



Smokefree Collie Speedway

Collie Racing Drivers Association Inc

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36 Years We've Done Us Proud



Collie Speedway is a SmokeFree Venue

2002 WINNER

EXCELLENCE IN HEALTH PROMOTION
AWARD

Our Ref: C2008/283, C2008/287 and C2008/289
Contact Officer: Monica Bourke
Contact Phone: 02 6243 1531

Friday, 4 April 2008

Dear Monica

The Collie Racing Drivers Association Inc administers and promotes racing at the Smokefree Collie Speedway in Western Australia.

The Collie Racing Drivers Association is affiliated with the Western Australian Sedan Car Federation and the Western Australian Speedway Commission.

The Collie Speedway has been in continuous operation for 36 years and is the oldest continuous operating night time speedway in Western Australia.

The Collie Speedway membership is comprised of mostly Sedan Car divisions with competitors licensed with Speedway Sedans Australia and NASR.

We have a small group of Sprintcar competitors who are unable to obtain their car registrations with the NASR organisation but can obtain their racing license with NASR. They each have had to obtain their registration from the NDRA group. The group has been denied the opportunity to race at NASR insured speedways as the speedways have been informed that their insurance will be void if the group races there. For public liability Collie Speedway is not insured by NASR but is insured through DMA.

The safety of speedway venues in Western Australia is under the control of the Health Department of Western Australia. It is through them and the Western Australian Speedway Commission that licenses to operate are obtainable. NASR does not control the safety of venues in Western Australia. NASR only has a responsibility to their insurers to monitor the safety of the speedways insured through them in Western Australia. As the Collie Speedway is not insured through NASR, NASR therefore has no interest in the safety aspects of the Collie Speedway. We therefore can only assume that the Smokefree Collie Speedway is not a NASR sanctioned or approved venue.

NASR was proposed to the speedway fraternity some years ago in Western Australia at a public meeting attended by several hundred persons. At no stage did the proponents of NASR invite a vote on the introduction of the organisation. At a subsequent special meeting in Perth attended by a large number of persons representing speedways and competitor groups, a vote to accept NASR was taken that was very decisive against.



Worsley Alumina Pty Ltd

*the SmokeFree WA Western Australian Sedan Car Federation
Production Sedan Championship 15/16 February 2008*

The ASCF purchased a share in NASR against the wishes of several member states including Western Australia. Since NASR has been given the right to license sedan competitors, costs have increased considerably. The so called free insurance has been reported to be a little or no value to competitors who have no regular income, or have leave of some sort available to them from their work place. It is alleged that a Junior competitor in Western Australia suffered broken limbs in a race accident but insurance claims were rejected by NASR apparently on the grounds that the driver was not earning an income. Why does he have to pay for insurance that he can not claim from.

The Australian Speedway Accident fund provides cover for both competitors and pit crews in the sedan divisions. As an assurance policy, the benefits are paid regardless of insurance claims. A member of the Collie Racing Drivers Association was paid a significant sum of money following an accident at the speedway. It would be doubtful that the NASR accident policy would have paid out on the claim as the person concerned was not working at the time of the accident. Some competitors are insured through Combined Insurance of Australia which not only will cover them while at the speedway but also will cover them away from the speedway. Some competitors are also covered by their work place employment.

To obtain a competitor license, a competitor has no choice with NASR and the ASCF, he must take out the NASR insurance. Sure he can take out his own policy, but why should he have to have a policy that he does not need or want.

Several club members from the Collie Racing Drivers Association have travelled to National Championships in recent years. The members have had Australian Speedway Accident fund cover which was not accepted as suitable for entry to the pit area of the speedways that they attended. One was Avalon in Victoria and the other Murray Bridge in South Australia. In each case the speedway charged an exorbitant amount for nightly insurance. At Collie Speedway we have had NASR night insurance available to visitors to our Pits at a cost of \$10.00 which includes a \$5.00 administration fee imposed by the Collie Racing Drivers Association. By comparison Avalon charged \$33.00 for pit insurance and administration.

Not bad when we as a non NASR track are required at National titles to give free access to competitors and two pit crew for National championships while a NASR track can charge not only the pit crew but also the competitor for entry fees to the same event.

The question of the proposal to the ACCC which has been made by NASR was made in January but we were only notified of it in March and then only given no more than 10 days to convene meetings of our members to be able to try and form a submission. This is in itself clearly unacceptable as the future of our speedway and our competitors ability to be able to race is at stake. Why haven't NASR and the ASCF presented this proposal to us previously. NASR and the ASCF boast that each licensed driver is a member and that many speedways are affiliated with them, yet it would appear that none have been informed of these applications to the ACCC prior to them being submitted. The vast majority of speedways and competitors across Australia are now in recess and will not have seen or been able to act on the correspondence in the time frame allowed.

There have been several submissions made to the ACCC including one from the CEO of the ASCF and the President of the WASCF. Neither organisation has briefed its members on the proposals prior to their submissions. The CEO of the ASCF has a conflict of interest that has not been disclosed in his submission. He is the Chairman of the Board of NASR. The President of the WASCF is a board member of the ASCF again not disclosed in his submission. The ASCF is a share holder of NASR. He also is a board member of the Western Australian Speedway Commission and on the board of NASR WA. I believe that

Mr Rod Slater may also be a board member of NASR.

The next WASCF State Body meeting is not scheduled until July 6th these proposals will not be tabled until then and that's only if the WASCF receives a copy of which as of today the Secretary had not.

In summary

: -Safety of speedways in Western Australia is under the control of the Health Department of Western Australia not NASR.

: -NASR is only the peak body for speedway in Australia because NASR says it is.

: -NASR has never been elected as the body to represent our speedways and their competitors despite being rejected on at least two occasions by a vast majority of persons present.

: -NASR is about making a profit for its shareholders some of whom are individual persons and has not demonstrated that it has any forward planning for the promotion of speedway divisions other than open Sprintcars.

: -There has been insufficient work done to pass the details of the submissions to the speedway clubs and competitors. Since January when the submissions were put to the ACCC, the Western Australian Sedan Car Federation has had a general meeting of its member clubs. The ASCF has had a meeting of its board. The Western Australian Speedway Commission has sent out numerous items of correspondence, why then has NASR kept this proposal secret from the members that they claim to represent. It is very clear that they had every intention of trying to have the proposals pass through the ACCC without the knowledge of the rank and file speedway fraternity.

: - Alternate Personal Insurance and Assurance policies are available to competitors and Pit Crews.

: -Alternate Public Liability policies are available to Associations and speedways.

: -The WASF volunteers manage all license and registration of competitors and their cars for the ASCF and NASR. Although considerable time and costs are involved by the volunteers, financial assistance is provided but by the WASCF and not NASR.

Prior to NASR public Liability for speedways was as low as \$400.00 per race meeting. Since NASR the cost has risen to as much as \$1500 per race meeting for Collie. Other speedways report paying much more.

In one item of email correspondence received by the Collie Racing Drivers Association Inc, there is a claim that the Collie Racing Drivers Association Inc was consulted on the proposals by NASR. I will make it very clear that at no time has the Collie Racing Drivers Association Inc. has been consulted as stated.

The letter that we received from the ACCC did not include page 6 of the email that shows the organisations consulted. We can only ask if Collie is listed and was not consulted, then how many more mentioned organisations have not been consulted.

The Collie Racing Drivers Association is representing competitors in the Junior Sedans, Street Stock, Production Sedans and Modified Production Sedans all who are currently licensed with the ASCF and NASR. Also represented are a small group of Sprintcars drivers who have licenses with NASR but cars registered with NDRA. With social members the total is in excess of 200 members.

This submission has been prepared following a management committee meeting and a General meeting of the Association. The submission has been given support from the members of the Collie Racing Drivers Association Inc..

Q1.

To contest a State or National Championship, the WASCF and ASCF only require that the competitor has an ASCF License. NASR has been engaged to handle the licensing by the ASCF and has included their license with the ASCF License. A Sedan Competitor does not require a NASR License to enter a State or National Championship on any Speedway but is forced to have a NASR License as the ASCF will no longer just issue their own License.

The WASCF has its own State License that allows competitors to compete but not at State or National Championships. Many new drivers take out this License in the first instance as they test their interest or maybe as the season is close to ending.

The NASR License adds cost to the competitor that has no tangible benefits in return.

Q2.

There are several other forms of insurance available to competitors for example the Australian Speedway Accident Fund, Work place insurances and Combined Insurance of Australia. There may well be many more but these are three that some of our members are involved with. A competitor with a State License in WA can take the Australian Speedway Accident Fund policy with a considerable saving.

Australian Speedway Accident fund	Senior Driver	\$ 45.00
	Junior	\$ 25.00
NASR License/Insurance	Senior Driver	\$135.00
	Junior	\$ 55.00

Q3.

Presently due to the cost of the NASR License/Insurance competitors on the whole only do what they have to and as the ASCF have involved NASR in its dealings then all competitors entering a State or National Championship must take a NASR/ ASCF License.

Q4.

Our Association is affiliated with the ASCF and is required to operate under their rules and regulations. One key component of the rules is that ASCF license holder can only take part in racing against other ASCF license holders. The ASCF controls the rules of the racing as well as the competitors race car specifications. A driver who holds only a NASR licence with out the ASCF component is not permitted to race against a ASCF Licensed competitor.

Q5.

There is no requirement for our speedway to be NASR approved. NASR is not the regulating body for speedway safety in Western Australia or speedway standards. The Health Department of WA is responsible for the WA Speedway standards and works with the Western Australian Speedway Commission and direct with each Speedway. Prior to NASR, the NASR insurance brokers Sedgwick's of South Australia set standards and inspected speedways.

NASR have not sent any communications to the Collie Racing Drivers Association re notice of approval to hold race meetings etc. The Collie Racing Drivers Association Inc is not affiliated directly with NASR nor is it a member of NASR nor do we have our public Liability with NASR.

We do not know if Collie is an approved NASR speedway or not.

Collie Racing Drivers does sell one night pit insurance on behalf of NASR only because it is easily available and cost effective at \$5.00 per person per night.

Q6.

The Sedan Car competitors, V8 Super Sedans, Modified Production Sedans, Production Sedans, Street Stock Sedans and Junior Sedans at Collie Speedway are all required to be licensed with the WASC or ASCF as the Collie Racing Drivers Association Inc is affiliated with the WASC and ASCF. Part of the contract under which the CRDA is affiliated requires ASCF competitors to only race against other ASCF licensed competitors. WASC competitors have been accepted to race in the same race as ASCF licensed competitors in WA although this contravenes the ASCF rules. Competitors registered with NDRA have not been accepted to race against ASCF competitors as this would contravene the rules under which the CRDA is affiliated with the WASC and ASCF.

The Collie Speedway hosts a field of Sprintcars who are Registered with NDRA. These drivers only race at the Collie Speedway as NASR has advised tracks insured through NASR that the insurance would be void if these drivers were to race on their speedway. Mr Tim McAvaney of NASR advised the WASC affiliated clubs of this situation when he addressed the Annual General Meeting in 2006. The situation is unchanged in 2008. As the Collie Speedway is not insured through NASR, we are not stopped from allowing these drivers to compete.

In closing, we the members of the Collie Racing Drivers Association are not professional people who can fully comprehend the impact that the NASR proposals may have on our ability to continue to operate our speedway. We can only assume that should NASR be given the power of exclusive dealing with speedways then we may be forced into regulated regime that has already demonstrated a lack of willingness to include the competitors who are our base as a part of the forward planning.

We may also be faced with no longer being able to pick and choose when we can operate our speedway as NASR would no doubt be aiming to take control of allocation of race permits which could also be another cost impost on our operation.

We may also be prevented from seeking the best available insurances to suit the needs and wants of our operation and our members.

NASR is not the ruling body for speedways in Australia as they propose that they are or should be. They have never been accepted as such by the competitors pit crews and members of the various affiliated clubs and speedways in Australia.

The Collie Racing Drivers Association reluctantly accepted the current situation however would prefer that NASR does not have exclusive dealing particularly in the area of insurance and licensing as cheaper and more user friendly alternatives are available from other sources. Please find an attachment of signature from our club members supporting this letter.

Yours in Speedway



A.L. (Tony) Briggs
President Collie Racing Drivers Association Inc.

JARREN CROWE
GRAHAM CROWE
WYNNE MILLMAN
MAURO CRESCINI
KICKIE NUCCINI
JEFF GENEV
CHRISTINE GENEV
JUDY CROWE
ADELE CROWE
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MASSIMO NUCCINI
DEAN CROWE
STEVEN FLEMING
JOSHUA A DAVIES
RAY FITZGERAULD
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