Last year, NASR worked closely with Marsh to redesign the premium allocation model that encouraged club level events to be conducted. The premium savings have been evident through this model. Under this model, each track is asked to categorise each race meeting as defined on the graph on page 4 of this document. For instance, if a meeting is planned for Modified Sedans, Street Stocks, Juniors and a full field of F500's, then the rate applicable for that meeting would be a "C" (Club Event) and the corresponding premium would be due. If the next meeting on the calendar was an open sprintcar event, then the "AAA" premium would be due. And if the next meeting included entry level sedans, Karts and AMCA, then the "RS" premium would be due, and so on.

### **Premium Payment Terms**

Tracks will continue to be required to pay the premium for each meeting fourteen (14) days in advance to Marsh. Once this payment has been received, a permit will be issued as proof of insurance cover to be displayed at Drivers meetings. Marsh will invoice each meeting in the preceding month, based upon your calendar as supplied.

### **Rain-out Policy**

The implementation of a Pay-As-You-Go (PAYG) system has enabled the negotiation of an improved rain-out policy. In addition to Rain Outs, this can also apply to meetings being cancelled because of lack of rain etc

If a meeting is rained-out or cancelled prior to the first event being conducted, an application can be made to Marsh to transfer the credit to another race meeting. Alternatively, the race meeting can be rescheduled the following day without notice to Marsh or be rescheduled to another date WITH notice to Marsh.

If a meeting is rained-out or cancelled during the meeting and rain-out passes are given to patrons, a 50% credit is applicable. If a meeting is rained-out or cancelled during the meeting and no rain-out passes are given to patrons, then the meeting will stand as completed.

### **Commitment and Deposit Premium**

In order for the insurance cover to take effect, we require tracks to complete the attached commitment form and send it to Marsh, in addition to your 2007/08 Race Calendar and a deposit of \$1000.

This deposit will be allocated/credited to your first meeting for the season and will deem your track as a financial member of the scheme, thereby giving insurance cover.

### **Reconciliation of Premium**

If the incorrect premium has been charged due to late changes in the event program (ie a division is cancelled or added) then a reconciliation will take place. This will either result in extra premium falling due, or the crediting of premium towards another meeting.

### **Two-Day Meetings**

Two-Day Meetings attract premium at the rate of one-and a half times the relevant premium category.

### **Practice and Sponsors/Mechanics Day**

Practices are included at no charge provided that Marsh or NASR are notified prior to the event. NASR need to issue a permit to ensure standards are maintained and the general public is not permitted.

## **NASR SERVICES TO MEMBERS**

As part of the insurance program, NASR plays an active role in the success of the scheme and this has been enhanced with the recent recognition, through the overriding delegation in Australia of CAMS, NASR has been awarded a delegation of authority for Speedway Racing in Australia by the Federation Internationale de l'Automobile (FIA). This is the first international recognition by the FIA of any speedway activity anywhere in the world. In addition, the following are key components of the success of the program.

### **Risk Management Assistance**

NASR has recognised for some time the need to adopt strong Risk Management philosophies.

Our approach is one of influencing tracks to achieve the standards we demand as a minimum level of safety. Public Liability insurance is the last line of defence in our Risk Management Program.

### **Key Initiatives are:-**

- Track Inspections
- Track Risk Audits
- Track Operators Manual
- Safety Training
- Emergency response training

### **Industry Advocate**

NASR, as the peak body in Speedway, is constantly working to progress the industry as a whole, and plays a vital role in representing the Speedway Industry in discussions with other major Motor Sporting organisations, Government bodies and regulators.

### **Premium Risk Management Discounts**

Risk Management discounts will be applicable to the base premium, which will determine your premium figures for every category. Simply, the better claims record you have, management systems and improvements to your facility you make, the more discount you will receive.

This discount is calculated using the following indicators where applicable:

- Track Inspection reports
- Track Audit reports
- Completed Survey Form results
- Attendance of key safety personnel at NASR Safety Training Seminars
- Claims History
- Compliance with NASR policy & systems including NASR Licensing for all drivers, mechanics and officials, pit rules and other risk management controls

## PREMIUM ALLOCATION MODEL

The following model will again be used to determine the premium allocation for individual race meetings

Category	Definition of Category	Permitted Classes	Restricted Classes/Limits
"AAA"	Open Event	*Sprintcars, Monster Trucks	*Nil
"AA"	Restricted Open Event	*Up to 12 x Open Sprintcars *Up to 16 x 360ci Sprintcars	*Open Sprintcars restricted to 12 cars *360ci Sprintcars restricted to 16 cars
"A"	Club Restricted Event	*Up to 8 x 360ci Sprintcars 320ci/Limited Sprintcars	*Open Sprintcars *360ci Sprintcars restricted to 8 cars
"B"	Open Sprintcar Demonstration	*Up to 4 x Sprintcars *All other divisions	*Limit of 4 x Sprintcars
"C"	Club Event	*All divisions except Sprintcars & Speedcars	*Sprintcars *Speedcars
"OS"	Open Sedan Club Event	*All Sedans *AMCA Nationals *Karts *Quarter Midgets *Vintage *Micro Sprints *Mini Sprints *Limited Sportsman *V6 Sprints	*Sprintcars *Speedcars *V8 Dirt Modifieds *Super Rods *Open Sportsman *Limit of 10 x Compact Speedcars *Limit of 10 x Litre Sprints *Limit of 10 x F500
"RS"	Restricted Sedan Club Event	*Sedans *AMCA Nationals *Karts *Quarter Midgets *Vintage *Burnout Events	*All open wheel divisions *Super Sedans *Late Models *V8 Dirt Modifieds

## WHAT YOU NEED TO DO ...

Please forward the following to **Marsh** prior to 24th August 2007.

- \$1,000.00 deposit premium
- 2007/08 Racing Calendar
- Signed Commitment form
- Completed "Summary of Meeting Form" to determine premium due

**Marsh Pty Ltd**  
GPO Box 2637  
Adelaide SA 5001

**Phone: 08 8385 3624**  
**Fax: 08 8211 8785**

## **VII: LIST OF SPEEDWAY TRACKS CURRENTLY OPERATING IN AUSTRALIA**

TRACK	STATE	NASR
Broken Hill	NSW	Yes
Corowa Speedway	NSW	No
Cullen Bullen Raceway	NSW	Yes
Dubbo Speedway	NSW	Yes
Gilgandra Speedway	NSW	Yes
Goulburn Speedway	NSW	Yes
Grafton Speedway	NSW	Yes
Griffith Speedway	NSW	Yes
Gunnedah Speedway	NSW	Yes
Heartland Raceway	NSW	Yes
Leeton Speedway	NSW	Yes
Lismore Speedway	NSW	Yes
Newtown Park Speedway	NSW	No
Nowra Speedway	NSW	Yes
Parramatta City Raceway	NSW	Yes
Sapphire Speedway, Bega	NSW	Yes
Surfair Speedway	NSW	Yes
Tamworth Speedway	NSW	Yes
Wagga Int Speedway	NSW	Not currently operational
Woodstock Park Speedway	NSW	Not currently operational
Yass Speedway	NSW	operational ???
Arunga Park Speedway, Alice Springs	NT	Yes
Katherine Speedway	NT	Yes
Nhulunbury Speedway	NT	Yes
Northline Speedway, Darwin	NT	Yes
Tennant Creek Speedway	NT	Yes
Blackwater Speedway	QLD	Not currently operational Plans to restart
Brisbane Speedway	QLD	Yes
Bundaberg Speedway	QLD	Not currently operational
Charlton Raceway	QLD	Yes
Collinsville Speedway	QLD	Not currently operational Plans to restart
Gladstone Speedway	QLD	Yes
Gympie Speedway	QLD	No
Kingaroy Speedway (Sth Burnett) -Operating but bad risk	QLD	No
Lockyer Valley (Gatton) Speedway	QLD	Yes
Mac's Speedway, MacKay	QLD	Yes
Maryborough	QLD	Yes
Mornabah Speedway	QLD	Yes
Mt Isa	QLD	Not currently operational
North Queensland (Cairns)	QLD	Yes
Rockhampton	QLD	Yes
Roma International Motor Speedway	QLD	No
Townsville Speedway	QLD	Closed and bulldozed 2007
Yandina Speedway	QLD	Not currently operational
Bell Bay Speedway (Vintage only)	SA	Not currently operational
Borderline Speedway	SA	Yes
Murray Bridge	SA	Yes
Riverland Speedway	SA	Yes
Speedway City	SA	Yes
Sunline Speedway	SA	Yes
Tolmer Speedway	SA	Yes
Wayville	SA	Yes
Westline Speedway	SA	Yes
Carrick Speedway	TAS	Yes

Hobart International Speedway	TAS	Yes
Latrobe Speedway	TAS	Yes
Alexandra Speedway	VIC	No
Avalon Raceway	VIC	Yes
Bairnsdale Speedway	VIC	No
Blue Ribbon Raceway	VIC	Yes
Daylesford Speedway	VIC	Yes
Drouin Speedway	VIC	No
Formula Motorsports Group (Bacchus Marsh Speedway)	VIC	No
Garfield Wattle	VIC	Not currently operational
Heathcote	VIC	Not currently operational
Laang Speedway	VIC	Yes
Mid Western Speedway - Mortlake	VIC	No
Murtleford Speedway	VIC	No
Nagambie Speedway	VIC	Yes
Nyora Speedway	VIC	Yes
Premier Speedway	VIC	Yes
Redline Raceway, Ballarat	VIC	No
Rosedale Speedway	VIC	No
Rushworth (Goulburn Valley)	VIC	Yes
Seymore	VIC	Not currently operational
Simpson Speedway	VIC	Yes
Sonic Speedway, Swan Hill	VIC	No
Southern 500 Speedway	VIC	Yes
Stawell	VIC	No
Timmis Speedway	VIC	Yes
Undrea	VIC	Not currently operational
Wangaratta Speedway	VIC	Yes
Western Speedway	VIC	Yes
Attwell Park Speedway, Albany	WA	Yes
Broome Speedway	WA	No
Bunbury	WA	Yes
Carnarvon Speedway Club	WA	No
Collie Speedway	WA	No
Darby	WA	No
Darken Speedway	WA	Not currently operational
Ellenbrooke Speedway (RDA of WA)	WA	No
Esperance	WA	Yes
Geraldton Speedway	WA	No
Kalgoorlie Int Speedway	WA	Yes
Kambalda Speedway	WA	No
Katanning	WA	No
Kununurra Speedway	WA	No
Manjimup Speedway	WA	No
Margaret River Speedway	WA	Yes
Meetathara Speedway	WA	Not currently operational
Morawa	WA	No
Mt Barker Speedway	WA	No
Mt Beauty	WA	Not currently operational
Narogin Speedway	WA	No
Newman Speedway	WA	No
Nickol Bay Speedway (Karratha)	WA	No
Northam Speedway	WA	No
Pannawonica	WA	Not currently operational
Perth TQ Car Club (Kellerberrin Speedway)	WA	Yes
Pithara Speedway	WA	No

Port Hedland	WA	No	
Quairading Speedway	WA	Not currently operational	
Quit Motorplex	WA	Yes	
Shark Bay Speedway	WA	No	
Southern Cross	WA	Not currently operational	
Tom Price Speedway	WA	No	
National Capital	Act	Yes	
<b>Kart Only Tracks</b>			
AIDKA (Dirt Karts)	SA	Yes	approx 20 kart
Gillman Speedway(Karts & TQ's & Quarter Midgets)	SA	Yes	
Pioneer Park Speedway (Karts)	QLD	Yes	
Sunraysia Dirt Karts (Mildura)	VIC	Yes	
Gosford Speedway (NSW Quarter Midgets)	NSW	No	
Emerald Car Club (Burnouts)	QLD	Yes	
NSW Mud Trial Assoc (Mud Runs)	NSW	Yes	
Roma Mud Trials (Mud Runs)	QLD	Yes	
South West Drag Racing	QLD	Yes	
Qld Mud Trials (Mud Runs)	QLD	Yes	



## **VIII: LIST OF DIFFERENT SPEEDWAY RACING CATEGORIES**

## **List of Recognised Speedway Categories**

### **National Classes**

Class

360 Sprintcars

AMCA Nationals

Classic/Vintage

Formula 500s

Junior Quarter Midgets

Late Models

Litre

Cars

Modified Production Sedans

Production Sedans

Speedcars

Sprintcars

Street Stocks

V8 Dirt Modified

Compact Speedcars

Super Sedans

1200cc Juniors

### **State Classes**

1600 Sedans

2 Litre Sedans

2nd Drivers

3 Litre Sedans

320 Sprintcars

350 Sprintcars

360 Sprintcars

4 Cylinder Speedway Sedans

Auscars

BIS Sedans

Bombers

Caravan Race

Club Cars

Club Sedans

Crash & Bash

Demo Derby

Division 2 Hot Rods

Dwarf Cars

East Coast A Grade

Entry Level SHSC

Fender Benders

Figure 8

Ford v Holden  
Formula 100s  
Formula 200s  
Formula 400s  
Formula Stockrods  
G.O.S.S.A Sedans  
G.V Bombers  
G.V Open Saloons  
G.V. Limited Sedans  
GP Midgets  
Heavy Hot Rods  
Improved Production  
Junior Hot Shots  
Junior Street Sedans QSCA  
Karts  
Ladies  
Light Trucks  
Limited Saloons  
Limited Sedans  
Limited Sportsman  
Limited Sprintcars  
Marsh Modifieds  
Micro Sprints  
Mini Mod Sprinter  
Mini Sprints  
Modified  
Modified Litres  
Modified Sprintcar  
Open Ladies  
Open Saloon  
Open Sedans  
Outlaw Sedans  
Outlaw Super Sedans  
Oz Sprints  
Quarter Midgets  
Ramp Race  
Restricted Sedans  
Rollover Cars  
RSA Sedans  
RSA Street Stockers  
Saloons  
Sedans  
Series Sedans  
Sigmas  
Speedway Utes  
Sportsman  
Sprint Sedans  
Standard Saloons

Stock Cars  
Stock Rods  
Stock Saloon  
Stockers  
Street Saloons  
Street Sedans Div1  
Street Sedans Div2  
Street Stockcars  
Super Modifieds  
Super Mods  
Super Production Sedans  
Super Rods  
Super Six Sedans  
Super Stock  
Super Stocker  
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Under 1500's  
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V8 Trucks  
VSC Ladies  
VSC Sprintcars  
VSCF Ladies  
VSDA Rods  
Independents

## **IX: SPECIFICATION MANUALS FOR PRODUCTION SEDANS AND STREET STOCK**

# **ASCF SPEEDWAY SEDANS AUSTRALIA SPECIFICATIONS**

## **INTRODUCTION**

### **1. INTERPRETATION:**

The ASCF Speedway Sedans Australia Inc. shall direct the enforcement of these specifications in all aspects.

It shall be the sole authority for the interpretation of the specifications as contained in this book and any circularised amendments.

Specific decisions made by Federal/State/Zone Officers shall be subject to ratification by the Federal Technical Committee, after due notice of the decision and reasons have been given. All enquiries must be directed to your local Club Scrutineer.

ASCF/SSA Inc. cars must only race with ASCF/SSA Inc. Registered cars, with ASCF/SSA/NASR Licenced drivers with ASCF/SSA Inc. approved Insurance

### **2. AUTHORITY TO EXCLUDE:**

If an ASCF/SSA Inc Official determines prior to the race that the Race Car does not meet the applicable specifications, the car will not be allowed to compete unless, in the discretion of the official, the deficiency:-

- a. will not adversely affect the orderly conduct of the race.
- b. cannot be corrected in time prior to the qualifying heat/race for that event.
- c. will not provide the competitor with a significant competitive advantage over other competitors.
- d. is so insubstantial as not to warrant a determination that the car is ineligible to race.

If the Official permits the car to compete under these circumstances, the Official will advise the competitor in writing of the deficiency, and if the deficiency has not been corrected within the allotted timeframe, the car will be prohibited from competing in any future event.

### 3. GENERAL

*Notes*

Specifications listed in this book are of a general nature only. If "IT" is not in the book, then it cannot be used.

Before constructing cars of unusual or unconventional design, full details are to be submitted in writing to the ASCF/SSA Inc Technical Committee via Club and State Secretary. If requested, this submission shall be handled "CONFIDENTIAL", and approval or required modification before approval shall be given in writing to the applicant. A fee applies.

### 4. CONSTRUCTION:

Workmanship on race cars is to be of a professional standard.

All materials used must be of good quality.

Bolts are not to be used through structural tubing in the rollcage cabin area unless a welded sleeve is provided.

No tek screws or self tappers to be used.

No pop rivets in roll cage tubing.

All material sizes quoted are minimum unless a maximum is stated.

### GLOSSARY OF TERMS & DEFINITIONS:

#### Material:

**CHS** - Circular Hollow Section.

**RHS** - Rectangular Hollow Section.

**W.T.** - Wall thickness.

**AS1163 Gr300** - Australian Standard 1163 for structural steel tubing Grade 300

**FMS** - Flat Mild Steel

**O.D.** - Outer Diameter

**OEM** - Original Equipment Manufacture; used to indicate parts used, or the complete vehicle as it left the production line from the original manufacturer and means for make and model unless otherwise stated.

**ENGINE** - All of the components making the engine function, meaning complete engine, including rocker covers, excluding exhaust.

**CARBURETTOR** - Is to have all working parts in use, e.g. needle and seat, fuel bowl, float, jets etc and fuel is to be naturally delivered to the main jet by atmospheric pressure. The air pressure in the carburetor venturi being lower than atmospheric pressure, allows fuel then to flow from the bowl to the carburetor venturi as the pressure in the carburetor throat decreases. Fuel is then drawn down the venturi and carburetor throat by vacuum provided by the rotation of the engine.

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Carburettors that are of different configuration than that of the above must be submitted to the Federal Technical Committee for permission to use. A complete description must accompany the submission to substantiate your request.

## 5. DECLARATION OF COMPLIANCE:

The PERSON RESPONSIBLE for the LEGALITY of the car, will complete an ASCF/SSA Inc DECLARATION OF COMPLIANCE ANNUALLY.

Declaration will cover ELIGIBILITY for class and ALL points of SAFETY including material specification and sizes. Details of the declaration are to be placed in the log book.

REGISTRATION IS NOT COMPLETE UNTIL Pages 3 to 7 of the LOG BOOK are completed and signed by both the Owner/Driver AND the Scrutineer/Machine Examiner or Registrar.

Structural or other specification changes made during the year MUST be notified to the respective Officials and adjustments will be made to the Log Book if required. The Driver must have an ASCF/SSA/NASR licence.

## 6. REGISTRATION:

An ASCF/SSA Inc new registration can only be issued for a race car, provided that the car conforms to the ASCF/SSA Inc Specification Book for the Class in which the car is to be registered.

The car must pass an annual registration examination and a registration decal will be issued and must be attached to a prominent location on the car.

A car being re-registered must have the log book from the immediate previous season otherwise the chassis area and roll cage will be subject to new car specifications.

The DRIVER is responsible for having the log book further endorsed before participation in each official practice session or race meeting.

A complete metal body shell including roll cage is the basis for the registration of a race car. Transferring a roll cage from one body shell to another constitutes a new registration.



A log book without endorsement by the Machine Examiner is equivalent to a no-race ticket.

## 7. MEASURING OF CARS:

All cars are subject to engine and general measurement at any time by a Scrutineer, State or Federal Technical Committee OR at the direction of the Federal Technical Advisor, or the Federal Technical Committee, or the Steward or the Racing Disputes Committee.

The ASCF/SSA Inc. reserves the right to impound and inspect any race car at any time.

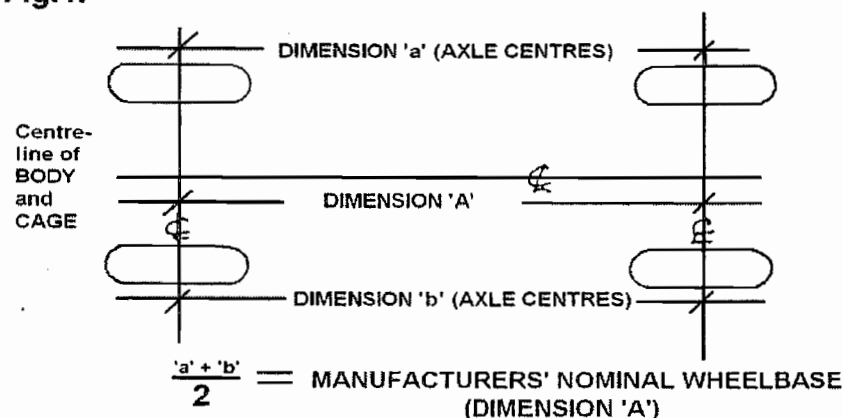
Cars can be selected and ordered to the impounded area for dismantling. The entrants of the cars must deliver them immediately upon request and supply the necessary manpower and hand tools to accomplish dismantling.

Only persons actually involved in dismantling the car will be allowed in the immediate area of a vehicle being checked. Persons associated with other cars being checked are to remain with their own car.

Any persons not having cars in the impound area and gaining entry without authorisation, will be ejected.

If there are no facilities for ready check of any parts of a vehicle, sealing of parts under question can be carried out and vehicle taken to a mutually agreed venue for examination at another time, but within fourteen (14) days.

**Fig.1.**



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**FORD**

TD Cortina	2581	1472	1472
TE Cortina	2578	1476	1476
TF Cortina	2580	1470	1470
XD Falcon	2807	1610	1576
XE Falcon	2794	1602	1587
XF Falcon	2829	1597	1575
EA Falcon	2794	1596	1583
EB-EF Falcon	2794	1604	1583
EL Falcon	2791	1616	1597
AU Falcon	2793	1616	1597
BA Falcon	2829	1603	1621
Escort	2400	1310	1330
MkII Escort	2407	1320	1346

**Chrysler-Mitsubishi**

KB/KC Centura	2667	1470	1460
CL Valiant	2819	1531	1541
RB/RC Colt	2380	1420	1390
GE/GH Sigma	2515	1420	1400
GJ/GN Sigma	2530	1430	1400

**TOYOTA**

Corona	2500	1425	1400
Celica 82 onwards	2500	1425	1400
Celica TA22	2425	1330	1335

**NISSAN**

Datsun 200B	2500	1395	1395
Nissan 300ZX	2570	1545	1585
Datsun 240K	2610	1410	1390

**MAZDA**

Mazda 323-80	2315	1345	1360
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**HONDA**

Honda Breeze	2570	1525	1515
Honda CX	2620	1525	1525
Honda DX	2500	1500	1505
Honda GL	2380	1450	1465
Honda GLI	2570	1525	1515
Honda SI	2620	1525	1515
Honda Grand Prix	2380	1500	1505

**Note: - Front & Rear Track include + 50mm**

Method of measuring wheelbase shall be:- With each front wheel pointing straight ahead, measure distance from front axle centre to rear axle centre on each side of vehicle. Add dimensions for left and right, divide by 2. Allowable tolerance +/- 1%.

Provision exists within the ASCF/SSA Inc for all competitors to have their engine physically checked, including measurement of bore and stroke and if details are correct for the class then ASCF/SSA Inc seals can be affixed to that engine certifying it meets class restrictions.

All engines are to be sealed to enter events.

**8. PENALTIES:**

This Manual must be read in conjunction with the ASCF/SSA Inc. Racing Rules and Regulations and/or notices issued by the ASCF/SSA Inc. from time to time. Ignorance of these Regulations and Specifications and notices shall be deemed as no defense in regard to breaches and/or appeals of same.

**9. DRIVER SAFETY:**

All protective clothing and safety equipment must be used and/or worn in the approved and accepted manner whilst competing or testing and/or practice.

All racewear/equipment to be inspected at each practice/race meeting.

**PROTECTIVE CLOTHING:**

**DRIVING SUIT:** Driver must wear a fire retardant driving suit and underwear. Suit to be manufactured of either wool, nomex or other material as recognized by the ASCF/SSA Inc., a snug fit at ankles, collar and cuffs, and must be fully fastened at all times whilst in the car.

Driving suit to be in a clean and tidy condition and free of holes. Repairs must be to a professional standard. Only suits manufactured by recognized manufacturers will be accepted.

Wool and Nomex suits previously approved by ASCF/SSA Inc are accepted. Two piece suits or single layer cotton suits NOT ACCEPTABLE.

**TABLE 1: RACEWEAR APPROVALS**

RA001	AUSSIE TRACKWEAR
RA002	OMP Nomex single & triple layer suits TOPGEAR pyrovatex triple layer suits MSW single layer suit
RA003	SAVIC Zirpro products range
RA004	R & R Speed Sports
RA005	WOOLSAFE
RA006	R & R Speed Sports PREXPORT driving boots
RA007	B & D RACEWEAR
RA008	FASTMAN
RA009	CUSTOM CLOTHING Nomex suit
RA010	WALDEN MILLER Nomex suit
RA011	REVOLUTION RACEGEAR RPM range of race suits
RA012	SONICPOWER woollen suit
RA013	SPRINTSTAR fire retardant race suit
RA014	PARASPORT Sports Wear
RA015	BRENDA CURLE Racing Suit
RA016	RAMRODS COOL WOOL CLOTHING Underwear

Wool or Nomex or treated cotton underwear must be worn, high neck and long sleeves.

Underwear to be separate from driving suit.

Approved underwear must also be worn with Wool or Nomex suits.

Underwear carrying the approval identification of ISO 6940 is accepted.

Flame protection (suit) + Thermal protection (underwear) = Driver Protection.

Fire retardant long underwear, separate to driving suit, must be worn irrespective of weather conditions, only eyes to be visible.

NO FLAMMABLE SYNTHETIC MATERIALS AGAINST THE SKIN.

Balaclava, socks, boots and gloves must be worn.

BALACLAVA must cover mouth and nostrils to prevent inhalation of flames.

SOCKS to be of fire retardant material only.

BOOTS to be leather or fire retardant material, must cover the ankles and be high enough to permit coverage by the driving suit cuff. Rubber sole boots permitted. No elastic sided boots permitted.

GLOVES to be of fire retardant material only. To assist with tear-offs; one glove may have the thumb and index finger removed down to the first joint.

**Table 2. ENGINE FOR MODEL.**

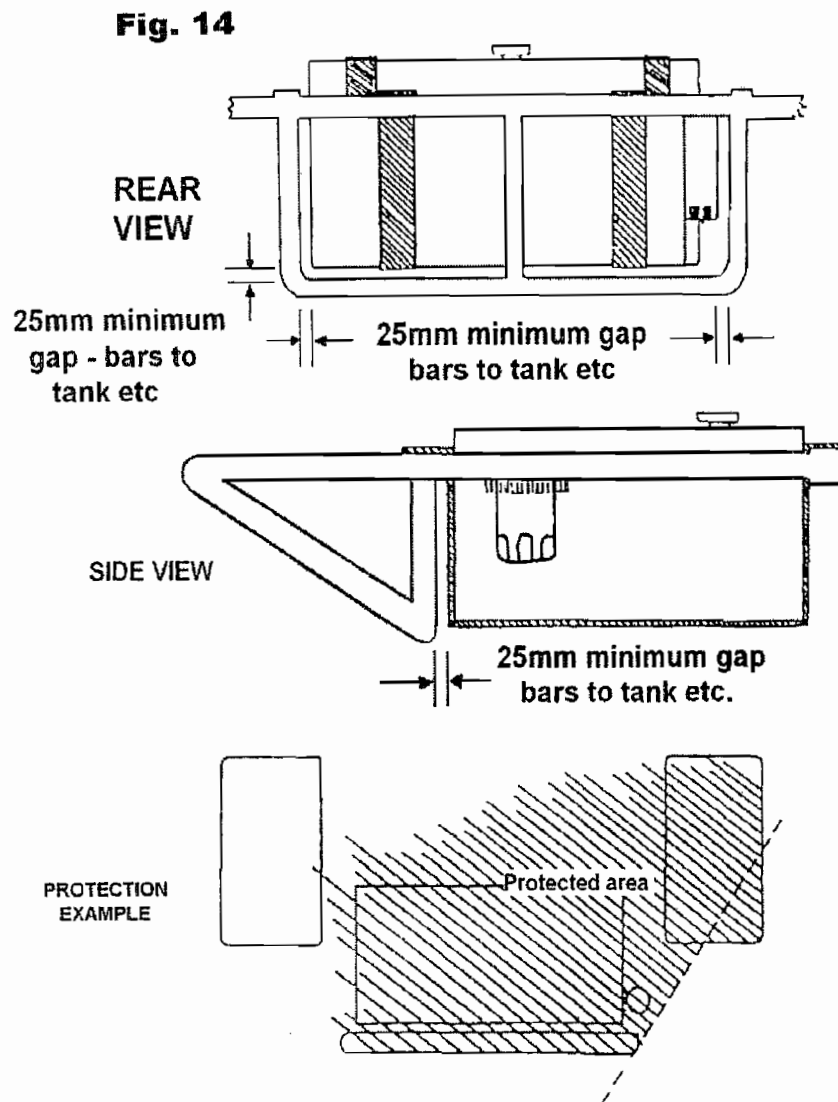
Model	Standard Bore	Stroke	"Engine"
<b>HOLDEN</b>			
U, LHILX	3.625 (92.075mm)	3.25 (82.55mm)	202 in-line 6
VB--VZ	3.625(92.075mm)	3.25(82.55mm)	202(later3300)
TX Gemini	3.2283 (82mm)	2.9528 (75mm)	1600 OHC 4
<b>FORD</b>			
TD--TF Cortina	3.6811 (93.5mm)	3.9093 (99.3mm)	4.1 L in-line 6
XD—BA Falcon	3.6811 (93.5mm)	3.9093(99.3mm)	4.1 L in-line 6
Escort	3.1882(80.98)	3.0563(77.62mm)	1600 OHC4
Escort	3.5755 (90.82mm)	3.0295 (76.95mm)	2000 OHC 4
<b>CHRYSLER-MITSUBISHI</b>			
Centura	3.76 (89.4mm)	3.68 (93.5mm)	245 Hemi in-line 6
Charger	3.91 (95.5mm)	3.68 (93.5mm)	265 Hemi in-line 6
Colt RB/RC	2.874 (73mm)	3.3858 (86mm)	1400 OHC 4
	3.0275(95.5mm)	3.3858(86mm)	1600
Sigma	9 1.1 mm	98.0mm	2.6L Astron II
<b>TOYOTA</b>			
Celica	3.3465 (85mm)	2.7559 (70mm)	2T in-line 4
	3.31 (84mm)	3.5 (89mm)	21 R in-line 4
	3.48(88.5mm)	3.15(80mm)	18R DOHC 4

**TABLE 3. DIMENSIONS -**

Model	Wheelbase	Front-Track-Rear	
	mm	mm	mm
HOLDEN			
LJ Torana	2540	1371	1345
LH/LX Torana	2591	1447	1422
UC Torana	2591	1465	1432
VB—VK Commodore	2668	1500	1470
VL Commodore	2668	1500	1483
VN Commodore	2731	1505	1530
VP Commodore	2731	1501	1528
VR—VS Commodore	2731	1541	1541
VT Commodore	2788	1620	1640
VX Commodore	2788	1620	1640
VY Commodore	2788	1620	1640
TX Gemini	2404	1350	1360

- Protector must be 25mm lower than an underslung tank and mounted as per Fig 14. (Brace bars do not constitute Bumper mountings.)
- u) Tank vents to be fitted with an anti-spill device.

**Fig 14 FUEL TANK PROTECTOR**



**HELMET:** Driver must wear an approved and correctly fitting helmet, which meets or exceeds AS1698-1988 or Snell Foundation which meets or exceeds SA85 standards.

Suggested helmet life is as per the manufacturer, however, if helmet is misused, neglected, or damaged, it may be rejected and impounded by Machine Examiner or Technical Committee at any time, and if considered to be unsafe, scrutineers log book entry to be completed along with drivers log book and helmet cannot be used again for any speedway event.

Chin cup on helmet not permitted.

Spectacles, visor or sunglasses, when worn, must have lenses of non-splinterable material.

A Horse Collar neck brace must be used. Correctly fitting to suit the driver and helmet used, leaving a nominal 15mm gap between helmet and collar to prevent leverage injuries. Collar to be worn as recommended by manufacturer.

The Horse Collar is to be of high density foam covered with Nomex, wool or similar fire retardant material.

Other types of head and neck protection devices must be applied for and approved by ASCF/SSA Inc. Federal Technical Committee before use.

**SEAT BELT:** Five or six mounting point restraints are mandatory. Shoulder and Hip Belt width 50mm minimum. 75mm highly recommended. Only belts with over centre lever lock buckle to be used. An approved type racing harness must be fitted, using a minimum of four major belts and four mounting points, plus one or two anti-submarine/crotch straps. Anchor bolts to be 10mm steel min. Shoulder belts to have separate anchor points/adjusters. Fig 2 (i) Shoulder belt mounting points shall be positioned to the rear and below the point at which the shoulder belts come through the seat and be not more than 300mm from that point, attached to 38mm x 3mm tube. Fig 2 (ii)

Lower seat belt mounting brackets (anchor points) must be on roll cage and chassis or substantial barwork using a minimum construction of 25x25x3mm RHS or 25mm OD CHS.

Seat belt attachment tag to be 3mm minimum mild steel.

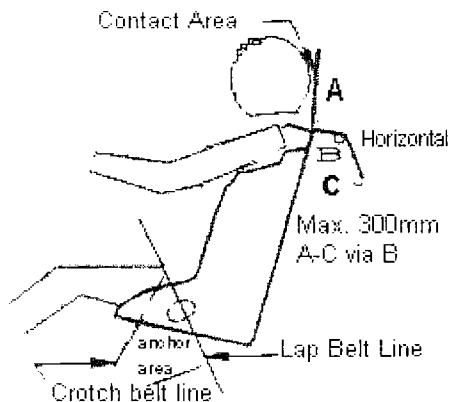


Fig 3

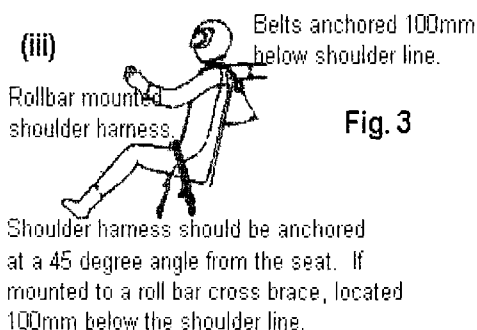
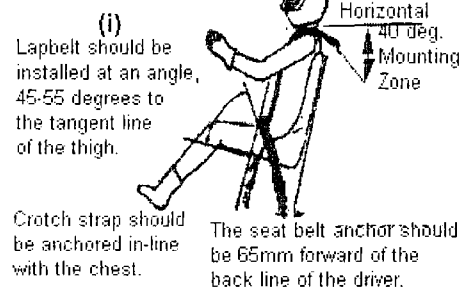


Fig. 3

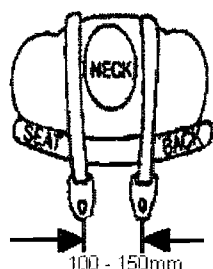
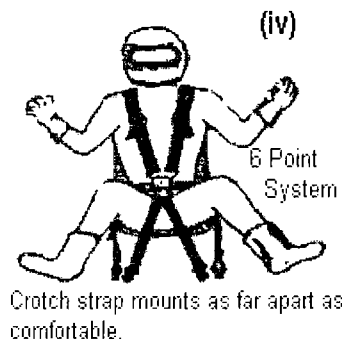
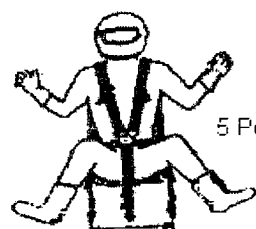


Fig. 2 (i)

Fig. 2 (ii)



**Fig 3 Simple Seat only shown for clarity.**  
See "Installation of Restraint System".  
See "Adjustment of Driver Restraints".

- c) Metal fuel tanks over 25 litres must be baffled. All joints to be welded to a professional standard.
- d) Fuel tanks to be constructed of minimum 1.0mm steel or 3.0mm aluminium alloy.
- e) Competition type "plastic" tank highly recommended.
- f) New fuel tanks to be constructed with pick-up fittings etc. coming from top of tank, i.e. not from bottom or low sides.
- g) If pump is placed in an existing tank, then low outlets are to be blanked off and outlet moved to the top.
- h) A flexible fuel line section must be fitted within 75mm of fuel tank and all fuel lines to be securely fixed in position.
- i) Barbed fittings of the correct size must be used in conjunction with screw type clamps when connecting flexible fuel line. (Genuine SAE R6 fittings and hose exempted).
- j) Neoprene, reinforced plastic or "Black Fuel Line" may be used. OEM type Bundy steel tubing may be used through the car or under the car.
- k) Flexible fuel lines can pass through the cabin area.
- l) High pressure lines are to use high pressure hose and fittings.
- m) The fuel line to the engine must be fitted with a quick action NON - LEAK fuel tap or valve, in working order.
- n) The actuator or switch is to be mounted within easy reach of driver and crash crew, and clearly marked "FUEL" ON/OFF.
- o) Solenoid valves or remote mounted fuel taps are permitted.
- p) If a return line is used, it must be fitted with a one-way valve.
- q) Electric fuel pumps must be wired with an independent earth. The pump MUST be controlled by the 'KILL' switch AND by an engine monitoring relay - this device is highly recommended.
- r) Fuel lines MUST BE ISOLATED from electrical wiring.
- s) The use of an approved type fuel cell and receptacle is recommended.
- t) Tank/s to be securely mounted in the boot area of the car, in a suitable metal cradle attached to the bar work, with a minimum clearance of 150mm forward of the lower rear end of the boot panel and 300mm minimum from side of vehicle, and isolated from driver by a firewall.  
Tank to be protected by substantial bar work on all sides.  
Fuel tank protection: Bar must be constructed of minimum 38mm x 3mm CHS or 40x40x3mm RHS and be 25mm clear all around tank and filter, projecting a line from the rear wheel centre to the bar. Bar is to prevent side entry to tank by nose of another vehicle.

## 26. TYRES:

- a) Tyres – Radials only: Minimum 60 series profile: Speed rating V maximum.
- b) Details are to be visible in OEM markings on tyre sidewall. (e.g. 265/60R 15V or 265/75R 15V)
- c) No performance tyres permitted – e.g. Hoosier, American Racer, McCreary etc.
- d) Tyres will be reviewed annually.

## 27. BRAKES:

- a) Foot operated hydraulic brakes to be fitted and be effective at race speeds.
- b) Brakes to be fitted to a minimum of three (3) wheels.
- c) Right hand front brake only may be removed.
- d) Electronic ABS not permitted. Adjustable brake systems permitted.
- e) No carbon fibre components to be used.

## 28. FUEL:

- a) **ULP ONLY**
- b) **GAS;** E.g. LPG or CNG is NOT PERMITTED.
- c) **PETROLEUM; FUEL:** No additives, maximum specific gravity 0.780, max. 98 octane. Must be supplied by a commercial outlet through a multi-volume network via bowser pump.
- d) **NITRO;** The introduction into the combustion chamber/s of nitro fuels and/or additives, either in solid, liquid or gaseous form (e.g., nitrous oxide) by any means is expressly forbidden.
- e) Fuel may be tested by any means available.
- f) Ignition not restricted.

## 29. FUEL TANK AND FUEL SYSTEM:

- a) Original fuel tank must be removed and replaced by a tank/s of up to 72 litres for petrol.  
Area beneath tank to be cut out, giving adequate ventilation and ensuring that spillage cannot remain in vehicle.  
Pressurised fuel tank/s NOT permitted.
- b) Filler cap to be a positive seal, behind a firewall and inside body.  
Levers on cam locked caps to be clipped.

## INSTALLATION OF DRIVER RESTRAINT SYSTEMS: Fig 3

In order for the driver restraint system to be fully effective, considerable thought must be given to the location of mounting points, and to proper installation.

With the seat, roll cage and belt anchors all part of the same structure, deformation of the remainder of the car does not put driver at serious risk.

The mounting points must be solid and should remain so even if the vehicle is deformed due to an accident. The mounting points should also not put undue strain or twist on the belt system hardware.

The lap belt should be positioned so it rides across the solid pelvic area and not the soft stomach area or down on the thighs. The shock absorbing ability of the pelvic area and its ability to protect internal organs make it the preferred location for the lap belt. See Fig 3 (i) & (iii).

The shoulder harness should be mounted to prevent driver's shoulders from moving forward (upward if semi-reclining), out of the seat, in the event of a rollover.

The required minimum 50mm from the top of the driver's helmet to the roll cage roof/hoop bar does not leave much leeway for the shoulder harness to prevent the helmet from striking the head plate or bar work in the event of a rollover. The shoulder harness is a major means of preventing injury in such an incident.

Anti-submarine straps serve two purposes.

1. To secure the lap strap down across the driver's hips, so in the event of an accident, it is not pulled up across the stomach by the shoulder straps.
2. To prevent the driver from sliding forward and out of the harness. When the driver is seated in an upright position, as in most sedans, a five point system (a single anti-submarine or crotch strap) is considered adequate (Fig 3(ii)). For extra assurance a double strap anti-submarine belt can be used (Fig 3(iv)).

When the driver is seated in a semi-reclining position a six point system (two anti-submarine or crotch straps) is preferable. Most drivers find the two anti-submarine strap system more comfortable.

In many instances, the anti-submarine straps are mounted much too far forward of the seat. This practice could cause unnecessary injury as the body can slide partially out of the seat before being restrained when the strap contacts the groin. It is much more practical to cut a slot in the seat bottom so the anti-submarine strap can be anchored in line with the chest. (Fig 2 (i))

Because of the differences (often vast) in competition vehicles, a 'standard' method of mounting is impractical. Good judgement and common sense in inspecting restraint system mounts is needed.

Safety equipment is often neglected in favour of performance equipment, but its proper operation when the need arises is essential to survival.

### **ADJUSTMENT OF DRIVER RESTRAINTS:**

With the driver fully kitted out in 'long johns and driving suit', check that, with the driver seated, belt slots in the seat line up with natural line of the belt from anchor to buckle when just the lap belt is tensioned. Ensure that the lap adjusters do not foul the seat and that they are readily accessible. Some belts adjust by pressure downward others by pull up.

Check that the driver can manipulate belt adjusters with gloves ON. Check also that anchor hardware is aligned and that it is not possible to have a hitch in the anchor area without detection (sudden release of the belts to 50mm slack can put the driver off-line). Now check if the belt is holding the seat or the driver, it should be the latter.

Adjust the anti-submarine strap/s to ensure that the buckle is held flat and close to the body over the pelvis. When satisfied that the lap belt is OK, put on the helmet and check just how far the helmet (with visor) can reach, head plate clearance, helmet net etc.

Slacken the seat belt, engage the shoulder belts into the buckle and tension the seat belts again, checking position of the buckle and adjusters. Tension each shoulder belt, checking that the adjustment range is suitable to the driver, that the belts and hardware don't foul the seat and that the natural line of the belts hold the driver as with the lap belts.

Note also any change in the buckle location and lay. If there is too much variation with the buckle it would appear that lap anchors are not in optimum position.

- j) Weight jacking systems incorporated into the spring mountings are permitted but are not to be adjustable from the Driving seat.
- k) 5th ARMS, lift bars or any derivatives are not accepted in this Class.
- l) Shock Absorbers/Strut Inserts: Standard sealed replacement units only. No external adjustment/adjusters, e.g. no external reservoir/canister type or externally gas pressure adjustment, (e.g. increase/decrease gas pressure).  
No adjustment can be carried out from cabin or from drivers seat or whilst on the dummy grid or race track.
- m) Additional shock absorber/s, strut bar/s and/or spring/s not permitted.
- n) Rear leaf springs: are to remain visually standard, fore and aft of the U bolts, including shackle plates.  
Lowering blocks not permitted.
- o) In AU Falcons the aluminium cross members may be reinforced as per Specification Book

### **25. WHEELS:**

- a) 155mm (6") maximum width. Bead lock attachment NOT permitted.
- b) Wheels must be in good condition and free from cracks.
- c) Wide Five style wheels, hubs and adaptors NOT permitted.
- d) Dual stud pattern drilling is NOT permitted.
- e) Wire wheels and/or dual wheels not permitted.
- f) Balance weights to be securely fastened or taped.
- g) Rim edges to be rolled or rounded off if rim protrudes past the tyre side wall.
- h) Covering not to be welded to outer section of rim.
- i) Wheels may be reinforced provided they meet with the approval of the State Technical Committee or the Chief Scrutineer.
- j) **"Mag" Wheels:-**  
Correct matching nuts and washers must be used.  
Composite type wheels NOT acceptable.  
Composite wheel means wheels made of different materials. E.g. 3 piece alloy wheels are not classed as composite wheels.
- k) **Steel centre wheels:-**  
Heavy Duty "Off Road" type centres preferred to flat plate.  
Wheel centre hole to be chamfered.  
Stud holes to be chamfered to suit the nut used, and to be chamfered on inner edge also to relieve guillotine action on studs.  
Right hand front wheel, if of flat steel plate, to be of not less than 10mm thickness; if dished centre, min. 5mm. thick absolute.



- b) Must be in sound condition. Steering joints to be split pinned as required.
- c) Wire spoke or wood rim steering wheels not permitted.
- d) Steering column to be securely mounted to the roll cage dash bar.
- e) Hub of steering wheel to be padded with dense resilient foam and covered.
- f) To reduce thumb and wrist injuries, the use of "PAW SAVER" type disc steering wheel is permitted.
- g) Quick release steering wheel optional.

## 24. SUSPENSION:

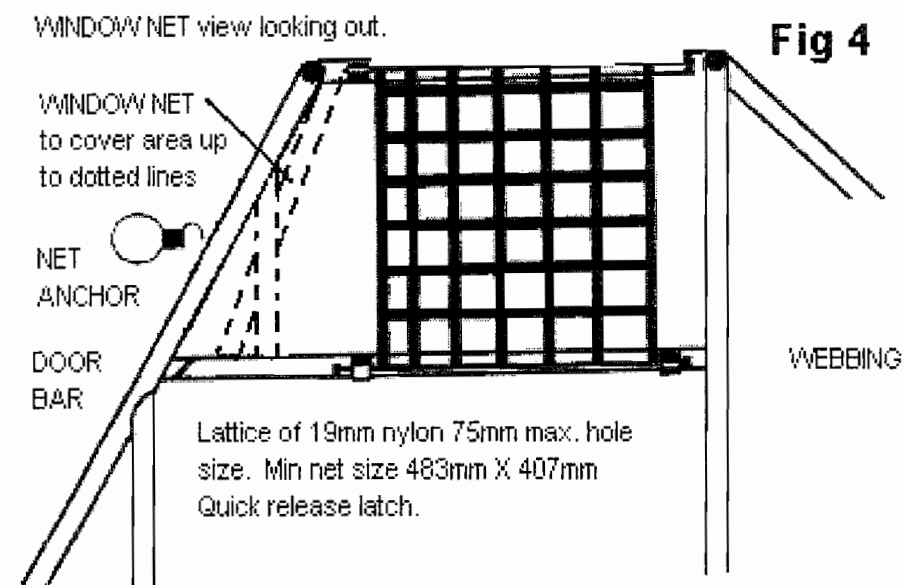
- a) A Production race car must use a complete metal body with the suspension mounting points in original position and being used.
- b) Suspension mounting points are defined as:- Mounting points of suspension arm, either end; shock absorber, either end; strut, either end. Shock absorber either end may have a tolerance of + or - 25mm maximum overall for mounting purpose.
- c) The use of Torsion Bars, unless original equipment, is illegal.
- d) Front and Rear Suspension to remain of standard type except that the use and position of Panhard bars and/or sway bars is optional.
- e) Suspension arms may be fabricated, must retain original designed function and must not vary in length whilst in motion.
- f) Suspension components must attach directly to original mounting points. Original front cross-member to be used, except VN-VS Commodore must use VB - VK cross member and AU Falcon be allowed to use EA/ED cross member when using early model engine. Straps for mounting shockers or suspension arms etc. NOT permitted, Coil over unit is not equivalent of coil spring plus shock absorber.
- g) Original front stub axles must be used. Front hubs to be of a mass produced passenger car type and mount directly to original stub axles. Each replica hub is to be fabricated from one piece of a suitable grade of aluminium or steel alloy.
- h) When McPherson or Chapman strut suspension system is used, the vehicle manufacturer's original stub axle and shock absorber tube MUST be retained and used. The lower spring mounting may be adjustable.
- i) Any McPherson type front strut must use the original mounting point bolt holes in the original position on the body.

Before drivers releases the buckle he should slacken shoulder belts with the adjusters, keeping the area of the adjuster supple, accessible for cleaning and making entry to the car a simple routine. While lining up for restarts, it becomes a simple exercise to tug the adjusters to snug up the belts and stay in control of the car.

## WINDOW NET:

**Window net is mandatory.**

Net to be a minimum 19mm woven webbing with 75mm max hole size. See appendix A (or ASCF/SSA Inc approved window net (Fig 4))

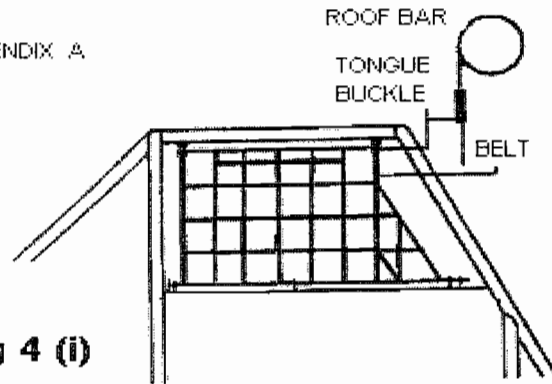


It is recommended that the window net be hinged from the bottom.

Window net must be mounted directly to the roll cage bar (top) and NASCAR bar (bottom) from the quarter window bar (if fitted) back.

Window net – lattice of 19mm woven webbing.



**Fig 4 (i)**

This design uses two push button seat belt buckles and belts. Tongues are welded to side of roof bar. 25x3mm FMS welded to rear of buckles. Tubing at base of net fixed with bonnet lock pins.

#### **PADDING:**

The driver must be protected in the race car, from all sharp edges and projections or bar work which could cause injury in an accident.

#### **FIRE EXTINGUISHER:**

On board fire extinguisher permitted. It must be securely mounted and be of the correct type for the fuel being used.

#### **10. SEAT:**

Minimum 50mm clearance helmet to roll cage roof/hoop bar.

- a. Seat to be mounted totally on the right hand side of the vehicle centreline measured at waist line of body.
  - (i) 4 DOOR CARS. No part of the seat may be more than 125mm behind the centre pillar.
  - (ii) 2 DOOR CARS. Must not be further back than rear of "B" pillar, both measured at window sill height

Seat base to be mounted to roll cage chassis at a minimum of two points using 8mm bolts and minimum of 40mm diameter body washers. Four points recommended.

- Coil Spring mounts on Falcon differential must be in original position and being used
- c. Internal modifications are permitted except that the use of "quick change" systems in the driveline is specifically prohibited,
- d. For SAFETY "full floating" rear axle assembly recommended. Conversion to floating hubs permitted.
- e. Rear axle assembly to be of original type.
- f. Scattershield: All cars must fit a Scattershield. To be a minimum 3mm x 150mm wide and must cover the upper 180 degrees of bell housing and be securely attached to the bell housing or fire wall in engine bay, or front fire wall in cabin area, to protect the drivers feet and legs from clutch explosion
- g. Tail shaft may be of one piece or two piece types, conversion is optional.
- h. No carbon fibre tail shafts allowed.
- i. Tail shaft/s must be fitted with 360 degree hoops at front and rear. Tail Shaft Loops - Steel strap minimum. 40mm x 5mm or 6mm chain or 6mm wire rope to be SECURELY fitted around the front and the rear of the tail-shaft within 150mm of universal joints to prevent the tail-shaft and/or shafts from dropping in an event of breakage.
- j. Tailshaft/s must have fully operational constant velocity/universal joints, be suitable for the application and be correctly phased.

**REAR AXLE BEARING RETAINING RINGS.** If using assembly not fitted with floating axles, a new retaining ring must be fitted at replacement of bearing or axle.

Ring must be an interference fit with the axle, when in place the retaining ring is to be tack welded using MIG or a small diameter low hydrogen rod on low amperage.

**FAILURE TO OBSERVE THIS PROCEDURE WILL INCUR A PENALTY ESPECIALLY IF AN AXLE IS DISLODGED. (SAFETY DECLARATION)**

**WHEEL STUDS.** Grade 8, 12mm minimum all vehicle except Mini (7/16" for use with 10" wheels only)

#### **23. STEERING:**

- a) Original type must be used. e.g. Rack remains rack. May be modified.

- e) Any car exhausting excessive unburned fumes while on dummy grid, or being formed up on the track, may be excluded as this constitutes a health hazard.

## 21. COOLING SYSTEM:

- a) Cooling system may be modified.
- b) All radiator hoses to be of fabric reinforced material, plain rubber hoses not permitted.
- c) Radiators may be mounted inside cabin provided that they are mounted as low as possible in the rear of the vehicle and suitably isolated from the driver. The upper half of rear window opening **MUST NOT** be obscured by the rear radiator. Radiator ducting shroud, if used, maximum of 600mm forward of the radiator and must not be more than half the rear window height.
- d) Cabin mounted radiators must have **BOTH** tanks covered to protect driver in event of a cap or tank blowing.
- e) Pipes leading to the radiator to be of steel, aluminium or copper tube. All internal pipes to be ducted or lagged with suitable material.
- f) Hoses to be as short as possible and fitted to radiator from rear side.
- g) Exposed hoses or joints not permitted in cabin area.
- h) Cabin mounted fans to have shroud or suitable guard.
- i) Cabin mounted water pumps must be lagged or covered by suitable guard.

## 22. TRANSMISSION:

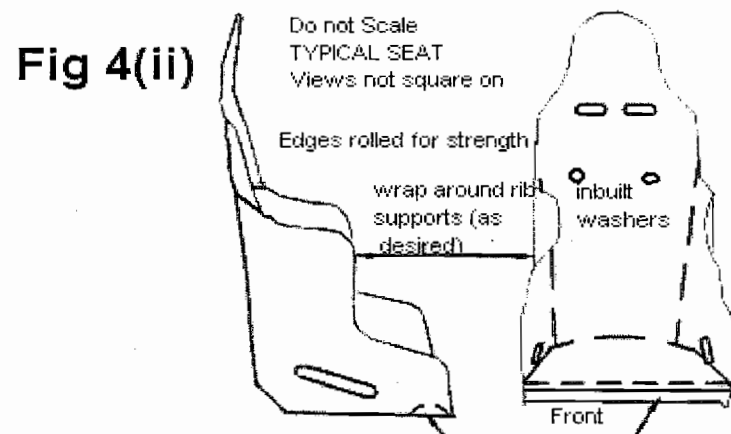
### **ELECTRONIC TRACTION CONTROL NOT PERMITTED.**

Every race car is to be fitted with a clutch so that the engine may be started and then the vehicle can be put into gear and move off in forward or reverse as required.

- a. Gearbox must have a minimum of two forward gears and reverse gear.
- b. Late model bodies using early engines must use the original diff. complete with all mountings, in the original position and being used. Ratio's are free  
N.B. Cars from EA Falcon and VN Commodore onwards **CANNOT** USE A 9" DIFF.  
All drive line components must be derived from mass produced passenger cars and remain visually standard externally.

Seat back to be braced to, and attached to, the roll cage approx 75mm below shoulder height using a minimum of two 8mm bolts and 40mm body washers.

- b. A "Purpose Built" one piece, solid (i.e. no lightening holes), fibreglass, steel or aluminium bucket type seat incorporating a substantial head rest must be used.  
Approved proprietary line competition seats and mounts permitted. Eg Kirkey/Butler.  
Spring upholstered or magnesium alloy seats not permitted.



- c. Lateral (sideways) support must be given to hips and above waist. Concave seat to support back to minimum of TOP of shoulder height and width.  
Top of head rest to be at least 50mm above helmet contact point. Head rest must be padded. At the discretion of the Scrutineer the head rest will need a form of support, if it is deemed too flexible and/or the area between seat and rollcage is too great. Upper support (mounting bolts) should not exceed 75mm below shoulder height.  
Cut-outs for belts to be suitably grommetted and have adequate clearance.  
All seats may be padded and covered, the covering being securely attached. Maximum padding thickness 50mm.  
Driver to be able to reach pedals mounted in the original OEM mounting position.

# CLASS SPECIFICATION

## PRODUCTION

A Production class race car is built from a hard-top road car seating a minimum of four persons, as per the compliance plate, and catalogued for sale in Australia, i.e. available new, to the general public, through authorised Dealer sales and service networks throughout Australia.

"Base model" body is used for silhouette, measurements and specifications. If unsure of base model options refer to Glasses Dealers Guide or a car park check if required. Forced induction models not permitted in that form.

Four wheel/all wheel drive and/or four wheel steer models not permitted.

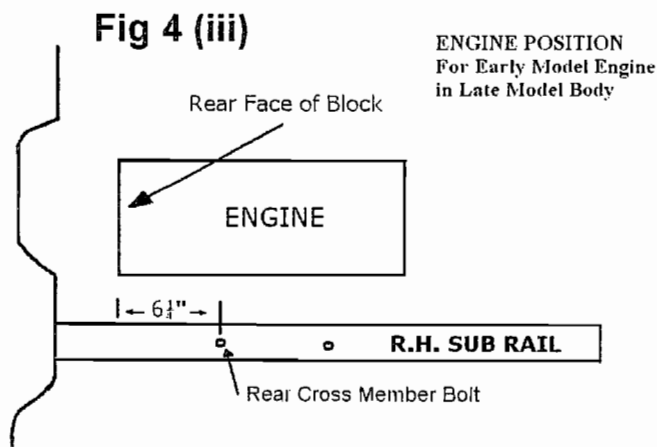
Passengers optional as per state ruling.

Age limit on Production eligibility – 5 years. For 2005 - competitor can only build up to 2000 model car.

### 11. BODY/ROLLING SHELL:

#### EARLY MODEL ENGINES – LATE MODEL BODIES BE PERMITTED

Engine to be mounted with rear face of engine block in the original position. **"Engine offset is not permitted."**

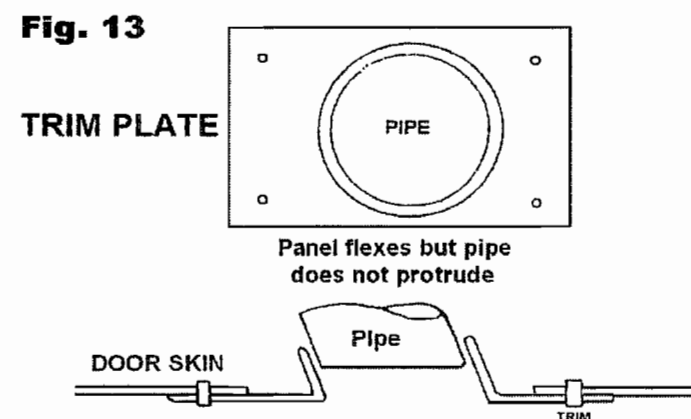


- b) Suitable grommets must be fitted where battery cable passes through metal firewalls.
- c) At the commencement of a meeting, car must be capable of starting with starter motor
- d) Switches: Ignition switch and electric fuel pump switch, if fitted, must be grouped together and be clearly marked.
- e) An engine "KILL" switch, suitably marked with a contrasting colour, must be fitted in the centre of "cowl panel".
- f) Electrical switches NOT to be mounted through the floor.

### 20. EXHAUST SYSTEM:

- a) Exhausts must be within local noise level requirements. Recommend 95dB.A.
- b) All exhaust gases are to be directed away from all drivers, fuel tanks and tyres.
- c) Internally ducted exhaust system shall vent through the body not higher than 100mm above the door sill panel, using a slip joint as in Fig. 13,  
Driver to be suitably insulated from exhaust system. Insulation and firewall sheeting not to exceed 150mm above drive shaft tunnel.
- d) Exhaust systems to have not more than two outlet pipes, and not protrude beyond body line.  
If exhaust system is under floor, safety chains will be fitted to front and rear of pipes and secured to floor pan or sub-frame.  
Pipes and mufflers must be securely attached to the vehicle.

**Fig 13. Internal Exhaust Duct Body Vent**



If resilient engine mountings are used, a wire cable or chain restraint must be fitted.

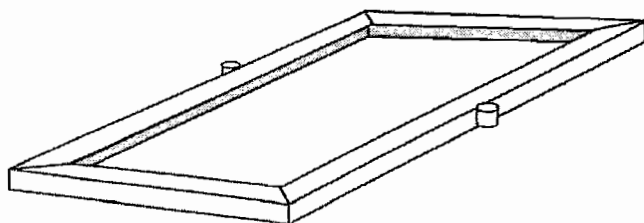
- h) Dry sump lubricant not permitted.
- i) Remote filters, coolers, etc. to be isolated from driver by a 1mm firewall, mounted securely below door height, as to not impair vision through cabin.  
All connecting hoses, couplings etc to be correct class of fittings for that purpose.  
Remote oil pump permitted. External oil feeds to bearings permitted.
- j) Inlet manifold to be OEM option for engine but must be visually standard.  
Spacer/adaptor between head and inlet manifold not permitted.
- k) Return springs must be fitted to each butterfly shaft (in-built springs accepted), and one spring to accelerator pedal linkage. Protective wire gauge 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.
- l) That any use of upper Cylinder lubricant via carburettor or vacuum system is illegal. Any vehicle found with these type of systems will be deemed illegal.

## 19. BATTERY AND ELECTRICAL SYSTEM:

- a) Battery to be securely mounted in a box or metal frame secured to roll cage or bar work. Fig 12.  
It is recommended that rubber covering be placed over the battery and the exposed metal of the cable terminals to reduce acid spillage and to reduce chance of arcing if metal contacts battery in any incident.

**Fig. 12**

### BATTERY CLAMP/HOLD DOWN FRAME

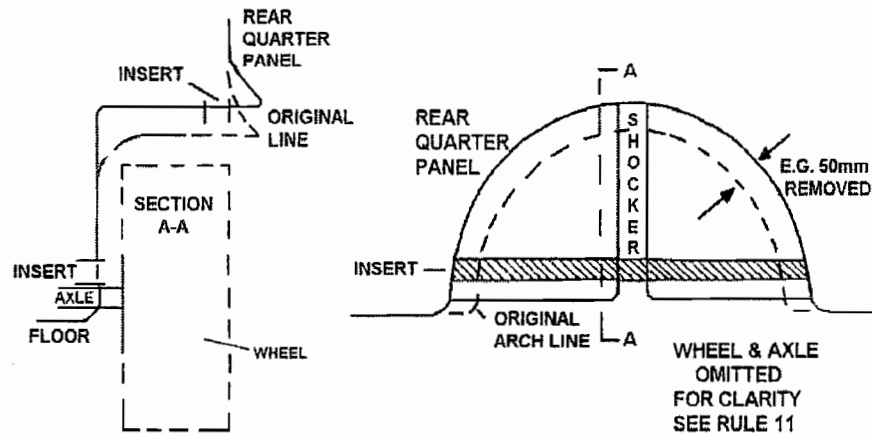


FRAME: 25 X 25 X 3mm ANGLE IRON

- a) Race car is to use an original, complete, metal body with the suspension mounting points in original position and being used, including complete original steel front firewall. (e.g. Commodore VN upwards must use OEM firewall.)
- b) Cars may be upgraded by using later panels in same series (i.e. VN - VS Commodore or EA - EL Falcon).  
The updated panel must be attached over the complete original panel, but must be registered as the original model.  
N.B. Cars after this series (VS Commodore & EL Falcon) cannot upgrade their panels.
- c) All fittings such as door handles, visors, ornamental mouldings, body trim strips; wheel trims etc. must be removed.
- d) All unnecessary flammable material must be removed, e.g. door trims, floor coverings; attached sound deadening material permitted except near exhaust system.
- e) All window glass and lights must be removed. (Window Glass apertures must not be covered with fibreglass or other material)
- f) Instrument glass permitted.
- g) **The only panels which may be replaced** with fibreglass/metal/aluminium replica: - max 2mm thick, are doors, bonnet, boot, front guards and nose.  
Under panel reinforcement plate not permitted.
- h) Replacement panels must be securely fastened; self drilling (TEK) screws are not to be used.
- i) **The only panels which may be removed:** Radiator support panel, front inner guard panels (provided that they do not constitute suspension mounting points e.g. McPherson strut), the door pillars (may be notched for barwork but otherwise must remain intact and in the original position), roof inner panels (ONLY at the points where interference with the rollcage occurs), dash panel, boot inner panels, boot floor and/or rear wheel arch sections rearward of the rear axle centre-line (provided that they do not constitute suspension mounting points).
- j) Modifications to rear firewall, front firewall, rear parcel shelf, floor and engine tunnel not permitted unless otherwise specified within this manual.
- k) If rear wheel arches need to be enlarged for tyre clearance, the original wheel arch may be split and an insert fitted, and the remainder of inner and outer arch panels must be re-welded. Fig. 4(iv).

Inner front wheel arches and fender skirts where they attach to the sub frame and floor area may be re-positioned for wheel clearance, max 50mm.

**Fig 4(iv) Wheel Arch Modification**



- l) Original front sub-frames must remain in place, except that; the sections forward of the leading edge of both front tyres may be removed, unless they constitute suspension mounting points; e.g. forward caster arm (radius rod) mounting on McPherson strut. Front wheel drive cars with transverse engine may modify the engine cradle assembly to strengthen the engine mount.
- m) Front and rear under bumper stone trays;
  - 1) front must be original in shape.
  - 2) rear must be of original shape and material.
- n) Rear SPOILER and/or front air dam permitted if manufacturer's option for the model. Aerofoil permitted if OEM standard fitment for base model. V8 Super Car type, Walkinshaw and similar derivatives not acceptable or permitted on rear. Spoiler or Aerofoil fitment not permitted to be above half rear window height, not wider than waistline of the car at that point nor further to the rear than the back of an original rear bumper. Other aerodynamic aids NOT permitted.
- o) All Bodywork, including any subsequent repair of race day damage, shall be to a Tradesman-like standard and must permit the vehicle to be presented in as near to original condition as possible.

## b) CARBURETTOR

Single carburettor to be type and make for the model.

Additional adaptor/spacer block under carburettor not permitted.

Additional gaskets or thicker than standard gaskets not permitted in the carburettor, on spacer/adaptor, or on the manifold.

Additional fuel capacity for float chamber not permitted.

A carburettor with more than two throttle butterflies or throats not permitted.

Cars produced only in OEM multiple carburettor or OEM 4bbl carbi. form, must use a "HOLLEY 350cfm" 2 barrel Carbi, max. venturi I.D. 1.203 (30.56mm) and a suitable "bolt-on" adaptor block (maximum 25mm thick).

Persons wishing to build any late model car supplied in multi. Carbi or 4 barrel form only, must apply in writing to the Federal Technical Committee for approval before it will be considered for registration. Application is to include full details of parent manufactures' manifold (not SPORTS option) to be used with a 350cfm. 2bbl Holley carbi. and a 25mm max. "bolt-on" adaptor block.

Any adaptor block for Holley 350 carbi., must be bolted to the manifold (not welded) and when removed, a standard carbi., for that manifold must still fit the manifold and the engine be able to run in that form.

All cars fitted OEM with single carburettor may use "Holley 350 cfm" 2BBL on original manifold or an OEM manifold option for the engine, NOT a SPORTS option.

All "Holley 350" carbi's maximum venturi internal diameter or 30.56mm.

Venturi will be checked using GO / NOGO gauge. Venturi is to be symmetrical and be affixed in position.

c) Engine block to be of original type and make for model, not after-market alloy or iron replacement.

d) Engine changes permitted if O.E.M. Ford to Ford, Holden to Holden (e.g. Buick is not Holden).

Race engine to be based on passenger car engine only.

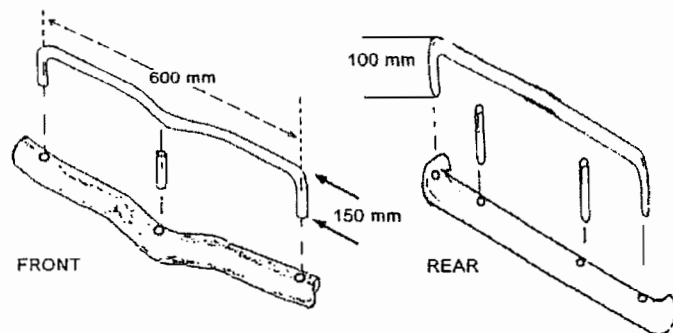
Manufactures markings to remain on engine block castings.

Harmonic balancer optional.

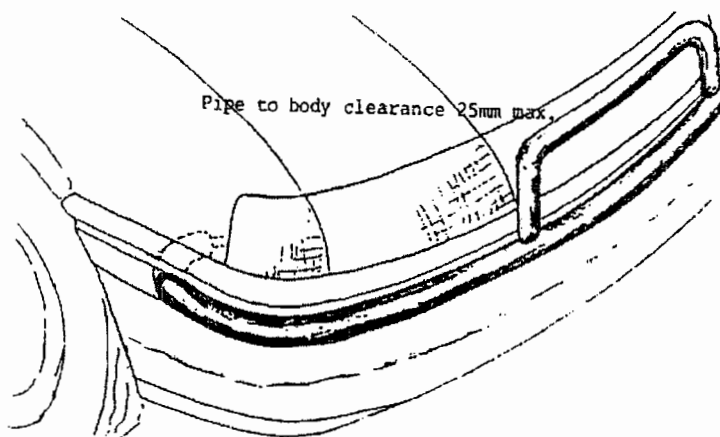
e) Crankshaft stroke not to be increased or decreased relative to the block being used.

f) Cylinder head to be of original material, type, make and configuration.

g) Engine to be mounted in original position, i.e., slant six retains the angle and vertical six remains vertical.



**Fig. 11** — OVERRIDE PROTECTION



## 18. ENGINE:

### ENGINE SEALING IS COMPULSORY

Engine Seals for Production Class will be Green.

Engine Seals will be placed – 1 each side of Sump and 1 only on Timing Cover.

Engine to be mounted with rear face of engine block in the original position.

Engine offset is not permitted. For Placement - See Fig 4(iii)

- ) Maximum 6 cyl. reciprocating engine to 4500cc absolute.  
Maximum 2 valves per cylinder, after market roller cams and roller cranks not permitted. No rotary cars allowed. No EFI Models.  
Checks will be on fuel and OEM equipment.  
Radio telemetry TO or FROM a car or cars will not be permitted.

- p) Paintwork and Sign Writing: All paintwork, sign writing and numbers to be neat, attractive and of a professional standard. All vehicles must carry the identification number, as issued by their club. This number may be displayed on each side of car and on the roof.

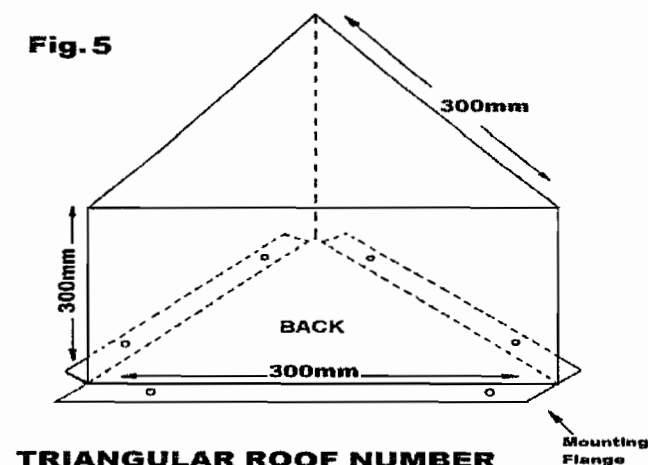
Club prefix, if required, to precede number. Identification number to be visible from front of car (for Pit Marshall).

The name of the driver will appear on the roof over RH door or on visor strip, in letters of a minimum of 75mm high.

Roof Plate: The use of a roof plate number is mandatory for all race meetings, State and National titles. It shall be a metal plate, 30cm square with a 5 cm right angle fold at the bottom, where 2 holes, at 20cm centres shall be drilled to take 6mm bolts. The number on the plate shall be painted using a black background & white number/s. Number to be minimum 250mm high in block font.

A triangular 3 sided roof number is OPTIONAL. Plate to be 300mm x 300mm. Black background with white number. Fig 5.

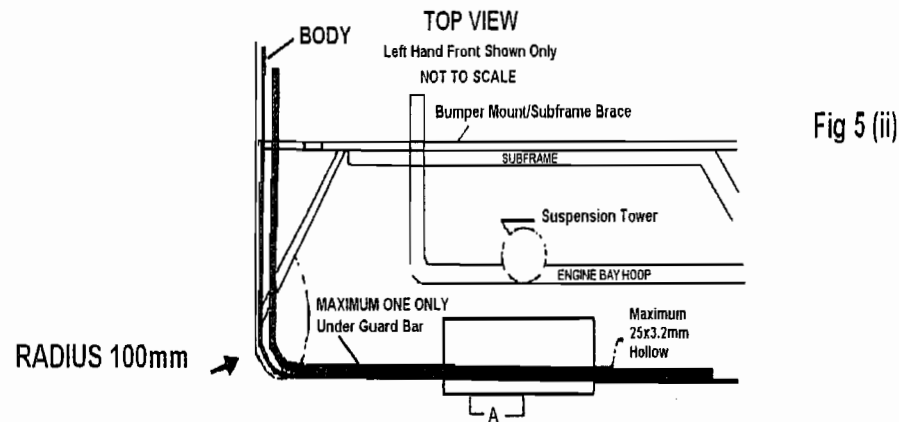
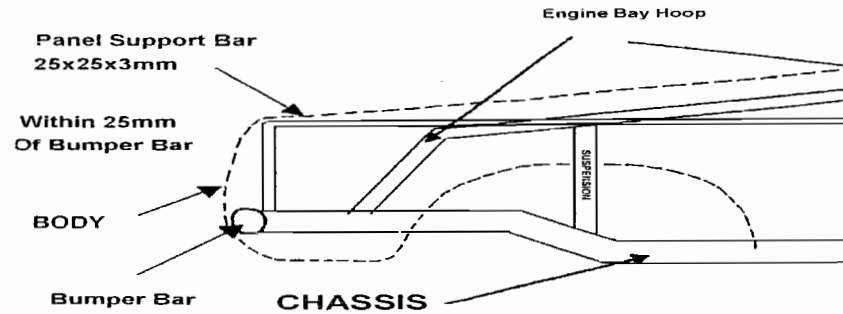
**Fig. 5**



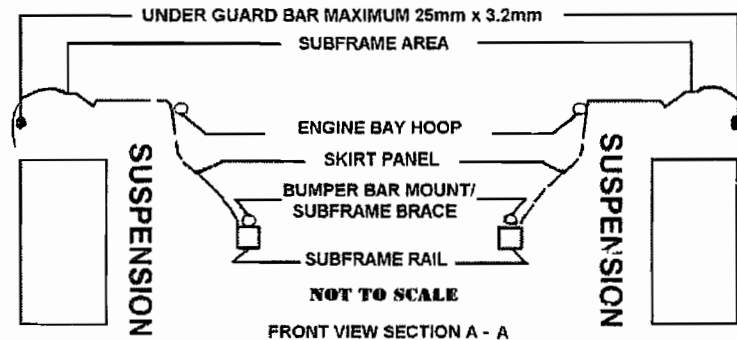
**TRIANGULAR ROOF NUMBER**

- q) Fuel Tap lever or switch to be marked, indicating FUEL and the positions ON/OFF.  
Kill Switch to be clearly marked, in contrast colour, for method of operation e.g. DOWN/OFF.
- r) Except for the bumper and bumper support bars, all bar work outside the sub-frame skirts forward of the firewall, i.e. under front guards, shall be a maximum outside dimension of 25mm and a maximum wall thickness of 3.2mm Fig. 5(i) (ii) (iii). Max 3 braces per side, one may be a vertical upright attached to the bumper support. No other bar work to attach to bumper bars or supports.

**Fig 5 (i)**

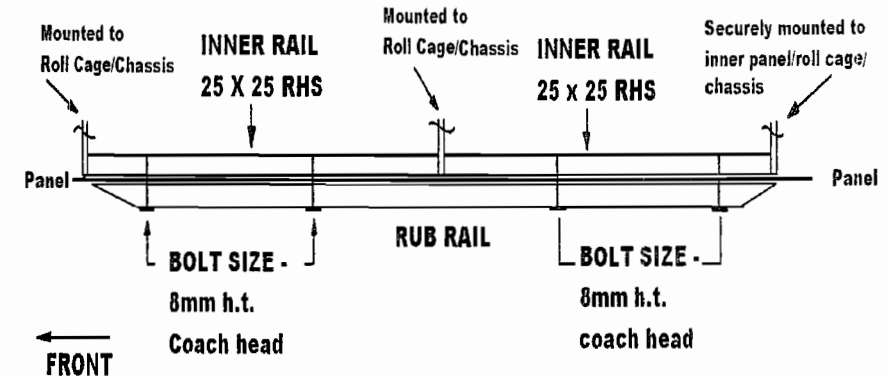


**Fig 5 (iii)**



- f) Mild steel rubbing strip between wheel arches to be 25x25x3mm MS RHS or alternately, nylon (urethane, nolathane) 50mm x 12mm thick. Be securely mounted against body at a minimum of four points. Bolts must be minimum of 8mm coach-head (cuphead) bolts and be bolted horizontally to bar work.

**Fig. 10 (i) RUB RAILS**



Bolts at each end must be no more than 50mm from the end of rub rail.

Inner mounting bar to be returned to chassis or roll cage at each end. Rubbing rail ends to be closed and taper to 45 degrees as not to become a "spear". Fig. 10 (i).

Rub strips not to be used on quarter panel behind rear wheel.

**Technical Committee will continue to monitor rub rails and if competitors are not adhering to the correct mounting procedure, rub rails will be removed from all Sections.**

- g) **REAR OVERRIDE BAR;** An override bar may be used. Constructed of maximum 25mm OD x 3mm CHS it shall be no wider than the boot panel and shall be mounted centrally on the bumper bar at no more than four points, be VERTICAL and be max. 100mm high. Brace bars are not to be used.
- h) **FRONT OVERRIDE BAR:** An override bar may be used. Constructed of CHS maximum 25mm x 3—mm CHS, maximum 600mm long, 150mm high and mounted centrally on top of bumper at three points only, i.e. it may have a centre support. Fig. 11.

Front Bumper Bar: To be covered with a plastic road car bumper.

Plastic road car bumper on rear bumper OPTIONAL.

Bumpers are to remain hollow.

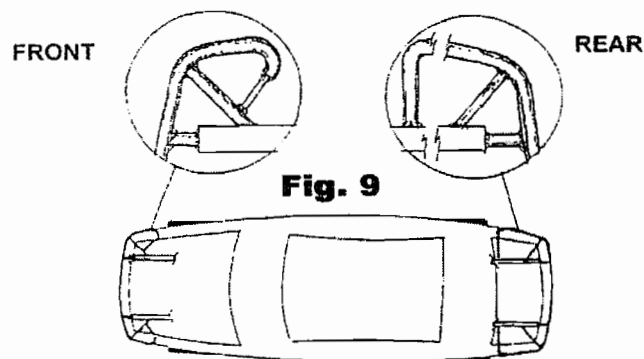
Corners and the ends of front and rear bumpers to be radius formed, 100mm minimum.

Maximum of four mounting points on each bumper bar.

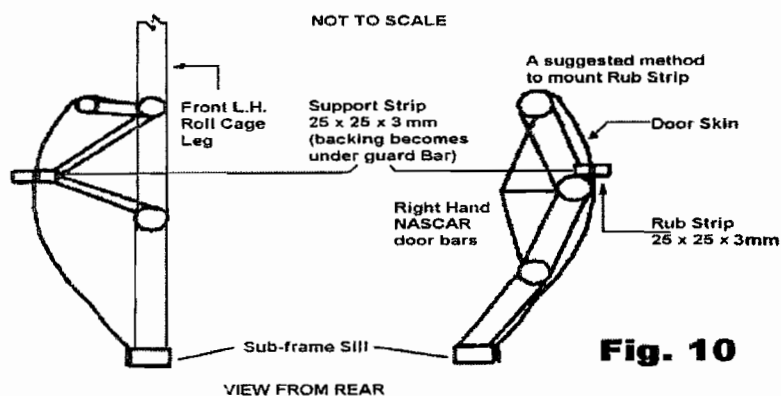
Returns and bumpers to be flush fitting with the body, within 25mm.

Anti hook-up bars from returns of Front and Rear bumpers to be extended onto the stay bars.

- d) REAR only: Returns of rear bumper may be extended as a skid rail against outside of body between bumper and wheel arch, and then extend inward to the "chassis rails".
- e) Corner plates on top edges of either bumper not permitted.



#### Rub Strip Mounting



- s) Bonnet to be securely fastened. Four bonnet pins (5 for fibreglass) to be 12mm min. to 15 mm max. mild steel, or approved equivalent. Bonnet pins are to be in the bonnet, not sides of mudguards. No mounting pins in side of panels, i.e. mud guards. Bonnet lock pins 3mm min to 6mm max. Heavy duty large reinforcing washers (min 30mm O.D.) to be fitted to all bonnets pin holes. Similarly, boot lid to be securely fitted, using pins and large washers as for bonnet. A removable boot lid to be securely mounted at four points. Hinged bonnet and boot lid permitted, using minimum of two pins. Skeletonising not permitted on hinged panels within 50mm of hinges. The hinged panel to be welded to the bonnet or boot skin.
- t) Fuel tank area must be accessible for scrutineering, 300mm x 300mm (access panel may be in rear parcel shelf, deck panel or be the boot lid).
- u) Grille may be fabricated, 3mm max. FMS, but is to resemble the original. Multi-piece sheet metal, brittle plastic, or die cast grille and/or fittings not permitted.
- v) Cars may have a wheel arch flare if Manufacturer's OPTION for the model and to be of original type and shape. Flares to be of body material only. Flare edges and/or guard edges are not to be reinforced.
- w) Light apertures may be filled using max. 1.6mm metal sheet, fibreglass or plastic.
- x) Rear vision mirror not permitted.
- y) Data logging dashes are not permitted.

#### 12. NON ORIGINAL BODY FIREWALL:

Driver must be protected and isolated from mechanical, fuel, electrical including battery, (marine type plastic or similar box accepted) and exhaust components, by metal firewalls, min. 1mm thick. (See Exhaust also).

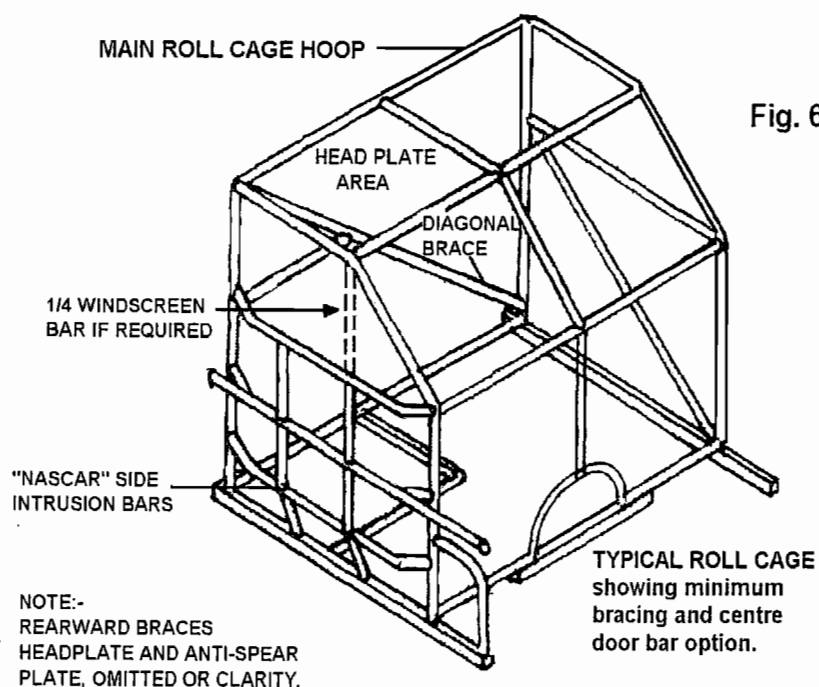
#### 13. ROLL CAGE:

- a) The roll cage is to prevent the collapse of cabin area under impact. Roll cage to enclose the driver, to be full width and full height of the cabin area. The roll bars are to constitute a cage type framework, braced fore and aft. The cage must extend from behind driver's seat forward to the windscreen area and incorporate protection for the driver's feet.



- b) All roll bar material must be of good quality mild steel, AS 1163, minimum Gr300. MINIMUM 38mm O.D. x 3.0mm w.t. CHS. (Sonic test at not less than 2.70mm ABSOLUTE). Aluminium based materials not permitted.  
All bends to be made using a pipe bender with the correct size former. Galvanised tubing or welding over threaded tubing is not permitted in any structural bar work.  
Water pipe fittings or malleable fittings are not permitted.  
Roll cages built using other than fusion welding techniques will not be accepted.  
Gussets on welded joints may be required at daylight inspection of weld quality.
- c) The rear main hoop & main roll cage bars will each be made of one continuous length of tubing with smooth continuous bends and no evidence of crimping, wall failure or significant weakening. Fig. 6(v).

**Fig 6(i) Typical Roll Cage.**



**Fig. 6**

- e) Mounting procedure for raising of head plate (existing cars). 10 stubs 38mm x 3mm tube – stub length is determined by height required to gain 50mm clearance.
- f) Stubs to be end capped and threaded for mounting purposes.

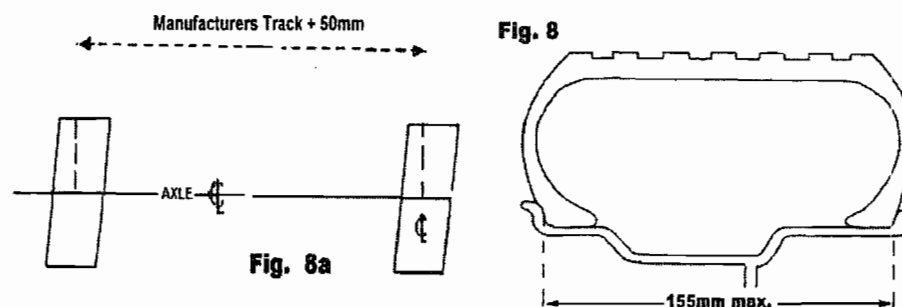
## 15. TRACK:

Original plus 50mm maximum. Centre-line-centre-line, refer Fig. 8a. (Wheel/tyre measured at stub axle height and averaged front and back)

## 16. WHEELBASE:

Original, within 1% ABSOLUTE. See also 7 "Measuring of Cars".

**Fig. 8 Track and Rim Measurement**



## 17. BUMPER BARS & OPTIONAL EXTERNAL BARWORK:

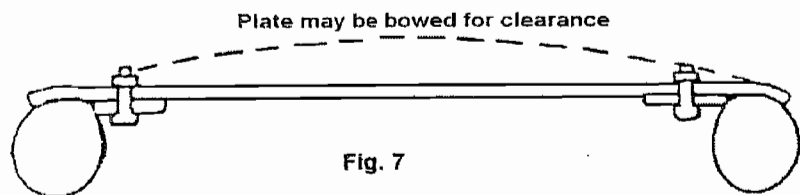
OEM type Steel bumper bars **NOT** permitted but may be replaced with max. 38mm x 3mm CHS.

- a) Bumper/s to be securely mounted in original position using supports of a minimum of 100mm from rear of bumper tube. Maximum support size, 38mm x 2.5mm CHS, 40mm x 40mm x 3.2mm RHS, or 50mm x 25mm x 3.2mm RHS only, i.e. gussets are not to be used. Bumpers are not to tie to under-guard bar work. (Fig. 9)
- b) Front &/or Rear: Original plastic bumper bar can be reinforced
- c) FRONT bumper Maximum return 300mm, Minimum 100mm by max. 38mm x 3mm CHS.

## 14. HEAD PLATE:

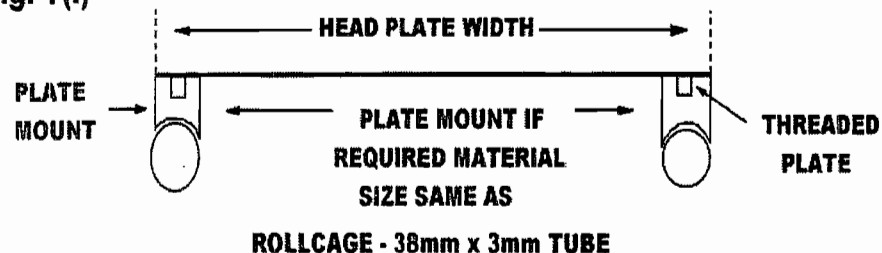
- a) To simplify the removal of an injured driver it is highly recommended that a removable full size head plate be used: Fig. 7.
- b) Head plate to be of 5mm ALUMINIUM ALLOY or 3mm STEEL. 25mm x 3mm FMS strip to be welded to main hoop, top windscreen bar, centre roof bar and side roof bar. 10 of 50mm x 50mm x 3mm MS tags acceptable. Plate to be mounted, from above, with 10 x 8mm dia. High Tensile bolts, 3 each side, 2 front, 2 rear. Heads of bolts to be downwards, i.e. no projections.
- c) **ALTERNATIVELY**  
A head plate min. 3mm steel must extend from rear roll bar to top windscreen bar and from driver's side outer roof bar to centre roof bar. This plate must be securely welded to these bars with intermittent welding procedure.

Fig 7. Head Plate



- d) Helmet clearance between roll cage roof/hoop bars for existing vehicles, may raise head plate as per drawing below (Fig 7(i)), to obtain 50mm clearance.

Fig. 7(i)



- d) Main roll cage hoop to be within 50mm of sides of roof at narrowest point. Bars are to be inside body.  
Top windscreen bar to be as near as practical to windscreen at front roll cage leg on side elevation.  
Front roll cage leg is to follow the "A" pillar line; exception being cars with severe rake of the windscreen.  
Angle of roll cage "A" pillar bar to be of not less than 45 degrees down from roof bar. Fig. 6(i) 6(ii).  
If a pillar bar does not follow 'A' Pillar line and is 45°, additional sub-frame cross brace from front of foot protection to LHS may be required.

Quarter window bar if required because of excessive rake or a long roll cage, to be a minimum of 25mm O.D.

Roll cage legs shall be welded to the top of a sub-frame of tubular or angle section running fore and aft.

Sub-frame to be securely welded or bolted to the floor pan/sills using at least four 12mm steel bolts through the sub-frame and using 100mm x 100mm plates under the floor.

### Sub-frame Material Sizes

A. Tubular minimum 38mm x 3.0mm w.t. CHS  
or 50mm x 50mm x 3mm w.t. RHS.

B. Angle minimum 50mm x 50mm x 5mm.

- e) A one piece diagonal brace - 38mm O.D. x 3.0mm w.t. CHS., will be fitted in the main roll cage hoop behind the driver's head, (within 250mm. of the bend), top right to bottom left. Fig. 6(iii).

A second brace may be fitted in cruciform.

The diagonal brace, top right to bottom left, must be one piece.

If a cruciform type bracing is used a minimum of 32mm O.D. x 3.0mm w.t. CHS may be used.

- f) **ADDITIONAL MINIMUM BARWORK: 38mm O.D. x 3.0mm w.t. CHS.**

Top windscreen bar. Lower windscreen/dash bar.

Seat back support/shoulder belt mounting bar.

On driver's (Right) side: three horizontal side bars, curved out to the door skin, are to be placed between front and rear cage legs, evenly spaced between window sill and cage sub-frame.

Door pillar to be notched only, NOT removed, to accommodate bar work.

A minimum of two vertical spacer bars, evenly spaced between front and rear roll cage legs, are to be fitted between the cage sub-frame and top horizontal bar. Fig. 6(i).

Passenger's (Left) side: Two bars between front and rear roll cage legs. One must be horizontal at window sill height. Minimum of two sub-frame cross braces at roll cage legs, either 38mm O.D. x 3.0mm w.t. CHS or 35mm x 35mm x 3mm w.t. RHS. Centre roof bar 32mm O.D. x 3.0mm w.t. CHS.

Passengers optional, but all bar work to be mirrored from right hand side. Passengers must face forward

- g) A quarter window bar, if required because of excessive rake or a long roll cage, be fitted to both sides and installed from the top NASCAR bar to top half of pillar bar using minimum 25x3mm CHS (38mm x 3mm CHS recommended).

Alternately, a 38mm x 3mm O.D. bar may be fitted from top of 'A' pillar bar to top of NASCAR bar at 45° of the top bar on both sides.

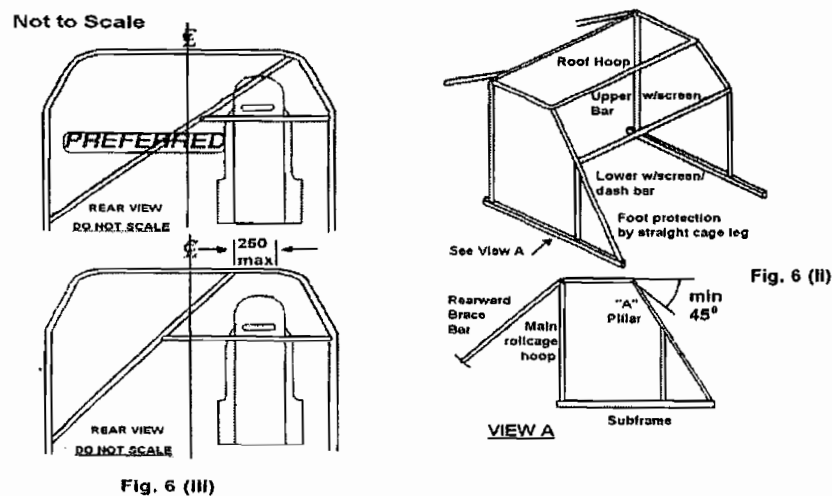
Centre windscreen bar, 25mm O.D. X 3.0mm w.t. CHS.

Rearward brace bars from the top rear of main hoop down onto rear sub frame (approx 45 degrees). May be crucifix.

Must attach to the rearward side of the hoop within 100mm of the centre of the top radius. To be of 34mm CHS.

WINDSCREEN MESH: Mesh screen to cover entire area from "A" pillar to center bar and from dash to roof bar. Maximum effective mesh size 50mm x 50mm. Mesh gauge 3mm. Windscreen mesh to be welded, or clamped with metal clamps to the roll cage "A" pillar and centre windscreen bar. Minimum of four clamps. Mono cars may be welded to body.

Fig 6 (ii) – (iii) Cage Details

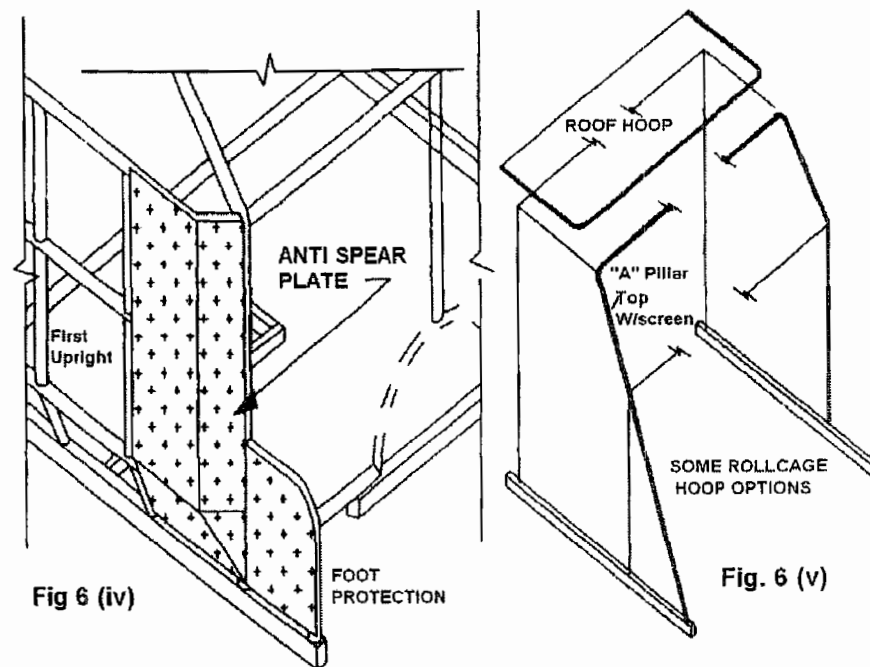


- h) One piece anti spear external door plate, 3mm steel or 5mm alloy, (NOT to be lightened by drilling). Recommended 1/3 length between roll cage legs, to be fitted on driver's side, (If using a passenger, must be fitted on each end of passenger side) from floor-line to window sill bar, forward of the first vertical door bar to the front leg of the roll cage. Fig. 6(iv).

If not welded, one piece external door plate to be bolted on, using a minimum of 6 – 50mm x 50mm x 3mm MS tags and bolted to either 8mm or 5/16<sup>th</sup> high tensile bolts with no protrusions. If individual pieces are used then a minimum of 4 – 50mm x 50mm x 3mm MS tags and bolted to either 8mm or 5/16<sup>th</sup> high tensile bolts to each piece with no protrusions.

Minimum requirement for foot protection be a minimum of roll cage material. A plate may also be required. Fig. 6(iv)

- i) The bar providing the anchor points for the shoulder belts is to be positioned so that the belts are anchored a maximum of 300mm from the point at which the shoulder belt comes through the back of the seat. Fig. 6(i).



## **X: NASR SPEEDWAY LICENCE APPLICATION FORM**



# SPEEDWAY LICENCE FORM

1st July 2007 to 30th June 2008

Form FO 13/05  
Issued: 13/4/2007  
Revision Number: 2  
Page 1 of 1

## NATIONAL ASSOCIATION OF SPEEDWAY RACING

Please lodge all forms through your club

Member Enquiries: (08) 8139 0777

Office Use Only

### TAX INVOICE

ABN: 11 373 518 738

### SECTION 1 - MEMBERSHIP STATUS

PLEASE PRINT CLEARLY

Have you previously held a NASR membership? YES ☐ NO ☐

If 'Yes', previous NASR Number:- \_\_\_\_\_

New NASR Number \_\_\_\_\_

(Office Use Only)

### SECTION 2 - APPLICANTS DETAILS (to be completed in full by applicants)



Surname		Given Names	
Postal Address			Post Code
Email		Occupation	Date of Birth
Home Phone	Work Phone	Mobile	Fax
Club		<input type="checkbox"/> Male <input type="checkbox"/> Female	
Racing Section - eg Sprintcar, F500, Kart etc. Please state if multiple classes eg: F500/Karts (Must be completed by all applicants)			
Beneficiary	Full Name	Address (If same as applicant write "As Above")	

### SECTION 3 - LICENCE CATEGORIES (Tick applicable box)

All prices are GST inclusive

All Drivers must be at least 16 years of age (AA - V)		All Junior applicants require Parent /Legal Guardian signature at Section 5	
<b>AA Driver \$175</b> <input type="checkbox"/> Sprintcars, Speedcars Late Models	<b>B Driver \$130</b> <input type="checkbox"/> Entry level classes inc. AMCA Fender Benders, Karts, Bombers Street Stockers, Crash N Bash and other low powered cars	<b>JD Junior Driver \$55</b> <input type="checkbox"/>	
<b>A Driver \$145</b> <input type="checkbox"/> V8 Dirt Modifieds, F500 Compacts, Litres, V6 Sprints Modifieds, Super Rods, Sportsman, GP Midgets, other V8 and high powered divisions. <i>Personal Accident Insurance is provided by NASR with purchase of a licence.</i>	<b>ASCF Driver \$135</b> <input type="checkbox"/> All ASCF Drivers (excluding Juniors)	<b>JM Junior Mechanic \$36</b> <input type="checkbox"/> Minimum age - 14 years	
	<b>V Vintage \$85</b> <input type="checkbox"/> All Classic Drivers (demonstration only)	<b>C Mechanic/Pit Entry \$75</b> <input type="checkbox"/>	
		<b>D Officials \$75</b> <input type="checkbox"/>	
		<b>E Extraneous Events \$85</b> <input type="checkbox"/> eg Demo Derby, Figure 8	

### SECTION 4 - ADDITIONAL MEMBERSHIP BENEFITS (Tick box)

<b>I wish to purchase an Entertainment Book</b> Please deduct a discount of \$10 from your licence fee if purchasing an Entertainment Book.  <b>\$60</b> <input type="checkbox"/>	<b>I wish to join Phil Herreen in supporting PBF's injury prevention and support programs through membership</b> Please visit <a href="http://www.pbf.asn.au">www.pbf.asn.au</a> to read the PDS and find out more about the \$100,000 member benefit  <b>\$22</b> <input type="checkbox"/>
---	---

### SECTION 5 - CONSENT STATEMENT FOR APPLICANTS UNDER 18 YEARS

Are you under 18 years of age: ☐ Yes - Parent/Legal Guardian to sign below ☐ No - You do not need to sign Section 5 below

Are you employed: ☐ Yes ☐ No Go to section 6

Consent Statement for applicants under 18 years: I, (print full name) \_\_\_\_\_  
of (print address) \_\_\_\_\_ am the (state relationship) \_\_\_\_\_  
of the above-named ("the minor") who is under 18 years of age. I have read this document and understand its contents, including the  
exclusion of liability and assumption of risk, and have explained the content to the minor. I consent to the minor attending/  
participating in the event at his/her own risk.

Parent/ Legal Guardian signature \_\_\_\_\_ Date: \_\_\_\_/\_\_\_\_/\_\_\_\_

### SECTION 6 - DECLARATION ACKNOWLEDGEMENT

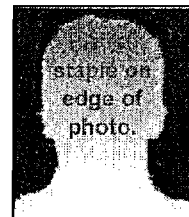
**Statement to be read and signed by applicant**  
I agree to be bound by the rules and regulations of any event at which I am to attend  
or participate ("the event") as well as the provisions and rules of NASR Incorporated  
and National Association of Speedway Racing Pty Ltd ("NASR") and any National or State  
Regulatory Bodies of the division in which I participate ("Associated Entities"). I further agree  
to be bound by all rules, policies and regulations published by NASR, from time to time, and  
to follow all reasonable directions and requirements stipulated by NASR in relation to my  
licence. I agree that the continuation of my licence is subject to my compliance at all times with  
this Section 6. I accept the conditions of, and acknowledge the risks arising from, attending  
or participating in the event and being provided with the event services by NASR and the  
Associated Entities. I have read, understand and agree to be bound by Section 9 -  
Declaration overleaf. I accept and agree to abide by the NASR Drug and Alcohol Policy.

Signature \_\_\_\_\_ Date \_\_\_\_/\_\_\_\_/\_\_\_\_

Attach passport size photo

Please print name clearly  
on reverse side of photo.

Juniors to supply a recent  
photo every year.



Date received: \_\_\_\_\_

Office Use Only

[www.nasr.com.au](http://www.nasr.com.au)

[office@nasr.com.au](mailto:office@nasr.com.au)



# SPEEDWAY LICENCE FORM

1st July 2007 to 30th June 2008

Please keep a copy of this application if you require a Tax Invoice.

## SECTION 7 - PAYMENT DETAILS

### Payment Summary:

I am paying by:

☐

Cash (only to be made at your club)

☐

Cheque

☐

Money Order

☐

Credit Card - details as below

☐

Visa

☐

MasterCard

Total Credit Card Amount \$ \_\_\_\_\_

Card No:

Expiry Date:

Name on Card:

Cardholders signature

## SECTION 8 - CLUB DETAILS

Club Name: \_\_\_\_\_

To be completed by applicant

Club Officer to complete (Tick appropriate boxes)

Contact Name: \_\_\_\_\_

Address: \_\_\_\_\_

Postcode: \_\_\_\_\_

Contact Phone: \_\_\_\_\_

Fax: \_\_\_\_\_

Photo ☐ Yes ☐ No

Medical ☐ Yes ☐ No

Proof of Age ☐ Yes ☐ No

Club fees enclosed (if applicable)

Amount \$ \_\_\_\_\_

## SECTION 9 - DECLARATION

### Statement to be read

In exchange for being able to attend or participate in the event, I agree:

- \* to unconditionally and irrevocably release, discharge and hold harmless NASR, promoters, sponsor organisations, land owners and lessees, organisers of the event, their respective servants, officials, representatives and agents (collectively, the "Associated Entities") from and against all liability for death, personal injury (including burns), psychological trauma, loss or damage (including property damage) ("associated harm") howsoever arising from my participation in or attendance at the event, except to the extent prohibited by law;
- \* that NASR and the Associated Entities do not make any warranty, implied or express, that the event services will be provided with due care and skill or that any materials provided in connection with the services will be fit for the purpose for which they are supplied; and
- \* to attend or participate in the event at my own risk.

I/we acknowledge that:

- \* the risks associated with attending or participating in the event include the risk that I may suffer harm as a result of:
  - \* motor vehicles (or parts of them) colliding with other motor vehicles, persons or property;
  - \* acts of violence and other harmful acts (whether intentional or inadvertent) committed by persons attending or participating in the event; and
  - \* the failure or unsuitability of facilities (including grandstands, fences and guard rails) to ensure the safety of persons or property at the event.
- \* Motor sport is dangerous and that accidents causing harm can and do happen and may happen to me.

**ANY APPLICANT MAKING A FALSE DECLARATION IS LIABLE TO REFUSAL AND CANCELLATION OF LICENCE AND/OR INSURANCE COVER**

## SECTION 10 - PRIVACY STATEMENT

NASR requires the information requested above to assess your application and if accepted, to provide you with membership services. Your personal information, will only be used in accordance with the objects of NASR and NASR general business. You will be able to access your personal information through NASR upon reasonable notice. If the requested information is not provided you will not be able to receive membership services.

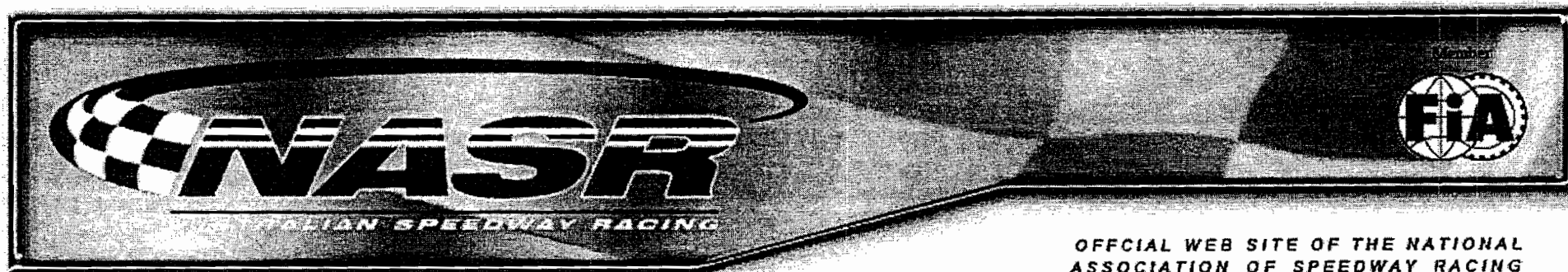
**Please return completed forms and payment to your club.**

**MEMBER ENQUIRIES (08) 8139 0777**

[www.nasr.com.au](http://www.nasr.com.au)

[office@nasr.com.au](mailto:office@nasr.com.au)

**XI: EXTRACT FROM WWW.NASR.COM.AU, THE OFFICIAL NASR WEBSITE,  
DESCRIBING ACHIEVEMENTS OF NASR**



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:: Media Accreditation

## Safety

:: FIA

:: Head & Neck Restraints

:: National Safety Conference

:: Safety Apparel

## National Series



## Achievements

Established speedways first and only national body in 1997 providing a single point of contact for speedway racing.

Created a single National License transferable between all classes with general insurance discounts available to members.

Created national corporate bodies, state incorporated bodies in NSW, QLD, SA, TAS VIC and WA and formed National Council for the states to be heard.

Constant maintenance of specialist industry insurance products to continually offer the highest range of benefits available for both public liability and personal accident insurance Development of a Risk Management program, which includes track inspections, track risk audits, a track operators manual and safety training.

Current Australian Champions (plus WSS and NSSS winners) are offered free entrance (one admission per event) at NASR tracks with their NASR Silver Credentials Card.

Development of a 5 star National Track Standard Rating system.

Introduction of common National Racing Rules for racing divisions to utilise Development of code of conduct together with policies and procedures.

Government recognition of NASR in NSW by the Department of Sport and Recreation.

Introduction of National Junior Driver Development program and assisted with the introduction and growth



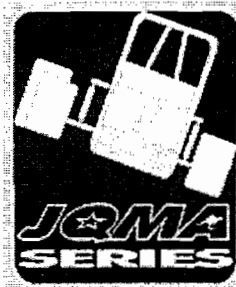
- :: Safety Seminars
- :: SFI Foundation
- :: Speedway Safety Advisory Committee

### Competition

- :: Calendar
- :: Competitor Associations
- :: Divisions
- :: Drug and Alcohol Policy
- :: Junior Driver Development
- :: Licence Categories
- :: National Super Sedan Series
- :: National Titles
- :: National Racing Rules
- :: Silver Card Awards
- :: Track Directory
- :: World Series Sprintcars

### Member Benefits

- :: Choice Hotels
- :: Entertainment Book
- :: Fuel Passbook



of Junior Sedans and Junior Quarter Midgets.

Created and offered competitors promotional materials to help raise the professionalism of Speedway (ie. Autograph cards)

Participation in The Motor Sport Show held at the Melbourne Exhibition and Convention Centre to help promote the sport.

Publication of NASR News, the official newsletter of NASR.



Created and manages NASR National Safety Training Seminars in each state (David Higgins, National Safety Officer) which continues to train and inform track safety workers.

Created a National Media Accreditation process for NASR tracks to manage and process national, state and local media representatives.

National speedway office located in Adelaide within its own building owned by the sport.

### Nat. Divisions



360 Sprintcars

Professional accountability for management of funds plus development and management of records and data.

Owns and franchises out World Series Sprintcars which celebrates its 20th anniversary in 2006/07.

Offers hotel and entertainments discounts to NASR members through the Choice Hotels range (Confort, Quality and Clarion Inns) and Entertainment Card.

Created and managed NASR television show "World of Speedway" for 3 seasons which was broadcast nationally on Foxtel featuring all divisions of the sport.



AMCA Nationals

Development and implementation of a Drug and Alcohol Policy outlining set procedures including testing techniques for both drugs and alcohol, chain of evidence requirements and relevant offences and penalties.

International safety standards and training programs provided by SFI Foundation membership.

Annual National Safety Conference for speedway stakeholders to discuss the latest safety issues.

Formation of the Speedway Safety Advisory Committee to advise the NASR Board on management of

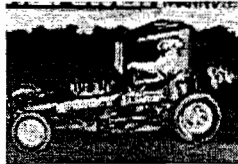
- :: Hall Of Fame
- :: Links
- :: NASR News
- :: PBF Fund
- :: Personal Accident Insurance
- :: Photo Gallery
- :: Public Liability Insurance
- :: Weather Watch
- :: Web Casts

#### Marketing

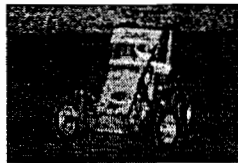
- :: Advertising
- :: Graphic Guidelines (Logo)
- :: Merchandise
- :: Promotions
- :: Sponsorship

#### About Us

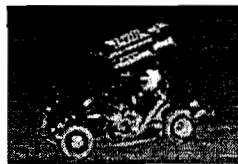
- :: Achievements
- :: Background
- :: Board Members
- :: Mission Statement
- :: National Council
- :: Privacy Policy
- :: Staff Members
- :: Strategic Plan
- :: Volunteers



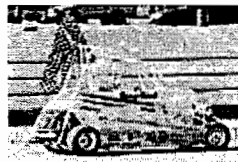
Classic/Vintage



Compact Speedcars



Formula 500s



Junior Quarter Midgets



Junior Sedans

safety issues and the application of safety policies and procedures in speedway racing.

NASR has close to 10,000 members, double the number of our inaugural year.