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Monica Bourke  
Australian Competition &  
Consumer Commission  
GPO Box 3131  
Canberra  
ACT 2601

Exclusive Dealing Notification lodged by NASR and others.

Dear Monica,

I am writing as a speedway sedan driver who has held a NASR licence to race Street Stocks and a VSC licence to race Standard Saloons. I am concerned by NASR's proposal as it is going to cost me money based on NASR's current charges. I used to race ASCF Street Stocks and the licence and registration with personal accident cover cost \$325.00. Of that \$130.00 is for licence and accident cover and the remainder is for registration of the race car. I have now converted the car to a VSC Standard Saloon and the licence and registration costs \$135.00. Licence is \$45.00, accident cover is \$45.00 and registration is \$45.00. The Standard Saloon is very similar to the Street Stock in specification but there is a significant difference in licencing and registration costs. This may have something to do with NASR and VSCF being involved with the Street Stock where as the Standard Saloon is administered through the VSC only.

1. How important is it to hold a NASR licence if you are a speedway driver?

For me there is no need to hold a NASR licence. Tracks that run Standard Saloons accept VSC licences whether they are NASR tracks or not. Of the six tracks I race at, three of them are listed by NASR as NASR tracks.

2. Do drivers obtain their own insurance? Why not?

I am not concerned about the insurance and have not tried to obtain my own. If I am seriously injured and someone else has been negligent then I would take the necessary legal action.

3. NASR advise 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.

Not applicable to me.

4. Do drivers race at both NASR and non-NASR approved events and venues?

As stated in question 1 I have raced with a VSC licence at NASR Insured and non NASR insured tracks. I know of one track (not one of the tracks listed in the submission) which will not let drivers or crew to enter the pits without a NASR licence even if the drivers or crew have personal accident cover through VSC. This track schedules some VSC classes at its track. I don't know of any VSC sanctioned tracks which do not accept NASR licences for pit entry.

5. How important is it for a venue or track to be NASR approved?

I don't care if the track is NASR approved or not. If the track facility is in good condition and I feel safe then I will compete. Speedway has been developing for many years, gradually becoming safer and safer. NASR may have been involved in this increase in safety but they are not the reason for the increase in safety.

6. How important is it for a sprint car driver, saloon car driver or V8 dirt modified car driver to be a member of the SCCA, ASCF or the DMA?

I compete as a saloon car driver and I have no need to be a member of any of the above organizations.

7. Further Comments

Speedway is not as organized as it could be. Most of the organizations involved are volunteer based and as such are under pressure to perform at a professional standard all of the time. NASR does have a level of professionalism that the rest of speedway in Australia should aspire to achieve. This does not mean that NASR should displace the many organizations that have a much longer history than that of NASR.

I saw a letter today from the VSCF and I found it strange that Rod Meakins, the President of the VSCF committee and a member of the SSA board was not aware of the SSA's submission to the ACCC. It would appear that the submissions have not all been completed correctly as per normal committee processes and with limited consultation.

I wish the ACCC good luck in their deliberations and I hope that they reject the application until further consultation has been conducted by NASR with all relevant parties being involved.

Yours sincerely

Anthony Taylor