

Bourke, Monica

From: Ian Vale [ivale@optusnet.com.au]
Sent: Tuesday, 1 April 2008 8:17 PM
To: Bourke, Monica
Subject: Sprintcar Control Council of Australia
Follow Up Flag: Follow up
Flag Status: Red
Attachments: ACCC Response to letter dated 14-3-08.doc

Hello Monica

I have answered the questions that were in the document I received from the ACCC in the attachment above.

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PUBLIC REGISTER**

If there is any matter you wish to discuss further please don't hesitate to call me .

Regards

Ian Vale
0418 176 136

PS: I have answered these questions as Ian Vale not as the President of the Sprintcar Racing Association of Victoria Inc. although I did discuss these issues with the SRA committee last week and I do have there support.

Attention: Monica Bourke

Exclusive Dealing Notification Lodged by NASR and others.

Response as requested to questions on document dated 14 March 2008

Ref C2008/283, C2008/287, C2008/289

1. As a driver to hold a NASR licence is important as it is really a insurance policy, unless the driver has their own insurance that has adequate cover to suit there requirements. Some venues that are with the NASR Public Liability Policy require that the drivers and persons entering the pit area have a NASR licence, Venues that are not NASR affiliated do not require this licence and supply a Public Liability Policy to cover the drivers and others. The SCCA (Sprintcar Control Council of Australia) is the controlling body which sets the Racing Rules, Regulations and Specifications for sprintcar competition in Australia and there own competitors licence. The State member clubs of the SCCA process the NASR licences on behalf of their members if they want a NASR Licence.
2. Some drivers possibly do obtain their own insurance, and compete at venues that do not require NASR Insurance or licensing, while others use the NASR policy which is the Licence if they want to compete at a NASR affiliated venue.

I believe there are other insurers that will supply an insurance policy to cover the competitors. This NASR Licence is basically a insurance policy and it is not only the drivers that are required to have one when competing at NASR affiliated venues, most people (crew members, officials and club members are some to mention) entering the pit area, while some venues will accept a suitable insurance policy for the non drivers in the pit area. NASR Fee's for crew member's range from \$35 to \$75 and for Drivers it ranges from \$85 to \$175.

3. The licence fees from NASR are preset each season without a discount if a driver has a different insurance provider I believe. This dose not prevent a driver from taking a policy of their choice unless they want to compete at a NASR affiliated venue.
4. Driver do race at non NASR tracks and I know of drivers that have made major claims and been paid by NASR from injuries received while competing at non NASR venues but with a NASR licence.

There is always drivers that ask why they have to have a NASR licence to compete, and it dose deter some drivers from competing at some venues.

5. The biggest problem is most competitors and licence holders do not fully understand what is in the NASR Insurance policy or any other policy for that matter as you need to read the Policy fully and then still probably seek clarification to get a better understanding. It is important that all venues have adequate insurance policy to cover all persons.

6. Talking for the sprintcar competitors it is very important they are a member of the SCCA. The SCCA is made up of the States and Territories in Australia, in other words the SCCA is the drivers and owners through there State member clubs who set all the Racing Rules, Regulations and Specifications. All the Racing Rules, Regulations & Specifications are set by a majority vote. The members set their own licensing and registration fees each year at the annual SCCA conference through their state delegates. The SCCA must maintain full and complete control of their Sprintcar class and not allow private enterprise or other bodies to have control. It is up to the SCCA to affiliate with other bodies if it is in their best interest of the members but remain in control of there own destiny.