

Notifications N94032 - N94034 lodged by Brisbane International Speedway Pty Ltd, Murray Bridge Sporting Car Club & Motorcycle Club Incorporated and Premier Speedway Club Warrnambool Pty Ltd

Oral submission by Mr Ron Bergmeier on 15 March 2010

Mr Bergmeier said he has been involved in speedway for over 30 years. He submits speedway racing needs a national peak body to govern the sport, develop safety, sanctioning procedures and national rules and regulations. This body should be transparent in its operations and democratic in its representation of members' interests.

However, Mr Bergmeier submits NASR's operations and current structure is not transparent and democratic, for example:

- promoters of events have more say in how NASR is run than the members/competitors. The ratio between promoter representatives and competitor representatives on the board does not reflect the ratio between promoters and competitors in the industry.
- NASR does not provide members with real opportunities to raise their concerns with or provide input to NASR because of ASCF processes.

Mr Bergmeier submits the notified conduct will give NASR a monopoly over the speedway racing industry. National racing series, which are part owned and run by NASR will not be available to non NASR tracks. Mr Bergmeier submits he is unaware of any non NASR tracks which run national events.

Mr Bergmeier submits not all tracks offer all types of speedway racing so it is not correct to say that all drivers can access all tracks.

Mr Bergmeier makes the following points in response to the ASCF's submission dated 31 July 2009:

- Having a NASR licence does not automatically enable you to race in every division. Licence holders must first pay the appropriate fee for a certain division for them to be eligible for competition in that division.
- The NASR licence scheme is a revenue raising mechanism. Competitors must buy their insurance from NASR as part of the licence. It is administratively feasible to enable drivers to select alternative insurance providers, for example from a list of approved insurers who are not NASA.
- In addition to holding a NASR licence, drivers must pay a race nomination fee and when they turn up at the event, drivers are also asked to pay to enter the track. Mr Bergmeier understands this is to help the track cover its own NASR insurance cost.
- There is no incentive to source and purchase insurance elsewhere if a competitor has already purchased mandatory insurance through NASR because competitors are only able to make one claim on one policy.