

Bourke, Monica

From: Kerry Hill [hillsville5@bigpond.com]
Sent: Thursday, 27 March 2008 3:18 PM
To: Bourke, Monica
Subject: NASR Public Consultation Questions
Attachments: NASR -ACCC.wps

Hi Monica

Please find attached our response to the questions being asked of NASR. As a club run track we fully endorse the NASR insurance programme. We feel it provides us with a consistent governing body re rules, implementation of specifications, training and support for our sport. For our sport to be consistent throughout Australia we feel it is appropriate to have one nationally recognised controlling body.

Regards

Kerry Hill
Secretary
Borderline Speedway
Mount Gambier
Phone 08 87255513

27 March 2008

Attention: Monica Burke
Project Officer
Adjudication Branch
Australian Competition and Consumer Commission

The committee of the Borderline Speedway wish to forward the following response to questions being asked of the NASR controlling body.

Response to the Public Consultation Questions being asked by the ACCC.

1. *How important is it to hold a NASR licence if you are a speedway driver? What other race controlling bodies provide licences and/or manage speedway events that drivers can attend instead of NASR approved events.*

We consider that the national licence system provided by NASR offers consistent racing rules, standards and training for all speedway sections. In the event of penalties being handed down to competitors it is much easier to police if there is only one licensing body.

2. *NASR advise that it has negotiated a group personal injury insurance policy which provides coverage to licensees as a member benefit at no additional cost. NASR advises that licensees/members remain free to obtain appropriate personal injury insurance from other providers. Do drivers obtain their own insurance? Why or why not? How difficult is it to obtain personal injury insurance as a speedway driver or track/venue operator? Who are the main providers of insurance? What is the approximate cost for obtaining insurance for speedway racing?*

The NASR personal insurance policy provided appears adequate for our competitors. If competitors wish, they can arrange themselves to purchase additional insurance. As a promoter /club we believe that by bulk purchasing our insurance with a reputable broker we are able to obtain a better policy in regards to benefits and price. Also the broker is able to acknowledge the consistent safety aspects of the sport if it is controlled by a national body.

3. *NASR advises that should a licensee/member obtain their own insurance instead of/in addition to the insurance provided as a member benefit of the NASR licence, the licence fee paid by that member is not adjusted. Does this prevent licensees/members from taking out their own insurance? Why or why not?*

As participants of the NASR licence scheme we are satisfied with the cover provided. With all participants registering through the one body(NASR) it is easier to manage re period of cover. If individuals were responsible for their own insurance it would create an excessive workload in ensuring that all competitors were appropriately covered. Ultimately we feel the system in place needs to be manageable.

4. *NASR advises that licensees/members may obtain licences from other associations and may therefore race at non-NASR approved tracks and events. However, NASR's group personal injury insurance provided as a member benefit does not apply to non NASR approved races, events r tracks. Do drivers race at both NASR and non-NASR approved events and venues? Does this deter a driver from racing at non-NASR approved events or tracks? Why or why-not?*

Our club members are made aware that if they choose to participate at a non-NASR track, they are not covered by the NASR personal injury insurance policy. Therefore if they choose to compete at other venues, it is their responsibility to ensure they have adequate insurance coverage and an appropriate licence for that event and venue.

5. *How important is it for a venue or track to be NASR approved? Can you outline what the effect of not being NASR approved might have on these tracks?*

We believe by being part of the NASR insurance scheme it provides the competitors with the knowledge that there are specific safety standards in place and consistency from one venue to another. This can only be a benefit to the sport if there is a national consistency applied to safety, rules and specifications.

6. *How important is it for a sprint car driver, saloon driver or V8 dirt modified driver to be a member of the SCCA, ASCF or the DMA? Are there alternative racing body organisations that operate events and/or tracks in these categories of racing?*

It is important for drivers to be members of their competitor groups. This provides them with the opportunity to be involved with the Specifications and safety standards for their relevant divisions.