

Submission by Ray Solomon

I've been involved in the sport of speedway for over 30 years as a competitor, club administrator, speedway event promoter and race team owner.

I support the draft, ACCC decision for the following reasons:

1. Contrary to what is inferred in the applicants notifications and recent media releases, the speedway industry is mature and competent to be able to manage all facets of the sport through its network of clubs and associations which have vertical and horizontal integration at a national and at a state level
2. It is my view; this whole push by NASR and the applicants, to control all facets of the sport is simply about money, money to the shareholders of NASR, who in most cases are the venue owners and/or operators.
3. Effectively, these NASR promoters are insisting that competitors cannot participate at their venue unless they (competitors) purchase goods or services, (NASR PA insurance and licenses), from the company that the promoters are actually shareholders of.

Non NASR licensed pit crew and team owners are permitted to enter the pits at NASR tracks, so long as they pay for the privilege, and pay handsomely.

For example. Non NASR pit crew/car owners who wish to access the Pit area at Premier Speedway are required to sign a "NASR One-Day Pit Membership". This membership form also provides for entitlement to free NASR personal accident insurance. I note that the cost of NASR One-Day Pit Membership is \$5 as stated on the membership form, however Premier Speedway charge the non NASR person some \$70 to enter, whilst NASR members are only charged \$25-\$30. This behaviour by Premier Speedway can only be described as predatory in nature.

Having signed this NASR One-Day Pit Membership form on many occasions, I have not been able to establish what organisation I was a member of, what were the terms and conditions of this membership, nor have I been able to establish what the "entitlement to free NASR personal accident insurance" really means and what are the terms and conditions of this insurance.

4. Again, this is all smoke and mirrors like so many other matters, I can only conclude that NASR's lack of transparency in all these matters is contrived and deliberate and that this behaviour is a primary reason why NASR and its share holder members, should never be able to own the sport of speedway or be granted any privileged position in the market place.

5. There is a simple test whether NASR's activities and behaviour in the market place, has resulted in what I can only describe as "a monopoly in the speedway industry". So I ask the ACCC to focus on the following analysis;

What major events have been promoted at a non NASR track over the past 2 years. Major events include:

- a. Australian Championships for national classes
- b. State Championship for national classes.
- c. National or State based series for national classes
- d. Large stand alone events (National or State based).

Upon analysing this, the ACCC will quickly realise why:

- a. Most competitors will feel pressured into purchasing a NASR licence and insurance even though most competitors already have a speedway licence from their member club and insurance from the supplier of their choice. Why would competitors and crew purchase a second membership/license if they didn't have it? The only reason is to enable them to compete/participate at NASR tracks.
- b. Independent promoters who wish to promote any of these major events feel pressured into becoming a NASR track, this in turn requires the promoter to purchase NASR Public Liability Insurance.

6. In conclusion, I support the ACCC draft decision and look forward to my future participation in speedway, which is hopefully governed by representative organisations that are democratic, transparent and are conducted in the best interest of the sport going forward.

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