



SOUTHERN 500 SPEEDWAY

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April 27th 2008.

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

Dear Monica,

I am writing this reply on behalf of the Southern 500 Speedway Club Inc. committee and members in relation to the "Exclusive Dealing Notification Lodged by NASR and others"

Response to the Public Consultation Questions:-

1. How important it is 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 have in Victoria VSC, VSCF (which is a part of ASCF and ASCF is a part of NASR) controlling Bodies, we would be all better of having one National licence system, one set of rules and go racing where ever the drivers class choose to race, there is no reason what so ever that each state cannot have a part of the licences fees to promote speedway, drivers and safety schools, which NASR do now.

2. NASR advises that it has negotiated a group personal injury insurance policy which provides coverage to licenses as a member benefit at no additional cost. NASR advise that licenses/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?

Mot drivers have the personal accident coverage with their licenses because it is compulsory for all competitors in VSC, VSCF and NASR classes. All competitors are free to purchase additional insurance. We as a club/promoter believe if all clubs purchased insurance from the same reputable broker in bulk that is negotiated each year through NASR, we would all be paying less for insurance, so therefore we may be able to give more back to the drivers for competing at venues.

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. Does this prevent licensees/members from taking out their own insurance? Why or why not?

All drivers/members of the NASR licence scheme are quite happy with their cover supplied by NASR, which is easier to manage, by one body, it would be bedlam if drivers/members all had individual insurance, tracks/promoters would not know who had insurance or was appropriately insured, what a mess! The system we have now is working so why change.

4. NASR advises that licenses/members may obtain licences from 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 or tracks. Do drivers race at both NASR and non-NASR approved events and tracks? Why or why not?

Again this would not be a problem if we had one National body for licences and all bodies worked together and supported the competitors/members for a change and not their own pride and power struggle between groups.

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 the "Southern 500 Speedway Club" believe the NASR insurance scheme is what we require to cover speedway competitors with Australian safety standards and supply a NASR track permit including our insurance policy number to the track/promoters each and every race meeting for all competitors to see if they wish to do so.

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

tracks in these categories of racing?

If drivers are members of their own competitor groups, then that gives each one the opportunity to be involved with their own specifications and safety standards of their racing classes.

- So let's all work together for the betterment of speedway racing and get uniformity for (competitors/tracks/promoters), one National licence, one set of rules and the same safety standards.

Trevor Logan

Secretary
Southern 500 Speedway Club Inc