



**STAWELL MOTOR SPORTS CLUB INC**  
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**STAWELL VIC 3380**

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27-03-08

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

FILE No:

DOC:

MARS/PRISM:

Exclusive Dealing Notification lodged by NASR and others.

Dear Monica,

I am writing on behalf of the Stawell Motor Sports Club (SMSC) Committee regards NASR's recent application. We are a small club which is affiliated with NASR but does not purchase the NASR Insurance package. I am also the licencing officer for our club and as such I process all of the licence/insurance/assurance applications for our club members, volunteers and officials. SMSC provides the following responses to the questions raised by the ACCC.

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

In Victoria there are a number of controlling bodies with the main ones being VSC, VSCF and NASR. For competitors in VSC classes there is no need to purchase a NASR licence as VSC provides licences and personal accident coverage. The only exception being competitors racing interstate or at some NASR tracks, they are required to hold a NASR licence. Competitors who fit into this category purchase a VSC licence without personal accident coverage with a discount of \$45.00. They also purchase a NASR licence which always has personal accident cover. As a promoter our club purchases public liability insurance which covers drivers with either VSC or NASR licences without discrimination. The classes/associations listed with the NASR submission have not run at our track for at least five years and are not likely to in the future for various reasons.

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

The majority of drivers take the personal accident coverage because it is mandatory for all competitors in NASR, VSCF and VSC classes. I have never received an enquiry from a driver for different or additional personal accident coverage. The cost of NASR's personal accident coverage

is not published on their licence application and therefore the cost is unknown. VSC list the price for their personal accident coverage as \$45.00. Personal accident coverage for officials/volunteers is available at a competitive price from VSC and this is the cover that SMSC uses. The cost of this VSC coverage per event is \$40.00 for the first thirty officials and \$5.00 for each official after that. This cost is acceptable. Unfortunately the VSC does not recognize some NASR classes e.g. Figure 8 and Crash and Bash. VSC refuses to allow VSC officials coverage to apply when the disputed classes are on the track. SMSC purchase insurance from Suncorp Metway Insurance and depending on the required limit of liability the premium ranges between approximately \$800.00 and \$1000.00 per race meeting.

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.

NASR does not give drivers the option of obtaining their own personal accident cover. Any cover drivers may purchase is on top of the cover provided by NASR. VSC does give drivers the option of purchasing personal accident cover from other providers and also provides a discount on the licence cost. As mentioned previously, drivers from our club do not seek personal accident cover other than the cover that is provided when they purchase a licence.

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

The question needs to be raised, what is a NASR approved track? Our track is affiliated with NASR but we do not use their insurance package, are we NASR approved? Our track standards are equal to or higher than some NASR tracks that run equivalent classes of vehicles. Because we do not have the NASR insurance package are NASR licenced drivers on our track not covered by the NASR licence accident cover? The drivers think they are or don't care. Do drivers need to get a VSC licence also? NASR does not issue race permits for tracks, VSC does. One of the biggest problems with speedway at present is that the various governing bodies do not all work together. The losers are the drivers and the track promoters and clubs. NASR states that they recognize 110 different speedway categories that comply with minimum safety standards and that licenced drivers may compete in these classes. NASR neglected to point out that not all of these classes currently require NASR licences and in fact many of them are totally independent of NASR (e.g. VSC Standard Saloons the largest sedan class in Victoria with approximately 140 registered cars). It appears to be an attempt to take over existing governing bodies such as the VSC. This may be a good thing or it may not.

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

SMSC meets most NASR standards but we have never applied for or received notification of NASR approval. We do have approval to conduct speedway activities from the VSC which we apply for each year. Our understanding is that NASR and VSC have no formal ties. To date this has only been a minor problem regarding the recognition of some classes by each of the organizations.

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?

SMSC has no Sprint Car or V8 Dirt Modified drivers in our club. We have members who drive ASCF sedans, VSC sedans and VSC open wheel vehicles. With so many different sedan classes available there is a large range of possibilities for drivers who do not wish to compete in NASR sanctioned classes.

7. Further Comments

The application by NASR did not surprise our club as NASR has had a rapid rise over the last few years. It is surprising that there appears to have not been more negotiation with all of the governing bodies within the sport. At present the sport is fragmented and operates under a number of different rules. At a recent meeting of race stewards in Victoria it was unanimously recommended that one set of rules be adopted to provide uniformity. NASR's actions may be what the sport needs to bring it up to a more professional standard.

A handwritten signature in black ink, appearing to be 'Anthony Taylor', written in a cursive style.

Anthony Taylor  
Secretary  
Stawell Motor Sports Club