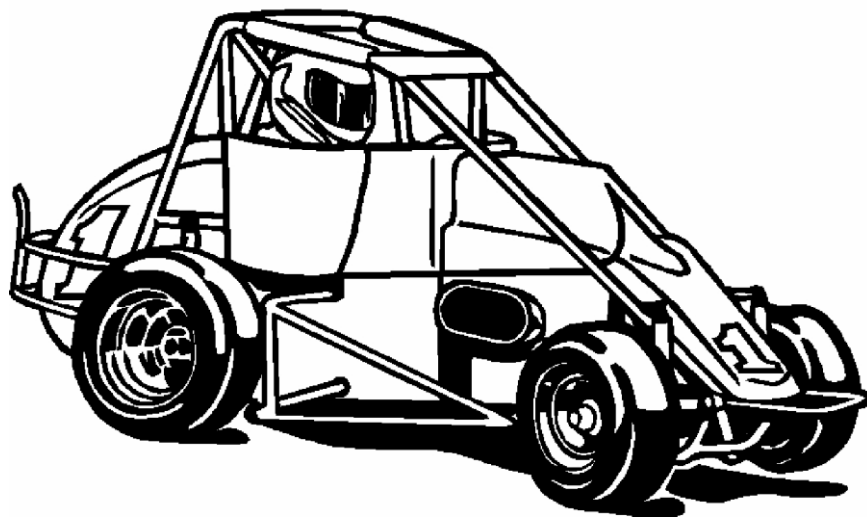


Australian Compact Speedcar Association

(A.C.S.A.)



Racing Rules, Regulations and Specifications

Enforced as of: November 13
(Engine Regulations Enforced as of September 2012)

CONTENTS

1.0 Technical Specifications

1.1 Chassis

1.2 Roll Cage

1.3 General

1.4 Engine

1.5 Chassis and Roll Cage Specifications

2.0 Safety Equipment

3.0 Race Procedures

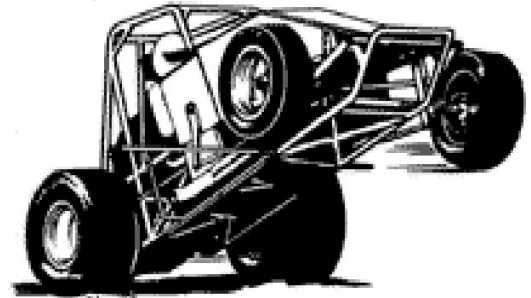
4.0 Behaviors, Fines, Penalties and Protests

5.0 Officials and their Duties

6.0 Drugs and Alcohol

7.0 Judicial Procedures

8.0 A.C.S.A Australian Title



A.C.S.A. SPECIFICATIONS

A.C.S.A Specifications to remain in force until July 1st, 2014, without any change, unless the Committee agrees a Rule or Specification should be changed on the grounds of safety. Alterations, amendments and/or variations to the rules/specifications may only be accepted by a full meeting of A.C.S.A.

No rules/specifications to be altered or amended within 30 days prior to the running of the Australian Title (Refer Rule 8.31).

The safety standard of any Race Car, Equipment or Apparel, is a joint responsibility of the Car Owner and Driver. Any safety check carried out by an A.C.S.A. Scrutineer does not guarantee that the Race Car is without fault and does not absolve the Owner and Driver of this joint responsibility.

Disclaimer: While every effort is made to ensure that the following document is fully accurate, please be advised that "Official Minutes of ACSA Annual General Meetings and Delegate Meetings" over-ride any Rules, Regulations, or Specifications listed in this document.

Those Rules and Regulations that are highlighted in yellow are the most recently updated since the last issue.

1. CHASSIS

1.1.1 Frame

Chassis must be approved by the Technical Committee.

1.1.2 Wheel Base

Maximum 1727mm (71 inches) Minimum 1524mm (60 inches), Measured from the centre of the front axle to the centre of the rear axle.

1.1.3 Width

Maximum 1523mm (60 inches); that is the assembled axle, complete with wheels and tyres, measured from the outmost rim surface (not including beadlocks bolts, but including beadlocks).

1.1.4 Track

Minimum 991mm (39 inches); this is measured from centre point where tyres touch the ground.

1.1.5 Overall Length

Maximum length overall 3075mm.(121and1/8th)

Measured from extreme point of front bumper bar to extreme point of rear bumper

1.1.6 Brakes

Four-wheel hydraulic brakes should be fitted to all cars: however the front outside axle brake is optional.

Also, cars with one-piece rear axle may have one disc brake on the rear provided it is suitable size.

“One Piece” means that the axle shall be one of continuous length; that is no joints or welds whatsoever in the differential.

1.1.7 Clutches

The use of a clutch is prohibited during a race (under the GREEN light).

1.1.8 Gears

It is prohibited to change gear for the duration of the race.

1.1.9 Suspension

No restriction on the type of suspension, subject to the approval of the Technical Committee.
All coil over Type suspension to be secured by high tensile nut and bolts.

1.1.10 Steering

Each car's steering must be inspected by the Technical Committee to determine its condition for safety. Steering gear free play must be at a minimum.

All components must meet with the approval of the Machine Examiner.

A flexible steel type or approved race type alloy steering wheel must be used. Rigid type or wire spoke steering wheels are not permitted.

Right hand stops must be fitted.

An approved quick release steering wheel is mandatory.

1.1.11 Rear Axles

Rear axle assemblies which use a shrink ring to retain the axle in the housing must have such rings spot-welded in position by a Qualified Welder.

1.1.12 Front Axles

Front axles are to be manufactured from the following materials.

Mild Steel(Cold Drawn Tube): 38mm min x 3.2mm min wall thickness.

Chrome Alloy 4130 (Cond N): 1 ½" OD min x .120" min wall thickness 1 ¾" OD min x .083" min wall thickness

1.1.13 Differential

Any type of differential may be used but must drive both rear wheels.

1.1.14 Wheels

Maximum rim diameter 330mm (13 inches). Minimum rim diameter 254mm (10 inches).

No fittings whatsoever shall be allowed to protrude beyond the outer edge of the Wheel Rim/Beadlock, such as Hubs, Axles, Nuts, Bolts, Knock-Ons, Caps, etc, with the exception of Beadlock Bolts, where fitted to the Wheel Manufacturers specification.

All cars fitted with single wheel nut rear axle must be fitted with safety pins.

1.1.15 Tyres

Maximum tyre size: 78 x 10 x 13 (Hoosier) 25 x 10 x 13 (McCreary/American Racer)

If no manufacturer markings are present on the tyre (as listed above), then the tyre must meet the previous specification of "Maximum circumference of tyre 2007mm (79 inches) at 10psi cold (measured with tyre tape) and a maximum tyre width of 255mm (10 inches) as stamped by the Manufacturer".

Tyres must be passed by the Machine Examiner prior to racing and must be of sound condition.

No dual wheels or tyres allowed.

1.1.16 Weight

- (a) Total Car weight not to exceed 477kg. Total Car weight not to be less than 320kg.(weight to be measured at annual inspection and at state and National title at club discretion)

(* to be measured with no fuel, but other fluids at normal levels – no ballast of any type permitted)

- (b) Total Car and Driver weight NOT to be less than 430Kg**.

(** to be measured with fuel and all other fluids at normal levels as raced on the track – no ballast of any type permitted)

- c) Weighing of Cars

Cars may be weighed at all State and National Titles plus random State Meetings.

1.1.17 Exhaust Pipes

Cars must be fitted with exhaust pipes in such a manner to direct exhaust gases away from the Driver and Fuel Tank.

Mufflers to be fitted in accordance with State Legislation. No sharp edges permitted.

Safety chain or bracket to be fitted where necessary.

1.1.18 Transmission

Front Wheel or Four Wheel Drive not permitted. Each car must be equipped with a suitable type of declutching device, permitting a Driver to positively disengage engine from final drive, either disc type or in/out dog box.

Any car in which a Driver sits over, or in which a Driver is in close proximity with an exposed shaft, or chain etc., must be equipped with a suitable retaining protective shield.

For open tail shafts, a 2mm steel or 3mm alloy cover from the firewall to under the driver's seat is required.

1.1.19 Fuel

Alcohol fuels only permitted with NO performance enhancing additives (“Shell A” and Methanol with lube oil permitted).

Nitro methane, Propylene oxide, Thronito methane, Isopropyl nitrate, or any similar additives not permitted.

1.1.20 Fuel Systems

- a) All fuel systems must have a quick action shut off valve situated in the main fuel lines between the tank and engine. Valve must be located below the level of the drivers seat (Right Hand Side), with an external operating lever, and must be designated with the “On” and “Off” position. If this is not accessible to the Driver, another fuel shut off valve must be located inside the cockpit and accessible to the Driver.
- b) All fuel lines and tanks to be firmly secured to the frame.
- c) Fuel tanks must not be located in an exposed position (Tail Tanks accepted).

- d) Fuel systems incorporating plastic lines must be securely fastened by the use of a lock wire or lock clip. Where plastic lines are connected to metal lines, the metal line is to be flared and free from sharp edges. Plastic lines are to be replaced at the Machine Examiner's discretion.
- e) Fuel Tanks must be fitted with a lock type filler cap. Cap breathers must be constructed in such a manner as to prevent fuel escaping in the event of a collision or upset. Any external breathers must be fitted with a pigtail and a plastic overflow hose to below or outside under tray.
- f) All cars fitted with 7/8" OD inverted "A" frame behind the Driver must have tail tank mounted separate to the "A" frame.
- g) Main fuel lines are NOT to be placed on the outside of chassis or body panels.
- h) S.F.I. approved Polyurethane Fuel Cells without bladder accepted, and to be mounted in accordance with manufacturer's specifications. Cell must be contained within a fibreglass tail.
- i) All Cars fitted with an electric fuel pump must have an automatic cut off system shutting off the fuel pump within 3 seconds in the event the engine stops (those engines with carburetor would need to use oil pressure cut off switch.

1.1.21 Ignition

Each car must be fitted with a positive acting cutout switch located within easy reach of the Driver and clearly marked "Ignition On/Off".

1.1.22 Accelerator

Must be foot operated, incorporating two positive action return springs attached directly to the carburetor or injection linkage and operating pedal. A positive stop or override prevention must be used to prevent linkage from passing over centre or sticking in an open position.

Hand accelerator not permitted, except by permission of the A.C.S.A.

1.1.23 Seats

High back seats of aluminum construction are mandatory. All seats to be bolted.

1.2 ROLL CAGE

1.2.1 The cage must be securely attached to the car chassis and braced in a manner to keep it in an upright position.

Rear section of cage frame must have bracing from the chassis extending at least two thirds of the height of the roll cage with inverted “V” bracing in rear frame.

Roll cage to have maximum unsupported cage length area of 585mm (23 inches). Refer to chassis diagram.

1.2.2 Main frame of cage must be constructed of drawn tubing (Tubeline C250LO – AS1163 cold form welded tube accepted).

1.2.3 Main frame must be gusseted in four top sections. Gussets to be a minimum of 125mm (5 inches) in length.

1.2.4 The minimum clearance between the top side of roll cage (no padding) and the top of the Driver’s helmet to be 80mm, when the Driver is seated in the car and measured from a straight edge placed left to right across the top side of the roll cage to the top of the helmet (refer to chassis diagram).

Cars failing to meet this specification must be fitted with a halo (refer to halo diagram).

1.2.5 The opening of the cage above the Driver’s head is to be no less than 0.2255 square metres (396 square inches).

1.2.6 All welding of frame must have been done by a QUALIFIED Welder; evidence of this can be requested.

1.2.7 Head rest of resilient material on rear frame is required.

1.2.8 Cage should be painted.
Chrome plating of cages is not permitted.

1.2.9 Side bars optional. No bars must encroach upon an imaginary cylinder extending upward from the cockpit opening. Side/Sissy bars if fitted must be a permanent welded fixture to the rollcage (not allowed to be bolted on). Vertical side intrusion bars are not classed as part of the inverted “V”.

1.2.10 No cage rails will be considered as part of the frame. i.e. Roll cage being called a frame rail. East Beast type of frame is regarded as two rail frame.

1.2.11 Top side roll cage bars to be padded, and must cover at least 75% of length of roll cage of each side above Drivers head. Roll cage padding to be fitted to halo in addition to top of roll cage.

1.2.12 All steel in race cars must be “A” grade: Seconds not allowed.

1.3 GENERAL

1.3.1 Log Books

To be mandatory on a national level for all Drivers.

Each time a Driver races a Compact Speedcar under the control of a Compact Speedcar Club or Affiliate, he/she is required to present the Drivers log book to the Machine Examiner (or appropriate Official) prior to the commencement of the race meeting.

The log book must be stamped, signed, and dated on every occasion that the Driver races at a meeting.

All relevant information, such as major damage, fines, and suspensions, to be entered into the log book prior to that Driver leaving the race meeting.

Drivers without current log books will not be permitted to start at a meeting.

1.3.2 Bumper Bars

All cars must be fitted with suitable front and rear bumper bars, extending beyond the front and rear wheels.

Front bars are to be no wider than the chassis rails, and must have continuity of shape. i.e. No broken edges, to be secured by nut and bolt or other secured locking device R clips are not acceptable locking device.

Rear bumper bar assembly must include a minimum of five equally spaced uprights between the spaced two horizontal pipes and rear Basket. If a fuel bladder is fitted then 3 uprights are permitted.

1.3.3 Side Nerfing Bars

All cars must be fitted with side nerfing bars extending no more than the outside edge of the rear tyre and no less than the centre of the tyre. to be secured by nut and bolt or other secured locking device R clips are not acceptable locking device.

Side nerf bar material to be 25.4mm (1 inch) OD max x 2mm wall thickness max.

Side nerf bars are to have a maximum of 4 mounting points off the chassis, with a maximum of 2 verticals, 2 horizontals, and 2 braces.

1.3.4 Fasteners

(a) All nuts, bolts and components of car's suspension, steering and running gear should be secured with either lock nuts or split pins, and have at least one full thread showing through the nut. Bolts threaded into blind holes must be safety wired.

(b) Rod end bolts should have a retaining washer fitted of a diameter larger than the ball.

1.3.5 Body

Car must be fitted with a complete body assembly, protecting the Driver and mechanism, and be so constructed to allow Driver to enter and leave the car easily, adequate cockpit room required.

Side shoulder panel must be removable easily by hand operated fasteners in the event of accident if access to the Driver is required.

1.3.6 Firewalls

A firewall must be fitted between the motor and cockpit completely separating the Driver from the motor; no unnecessary holes permitted.

No part of the Drivers body may protrude past the rear of the CRANKSHAFT except for approved foot boxes.

1.3.7 Bonnets

All bonnet fasteners to be hand operated. **Tool operated bonnet fasteners not permitted.**

1.3.8 Windscreens

Where fitted, must be made of non-flammable polythene or celluloid material.

1.3.9 Aerodynamics

Airfoil sections, wings, etc. not permitted.

1.3.10 Undertray

All cars must have a pan extending at least 2/3rds of the full length of the Drivers compartment.

1.3.11 King Pin

Solid: Minimum size High Tensile 5/8"

Hollow: Minimum size 0.812" or 13/16" OD, 0.453" or 29/64" ID High Tensile

1.3.12 Radius Arms

Radius arms must be one piece, or if 2 or more pieces, welded or bolted. Safety wires optional.

1.3.13 Numbers

The Number "1" is set aside for the use by the current AUSTRALIAN CHAMPION.

Numbers should be positioned on the tail and bonnet of the car so that the car may be easily identified by the Lap Scorers, Officials, Public, etc.

1.3.14 Inspections

Complete inspections of cars will be carried out at a date or dates to be set by the Technical Committee prior to the commencement of each speedway season, including the measuring and sealing of any unsealed engines. This is to be noted in the Drivers Log Book. Competitors will be notified.

Cars must satisfactorily pass examination to receive a certificate of track worthiness. This certificate can be revoked at any time by the Machine Examiner.

1.3.15 Medical Fitness

- a) Any Driver with a disability, or who has been involved in any accident requiring medical attention, either at or away from a race track, will be required to produce a medical certificate to certify his or her ability to compete at a race meeting.

- b) Any Driver involved in an accident during a race meeting and who is transported from the track by Medical Personnel for medical treatment will require clearance to further participate.

1.3.16 Signage

Proper signage (including “for sale” signage) to be allowed for display.

1.3.17 Traction Control

Traction Control systems are not permitted.

1.3.18 Insurance

All Drivers, Pit Crew members and Officials participating in any Compact Speedcar meeting must be in possession of Personal Accident Insurance cover that specifically covers all risks relevant to Speedway Race Meetings. Any person not in possession of such cover may be admitted to the Pit Area, but must not actively participate in the Race Meeting in any way.

1.3.19 Unconventional Designs

These Specifications apply to conventional Compact Speedcars i.e. 2 beam axles and chassis not exceeding 686mm (27”) externally with the driveline passing between the Drivers legs, or chain to one (1) side. The body profile must conform to the majority of Compact Speedcars in Australia currently competing.

Unconventional designs must be presented to the A.C.S.A. Committee for approval prior to construction.

1.3.20 A.C.S.A Annual General Meeting

All decisions accepted at Association AGM to be recognised nationally. No individual "STATE ONLY" rules are acceptable.

1.3.21 To race a Compact Speedcar, the driver needs to be a fully paid member of an affiliated Compact Speedcar Club.

1.3.22 Any Vehicle registered through the A.C.S.A. or its affiliated clubs will be ineligible to compete in any sanctioned A.C.S.A. Event if the Car holds dual registration with any other Association or Club not affiliated with the A.C.S.A.

1.4 ENGINE

- 1.4.1** Production car type engines. Two valve with pushrods 1300cc + 10% overbore (maximum = 1430cc).
- 1.4.2** Production car type engines. Two valve with single overhead cam 1300cc + 8% overbore (maximum = 1404cc).
- 1.4.3** Production car type engines. Two valve with twin overhead cam 1200cc + 6% overbore (maximum = 1272cc).
- 1.4.4** Production car type engines. Multivalve 1050cc + 6% overbore (maximum = 1113cc)
- 1.4.5** Production motorcycle type engines. Two valve 1050cc + 6% overbore (maximum = 1113cc).
- 1.4.6** Production motorcycle type engines. Multivalve 1000cc + 6% overbore (maximum = 1060cc).
- 1.4.7** Two stroke engines are limited to 1000cc plus an overbore of 6% *(SWEPT VOLUME) (maximum = 1060cc).
- 1.4.8** All engines over 1113cc must be car type and water cooled.
- 1.4.9** Rotary engines: the maximum capacity for rotary engines not to exceed 1000cc total swept volume and restricted to no peripheral porting.
- 1.4.10** Supercharger and Turbochargers permitted provided the total capacity of the motor does not exceed the limit set for that particular design of the motor. I.e. TOHC = 714cc, SOHC = 785cc, P.R.E = 857cc, with no overboring allowed.
- 1.4.11** No restrictions on carburetors or fuel injection size, type or quantity.
- 1.4.12** Engine must be located in front of the Driver.
- 1.4.13** Any type of motor may be used, provided it is in line with the above, however, if any doubts exists about the legality of an engine due to technical advances in design, then any such motor **MUST** be approved by the Association. It is the responsibility of the Member to provide all relevant details concerning engine design and specifications.
- 1.4.14** Adjustable computer engine management systems e.g.: Motec or Haltech permitted.
- 1.4.15** Radio operated management systems are not permitted.
- 1.4.16** Double pulse or Sarich type engines or their derivatives are not permitted during this period.
- 1.4.17** Engine rules have a 5 year moratorium from date of introduction.

1.4.18 Future engine regulations to be agreed upon at A.C.S.A AGM twelve (12) months prior to implementation.

1.4.19 *All engines are measured Bore X Stroke (Swept Volume) X number of cylinders. Results in Cubic Centimeters = CC. (X = Multiply*

1.5 CHASSIS & ROLL CAGE SPECIFICATIONS

1.5.1 All New Frames to Have Integral Roll Cages (No Bolt-On Cages). Box steel type chassis not permitted

1.5.2 Mild Steel Specifications**

Frame Tube:	4 Rail Frame 1 ¼" (31.75mm) Min x 0.095"	(2.41mm) Min*
	2 Rail Frame 1 ½" (38.1mm) Min x 0.125"	(3.175mm) Min* *
	Minimum tube or equivalent	
Cage Bars:	1 ¼" (31.75mm) Min x 0.125"	(3.175mm) Min
Cage Stays:	1" (25.4mm) Min x 0.095"	(2.41mm) Min
Cage Braces:	¾" (19.05mm) Min x 0.095"	(2.41mm) Min
Cage Gussets:	¾" (19.05mm) Min x 0.095"	(2.41mm) Min

1.5.3 4130 Chrome Alloy Specifications**

Frame Tube:	4 Rail Frame 1 ¼" (31.75mm) Min x 0.095"	(2.41mm) Min*
	2 Rail Frame 1 ¼" (31.75mm) Min x 0.095"	(2.41mm) Min* *
	Minimum tube or equivalent	
Cage Bars:	1 ¼" (31.75mm) Min x 0.095"	(2.41mm) Min
Cage Stays:	1" (25.4mm) Min x 0.065"	(1.65mm) Min
Cage Braces:	¾" (19.05mm) Min x 0.065"	(1.65mm) Min
Cage Gussets:	¾" (19.05mm) Min x 0.065"	(1.65mm) Min

1.5.4 Manganese Alloy (Reynolds 531 & BS 6323)**

Frame Tube:	4 Rail Frame 1 1/8"(28.57mm) Min x 0.083"	(2.1mm) Min*
	2 Rail Frame 1 ¼"(31.75mm) Min x 0.095"	(2.41mm) Min* *
	Minimum tube or equivalent	
Cage Bars:	1 ¼"(31.75mm) Min x 0.095"	(2.41mm)
Cage Stays:	1"(25.4mm) Min x 0.065"	(1.65mm) Min
Cage Braces:	¾"(19.05mm) Min x 0.065"	(1.65mm) Min
Cage Gussets:	¾"(19.05mm) Min x 0.065"	(1.65mm) Min

**Tig Welding recommended by Qualified Welder (normalising recommended for Chrome Alloy).

Proof of material and welding is the responsibility of owner and frames are to be number stamped by

Technical Committee when accepted and registered.

All chassis must be bent using appropriate MANDREL.

Diagram Number 3: Chassis Design

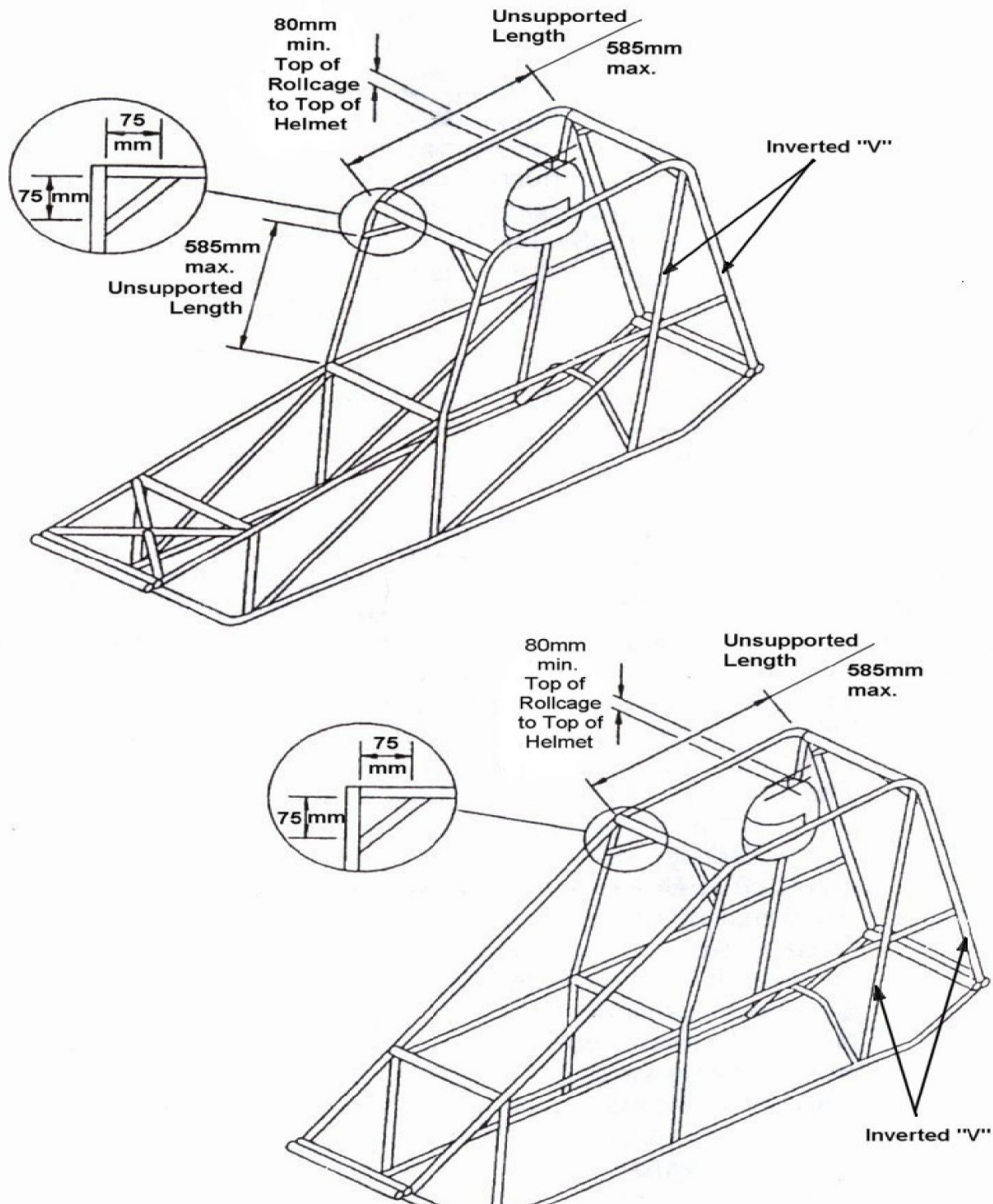
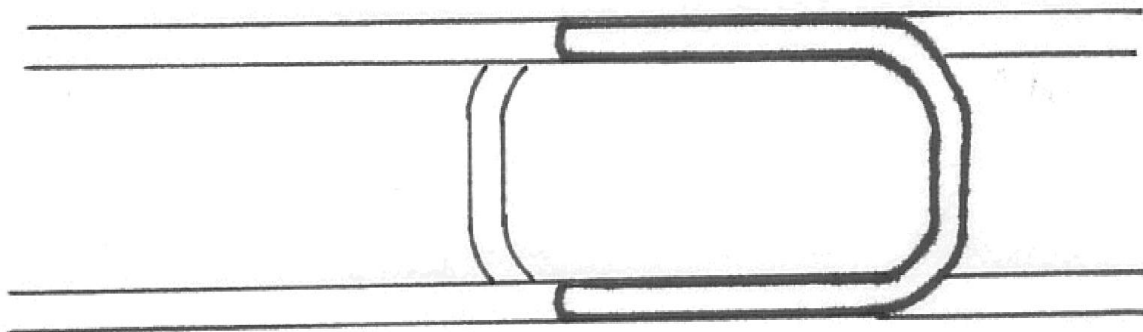
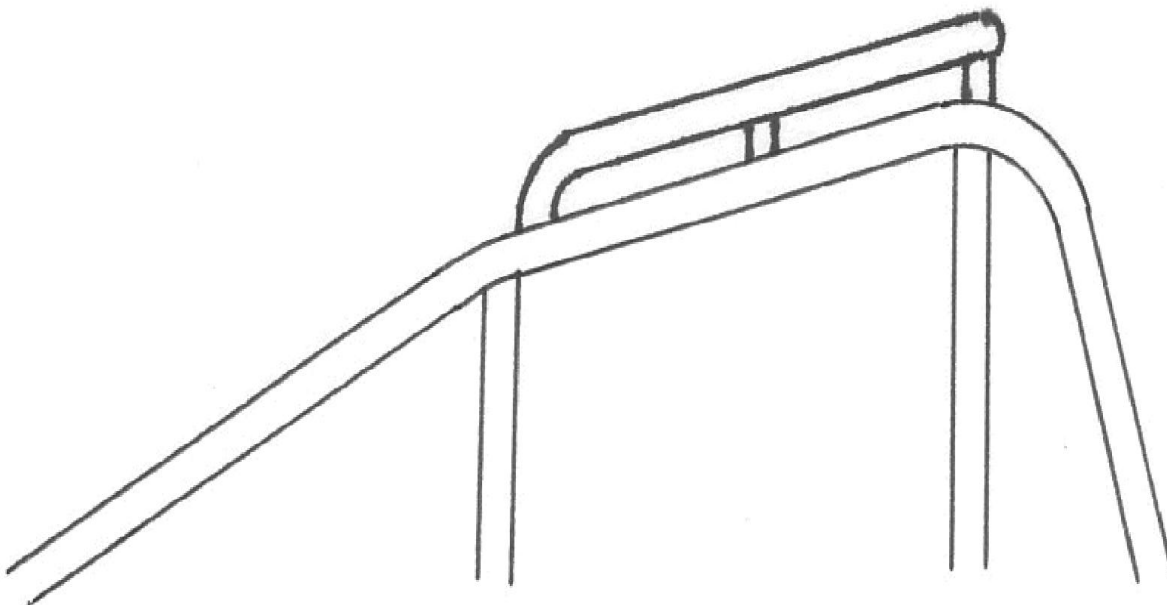


Diagram Number 4:

Roll Cage Halo



2. Safety Equipment

2.1 Safety Belts

- Must consist of a FIVE-point harness assembly.
- The FIVE points are determined by the number of mounting points on the chassis (i.e. There must be FIVE separate straps at this point – refer to diagram for recommended belt location and mounting points).
- Minimum belt width to be 3" (excluding crutch strap). All belts must have a Latch / Lever mechanism. Velcro safety lever cover is optional.
- Belts must comply with SFI specifications,
- All belts beyond 2 years from date of manufacture cannot be used.
- Re-webbing of belts not permitted.
- Attachments must be 5/16" diameter min. (Aircraft or High Tensile Bolts).

A.N.(American) Bolt, Hex Head.

*Identified by Star or Cross embossed on head. (Cadmium Plated – 125 thousand P.S.I.)
Commercial High Tensile Bolt, Hex Head.*

Grade 5 identified by 3 bars embossed on head. (120 thousand P.S.I.) Grade 8 identified by 6 bars embossed on head. (150 thousand P.S.I.)

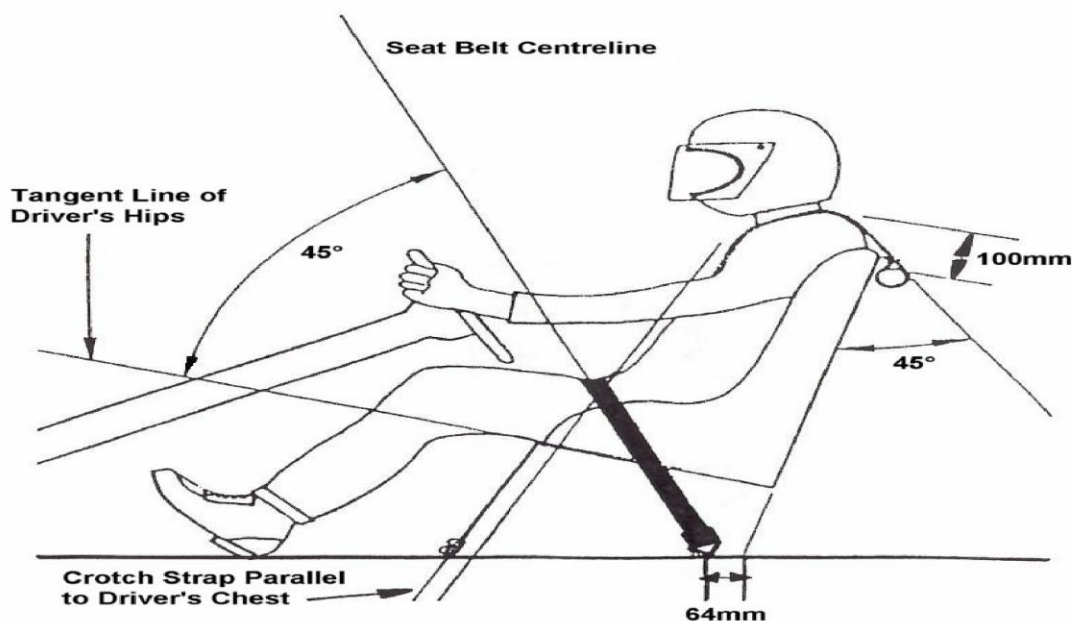
Crutch Straps:

Dual mounted crutch straps to be mounted to the lower frame rail mid seat. Single mounted crutch straps to be affixed to seat rail.

Rail Specifications: Mild steel – 20mm x 2.5mm

Chrome Alloy: 20mm x 1.7mm Reynolds – 20mm x 1.7mm

Diagram Number 1: Seating Position



2.02 Arm Restraints

These are compulsory at all times whilst driving the race car at a race meeting and are to be positioned in such a way to reduce the risk of accidental unlatching of the seat belts (e.g. arm restraints to be fitted under harness shoulder straps).

Plastic fastenings not permitted.

2.03 Crash Helmets

All participating drivers must wear safety helmets designed specifically for auto racing that meets or exceeds the current or most recently superseded Snell Foundation Specifications and are labeled as such (Currently SA2010 and SA2005).

Helmets can be subject to inspection at each event by the Technical and/or medical representative.

Goggles must be non-splinterable type.

Maximum life span of a helmet is not to exceed 6 years from date of purchase.

2.04 Clothing

(A) Race suit

Race Suit must meet minimum standard of either SFI 3.2A/5 or FIA 8856-2000 and be a one (1) piece suit.

(B) Helmet

Helmet must comply with the Snell SA-2005 or Snell SA-2010 Standard. Drivers in all categories must wear full faced helmets *** (see definition below) with a visor that must be closed whilst competing (no goggles)

(C) Head and Neck Restraint

Head and Neck Restraint must be worn and meet FIA or SFI 38.1 Standard (A horse collar is optional when wearing a Head and Neck Restraint)

(D) Boots

Boots are compulsory in all divisions and must comply with SFI 3.3, FIA 8856-2000 or FIA ISO6940 (FIA ISO6940 is allowed until June 30, 2010)

(E) Balaclavas

Balaclavas are compulsory in all divisions and must comply with SFI 3.3, FIA 8856-2000 or FIA ISO6940 (FIA ISO6940 is allowed until June 30, 2010)

(F) Gloves

Gloves are compulsory in all divisions and must comply with SFI 3.3, FIA 8856-2000 or FIA ISO6940 (FIA ISO6940 is allowed until June 30, 2010). It is recommended they are the Gauntlet Style glove and they must not be modified in any way.

(G) Underwear

Underwear must be worn conforming with SFI 3.3, FIA 8856-2000 or FIA ISO 6940 (ISO6940 is allowed until June 30, 2010) . All drivers must wear cotton under-garments (eg. no synthetic boxer shorts), and no under wires on bras. There must be no synthetic attire and no jewellery to be worn by a competitor whilst competing

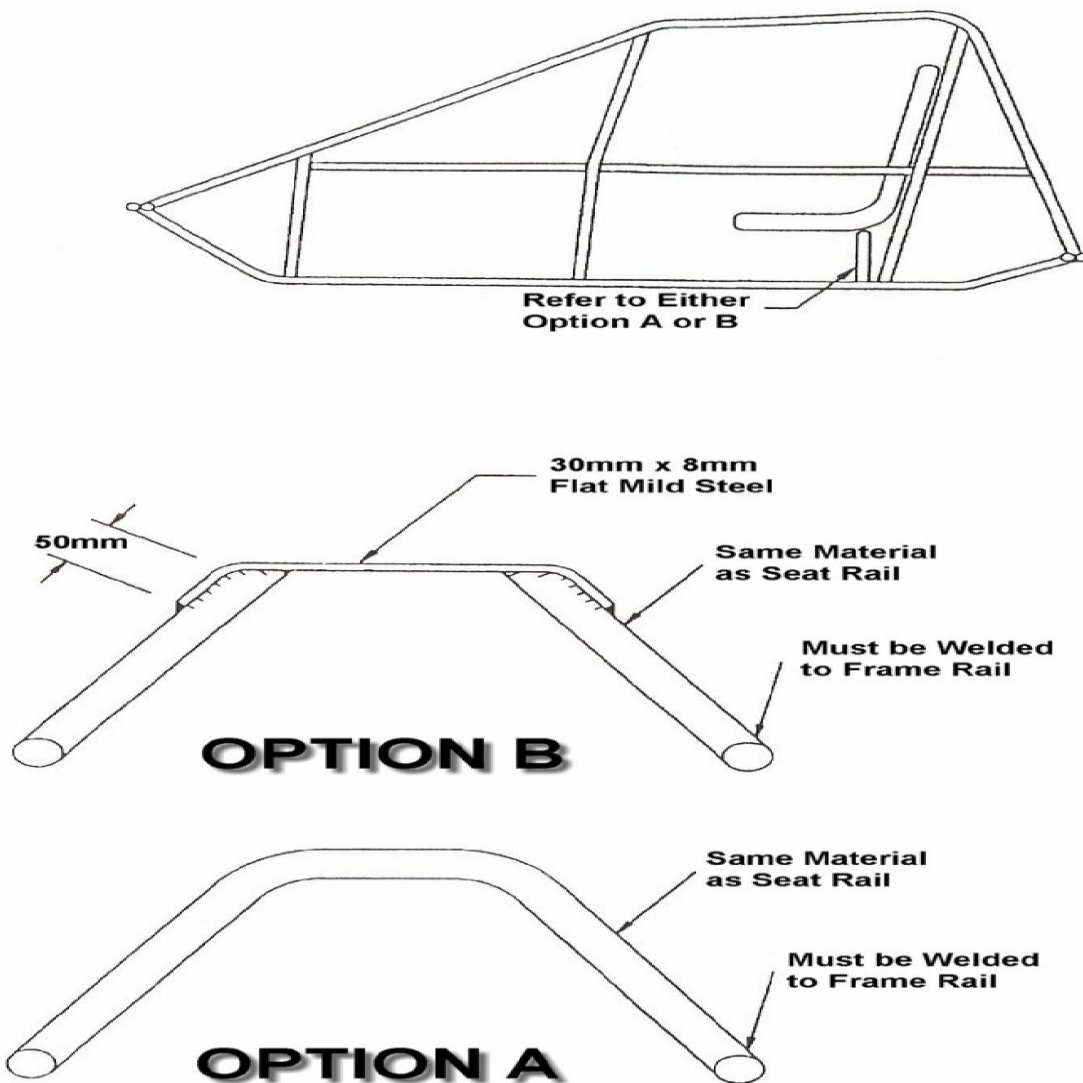
2.05 Torque Tube Restraint

To prevent injury to Drivers rear during extreme upward movement of the rear end, torque tube and differential assembly, a positive method of limiting this upward movement must be fitted.

The recommended method is to weld into the frame a member as illustrated in the drawings using either option A or B. Material is to be the same as seat rails with no holes to be drilled in the tube material.

An alternative method is to fit a sprintcar type torque tube restraint belt in the same location. This method is not recommended due to the short life of the belt due to abrasion wear as the belt runs under the bottom chassis rail.

Diagram Number 2 Torque Tube Restraint



2.06 Head Restraining Net

All registered Compact Speedcars that are fitted with a commercially manufactured full containment seat, head restraining nets are optional. ***For all others right hand side net is compulsory and left hand side is recommended.*** When restraining nets are fitted they must be mounted to the "A" frame behind the drivers head with a quick release at front and double rear bracing. Plastic fastenings are not permitted.

2.07 Sternum Belt

Separate (individual) sternum belt strongly recommended.

2.08 Knee Pads

Knee supports/padding to be fitted satisfactory to scrutineer's discretion.

3 RACE PROCEDURES

3.1 FLAG, LIGHT AND BOARD SIGNALS

3.1.1 All flags shall be a minimum of 600mm x 600mm. Stripes on flags shall be 80mm wide and spots shall be 300mm diameter.

3.1.2 All race meetings conducted at night must have serviceable green, yellow and red lights. These lights shall be used in addition to green, yellow and red flags.

3.1.3 The following light and flag signals will be used for all race car divisions:

CROSSED YELLOW and GREEN FLAGS	Field to form up for a start or a complete restart
GREEN LIGHT and FLAG	Start, or restart of race, or race is in progress
YELLOW LIGHT and FLAG	Caution - hold position at reduced safe speed
RED LIGHT and FLAG	Stop immediately and do not go past accident scene or cut across infield - while exercising due Caution
BLACK FLAG with WHITE DIAGONAL STRIPE	Warning - due to rule infringement. Driver is subject to enquiry from Chief Steward and may be penalised for infringement(s)
BLACK FLAG	Disqualification - Driver to withdraw from race using caution whilst doing so
BLACK FLAG with WHITE SPOT	Mechanical defect - Driver to withdraw to infield where fault may be rectified
YELLOW FLAG with BLACK DIAGONAL STRIPE	Noise flag - Driver may continue to race, but if noise level remains high, black flag will result
BLUE FLAG with YELLOW SPOT	Lapping flag - car is soon to be lapped. Lapped car to hold line and not impede lapping traffic
WHITE FLAG (or light)	One lap to go
BLACK AND WHITE CHEQUERED FLAG	Finish of event - reduce speed gradually

3.1.4 Where any confusion is possible as for which car a flag signal is intended, the flag should be shown in conjunction with a board showing the race car number and where possible through the use of one-way communications.

3.1.5 In conjunction with flag signals, the following signboard signals may be shown:

REAR OF FIELD or ROF - together with a race car number to avoid confusion;

COMPLETE RESTART - for a restart in accordance with rule 3.12;

SINGLE FILE RESTART - for a restart in accordance with rule 3.13.

3.2 DIRECTION OF RACING

The direction of racing is anticlockwise for the majority of racing divisions, however where applicable, the direction of racing will be determined by the racing division.

3.3 DUMMY GRID LINE UP

3.3.1 Cars should take up their correct position on the dummy grid ready to race before entering the track. The Pit Marshall will close up any spaces left by any scratching by moving cars forward in their rows.

3.3.2 Any Driver whose car is not positioned on the dummy grid and has notified the Pit Marshall, will be given two minutes to have their car ready at the pit gate. The two minute time commences when all the cars in the race are on the race track and moving.

3.3.3 No work or adjustment can be carried out on a car while it is on the dummy grid. Any car requiring any work or adjustment must be taken from the dummy grid and returned to the pit area.

3.3.4 Once the cars are on the track, prior to the start of a race and there is a withdrawal then the cars move straight forward to fill the gap.

3.4 PUSH STARTS

3.4.1 Each race car is allowed one push start without penalty before the initial race start and a restart following any red light/flag stoppage where the incident did not involve that car, and the car stopped due to the red light, or the car was an innocent party in the stoppage.

Sprintcars - Refer Annexure E, Part A, 4.4

Speedcars - Refer Annexure E Part B, 4.4

3.4.2 For all race cars, when a car is receiving a push start, if that car does not start within one lap then the car must be shown the mechanical defect flag and directed onto the infield.

3.5 RACE STARTS

3.5.1 Drivers are responsible for knowing their grid positions and maintaining these positions until the green light/flag. Any car that delays the start more than two minutes will go rear of field.

Any car still not ready by the time the green is shown will be excluded from the race.

3.5.2 If a race is to be gridded up using a pace car, once the pace car is established on the race track, no race car may pass the pace car (either on the race track or by running across the infield) for the purpose of chasing and joining the field. Offending Drivers will be subject to a \$100.00 fine.

The correct method is to slow down and allow the field to catch up, and then merge into position.

3.5.3 When the field is formed up and a start is imminent, the yellow lights and flags will be switched off and withdrawn, during the first half of the final roll-up lap.

3.5.4 The starting line will be represented by a white line placed across the circuit at a location to be determined by the Chief Steward between turn 4 and the finish line.

At a point determined by the Chief Steward (approximately mid-track), a white T line can be positioned which will intersect the starting line, running parallel to the circuit fence. These lines will be identified to Drivers prior to the start of each race.

3.5.5 The car starting on pole must pass beneath the T line and the car starting on the outside of the front row must pass outside of the T line.

Any Driver starting in the first row and crosses this centre line will be shown the warning flag for the first offence and will go rear of field for the second offence.

3.5.6 The pole car determines the speed of the start, but must bring the field to the acceleration zone at a constant moderate pace.

The acceleration zone is defined as the zone between the exit of turn four (which may be marked by a white line) and the finish line. As the pole car reaches the acceleration zone, or somewhere within this zone, the green light/flag will be shown.

3.5.7 A start will not be aborted, but if the Chief Steward declares a 'no start', the yellow light/flag signal will be given after about half a lap, and the field will be required to carefully slow down and grid up again.

3.5.8 Where time trials are used to determine starting positions in heat races any car that is unable to do a lap in time trials will automatically start ROF in the heat races for that race meeting.

3.5.9 Any Driver not taking their time trial in the correct time trial order has the option of one lap at the end with 11th the best possible qualifying position.

3.6 **STARTING OPTION**

3.6.1 In race formats where the highest point scorer starts the feature race on pole, the highest point scoring Driver will be given the option of starting in either the inside or outside position of the front row.

3.6.2 The option must be exercised prior to the cars forming up on the dummy grid. There will be no change to any other starting positions.

3.6.3 The car starting from position one will be pole car.

3.7 BREAKING FORMATION OR JUMPING THE START

3.7.1 All Drivers must hold their correct positions and not accelerate until the green light/flag is shown.

Any car, including the pole car, that breaks formation or jumps the start will be shown the warning flag for the first offence and will go rear of field for the second offence.

A car that baulks or slows down will also be considered to have broken the start.

3.7.2 If a car breaks formation or jumps the start from within the field, but the Chief Steward wishes the race to continue, the warning flag will be shown to the offending Driver and the Driver may be penalised.

If the jumped start enabled cars to be passed unfairly, the Driver will be put back two positions for each car so passed. This penalty will be applied at the next stoppage, or if no stoppage, will be applied in the results.

3.8 RECKLESS OR DANGEROUS DRIVING

3.8.1 Except for specific race car divisions (fender benders, etc.), speedway racing is a noncontact sport. No driver shall ever allow his or her car to make deliberate, reckless or negligent contact with any other car either in roll-up laps, during the race, after the race or in the pits.

3.8.2 Unless directed by an official, any race car travelling at speed on the infield will be considered as dangerous driving.

3.8.3 Anyone driving contrary to rules 3.8.1 and 3.8.2 will be excluded from the race. For serious offences the Driver could also be subject to an Infringement Notice. As it is not possible to be certain whether contact between cars has been deliberate, and so that it cannot be argued in a driver's defence at a dispute hearing or a subsequent appeal, an Infringement Notice relating to reckless or negligent driving will not use the word 'deliberate'.

3.9 PASSING

3.9.1 Any Driver who intends to overtake (pass) another car, must first be reasonably sure that the passing move is possible without making contact with the other car and then must execute the move as cleanly as possible.

- 3.9.2** Any Driver who becomes aware that another car is making a passing move must not change line so as to inconvenience the passing car, nor deprive that car of adequate space on the race track. However, unless the car being passed is a lapped car, there is no obligation for this car to facilitate the passing move, the only obligation being not to change line in such a way that is intended to impede or to make the passing move more difficult.
- 3.9.3** If the Chief Steward believes that any passing move has been contrary to rules 3.9.1 and 3.9.2, the offending Driver will be subject to a warning flag. This applies to both a Driver trying to pass and a Driver trying to impede the pass. For any Driver who makes gains by careless passing will be penalised two positions for each car passed. This penalty will be applied at the next race stoppage, or if no stoppage, will be applied in the results.
- 3.9.4** No Driver shall put any wheel on the infield (below the pole line) when racing and in particular when attempting a passing move. Any Driver who uses the infield to pass another car will be put back two positions for each car passed. This penalty will be applied at the next race stoppage, or if no stoppage, will be applied in the race results.
- 3.9.5** For persistently careless passing, aggressive blocking, or for a Driver who repeatedly uses or passes on the infield, a rear of field penalty will be applied at the next stoppage, or if no stoppage, applied in the race results. At the Chief Steward's discretion an offending Driver may be disqualified by black flag.
- 3.9.6** A summary of offences which will give rise to a Loss of Positions are listed in Annexure C, Penalties Guideline, Part 4.

3.10 RACE TRACK RE-ENTRY

- 3.10.1** Any Driver who loses control to the infield or who otherwise leaves the race track for any reason and wishes to rejoin the race may do so only with the utmost care and consideration for the safety of other Drivers. To avoid conflict, cars must re-enter the track at the most acute angle possible and track re-entry on corners should be avoided.
- 3.10.2** If the Chief Steward believes that any race track re-entry has been careless or reckless, the Driver will be subject to a warning flag, a rear of field penalty or a black flag disqualification and/or a fine, depending on the severity of the offence.

3.11 RACE INCIDENTS AND STOPPAGES

- 3.11.1** Following a race crash or incident for which the Chief Steward orders yellow caution lights and flags, all cars not directly involved in the incident must slow down to a safe speed and hold their position.
- 3.11.2** Any car that passes car(s) while rolling around the track under yellow lights may be subjected to being put back two positions for each car passed.
- 3.11.3** Following a more serious race crash of a car rolling over or if an ambulance appears necessary the Chief Steward will order red lights and flags to stop the race.

- 3.11.4** Once the red light/flag has been instigated, all Drivers will bring their cars to an immediate safe stop. They are not to pass the accident scene or drive across the infield past the accident. Any Driver failing to stop may incur a minimum fine of \$100 and/or sent to the rear of the field for the restart and may be disqualified from that race meeting.
- 3.11.5** Any car stopping due to a red light, but not involved in the incident and not judged to be a contributing cause will be reinstated in the restarting order, regardless of whether a push start is required.
- 3.11.6** Any car judged by the Chief Steward to be the absolute and sole cause of any stoppage will go to the very rear of field in the restart, regardless of whether the car stopped and regardless of whether other cars required a push start.
- 3.11.7** If the Chief Steward is unable to determine the primary cause of an incident, or judges more than one Driver to be at fault, two or more cars may be sent to the rear of the field, with the car suspected of being most at fault placed at the very rear.
- This is to be applied regardless of whether any particular car stopped or required a push start.
- 3.11.8** Any Driver considered by the Chief Steward to have been the primary cause of two stoppages in the same race may be disqualified from that race.
- 3.11.9** Any work on cars during a yellow or red light stoppage may be carried out pursuant to rule 3.26 of these rules.
- 3.11.10** Any car involved in an incident, but judged by the Chief Steward to be completely blameless, unless a Sprintcar or a Speedcar requiring a push start, will be reinstated in the starting order.
- 3.11.11** Any Driver who fails to obey any signal or direction given by the Chief Steward or an official appointed by the Chief Steward may be subject to a fine up to \$1,000 and/or suspension up to 12 months and/or disqualification.

3.12 COMPLETE RESTARTS

- 3.12.1** If a first lap stoppage has no obvious cause, except for too many cars on the same area of race track, the Chief Steward may order a complete restart with no rear of field penalties applicable, except for Sprintcars and Speedcars where push starts are required.
- 3.12.2** Once the race has started no Driver may switch cars.
- 3.12.3** If a stoppage occurs before the last running car has completed one full lap, a complete two wide restart (or three wide if applicable for a particular division) will be ordered with grid positions as for the initial start, but modified by exclusions and cars sent rear of field. If there are any cars not taking their original starting position then the cars move straight forward to fill the gap.

3.12.4 Any car being penalised with a rear of field penalty will restart at the rear of the longest row.

3.13 SINGLE FILE RESTARTS

3.13.1 If a stoppage occurs after the last running car has completed at least one full lap, a single file restart will be ordered, with the starting order as for the previously recorded complete lap, but modified by exclusions and cars sent rear of field.

3.13.2 For single file restarts a cone marker will be located at the finish line. The cone should be placed approximately mid track ensuring that there is sufficient room between the cone and the fence for Drivers to safely pass the cone while accelerating.

3.13.3. Any Driver refusing to accept the restart position directed by the officials will be shown a warning flag for the first refusal, will be sent rear of field for the second refusal and will be black flagged for the third refusal in any one race.

3.13.4 Laps under the caution flag will not be counted on lap score sheets.

3.13.5 When the single file is correctly formed up and a start is imminent, the yellow lights will be switched off and flags withdrawn. The lead car determines the speed of the start, but must bring the field to the cone marker at a constant moderate pace. As the leader reaches the cone marker, the green light/flag will be shown.

3.13.6 As the leader approaches the cone, no passing move may be commenced until the cone is passed. Any car that jumps the start, hits the cone or passes it on the inside or passes another car before the cone will be sent rear of field at the next stoppage, or if no stoppage at the end of the race.

3.13.7 A car that has not completed a recorded lap of the event after any restart shall not rejoin the race at a later stage, including if the Driver was shown a mechanical defect flag.

3.13.8 If an event is stopped with one lap remaining the restart will be run over two laps (ie green, white, chequered).

3.13.9 A car that has either of the outside tyres flat will be shown the mechanical defect flag.

3.14 WARNING FLAG

3.14.1 Any Driver who is judged by the Chief Steward during a race to be driving in an overly aggressive manner, has made careless contact with any other car, has changed line to impede a passing move or any other act of driving contrary to these rules, will be warned by one-way radio and/or warning flags.

3.14.2 If confusion is possible, the race car number will be shown with the flag.

3.14.3 Having received a warning flag, if a Driver continues to drive in a careless or contrary manner and receives a second warning flag, the Driver will be either sent to the rear of field, or at the Chief Steward's discretion may be given the black flag.

The rear of field penalty will be applied at the next stoppage, or if no stoppage, applied in the results.

3.15 **REAR OF FIELD**

3.15.1 Any Driver who is shown the rear of field or ROF board during a race stoppage must follow that instruction and go rear of the line up in the restart. If any confusion is possible, the race car number will be shown with the ROF board.

3.15.2 When a car on the lead lap goes to the rear of the field, it goes to the rear of the line up which includes lapped cars but will remain on the lead lap.

3.15.3 If more than one car is sent rear of field, the grid marshal will position all rear of field cars correctly. Cars sent rear of field due to needing a push start will start in front of cars sent rear of field due to a race incident or rule infringement.

3.15.4 Any Driver who refuses to go rear of field when ordered will be shown the black disqualification flag.

3.16 **REAR OF FIELD OFFENCES**

A summary of offences for which a Driver may be sent to the rear of field are listed in Annexure C, Penalties Guideline, Part 2.

3.17 **BLACK FLAG**

- 3.17.1** Any Driver who is shown the black disqualification flag, either during the race or at a race stoppage must immediately and safely withdraw from the race. If any confusion is possible, the race car number will be shown with the flag.
- 3.17.2** Any Driver who fails to comply with a black flag disqualification order or refuses to leave the race track when ordered will be served with an Infringement Notice. The minimum penalty for failure to comply with a black flag is a \$300 fine and/or a one month suspension.
- 3.17.3** Any Driver who continues to ignore the black flag will be fined an additional \$100 per lap and/or the Driver and car disqualified from the meeting. The maximum penalty for failure to comply is a \$2,000 fine and/or suspension of 2 years.
- 3.17.4** Any Driver who elects to dispute an Infringement Notice served due to their refusal to accept the black flag can only dispute the refusal to accept the black flag. The Driver will be unable to dispute the incident that originally led to the black flag or use any aspects of that incident as a defence in the dispute hearing.

3.18 **BLACK FLAG (DISQUALIFICATION) OFFENCES**

A summary of offences for which a Driver may be shown a black flag are listed in Annexure C, Penalties Guideline, Part 1.

3.19 **DROPPING OF DEBRIS**

- 3.19.1** Any race car that drops any body part, suspension component or other debris on the racetrack and this leads to a race stoppage must go rear of field at the restart, unless it is judged by the Chief Steward not to be that cars fault, then that car may be restarted in their previous racing position.
- 3.19.2** Any car that stops after running over another car's debris will not be penalised.
- 3.19.3** If any part of the engine cover is lost or damaged and compromises the Driver's safety in the Chief Stewards opinion, the car will be shown the black flag.

3.20 **LAPPED CARS**

- 3.20.1** When a car receives the lapping flag (blue flag with yellow spot) the Driver of that car must expect to be lapped sometime within the next lap or soon after. The lapped car must hold line (high line or low line) and must not race or impede the lapping car or cars. The lapping flag will continue to be shown to a Driver on each lap that being lapped by any other car is likely.
- 3.20.2** If the Chief Steward believes that a lapped car is ignoring the lapping flag by impeding lapping traffic or otherwise not complying with rule 4.20.1, the lapped Driver may be shown a black disqualification flag.

- 3.20.3** Any damaged or disabled car rolling around at a slow speed is to be shown the mechanical defect flag and the car must go immediately to the infield.
- 3.20.4** In all restarts, lapped cars will retain their positions in the line up as per the previously recorded lap or as directed by the Chief Steward.

3.21 STOPPING ON TRACK TO FORCE A STOPPAGE

Any Driver who, in the opinion of the Chief Steward, has purposely spun or stopped on the race track to force a race stoppage will be automatically black flagged. The Chief Steward's interpretation of a Driver's intent in this regard is final and will not be subject to later discussion or complaint.

3.22 GETTING OUT OF CAR

- 3.22.1** Following a race stoppage, until damaged cars are being removed to the infield, Drivers are required to remain in their cars unless there is the risk of fire, or other obvious inherent danger or there is a specific request to get out by the Clerk of the Course or Duty Infield Scrutineer.
- 3.22.2** Unless directed to do so with the approval of the Chief Steward, any Driver who removes or breaks their seat belts or any safety apparel or safety equipment whilst in the confines of the race track shall be excluded from the event.
- 3.22.3** Any Driver who gets out of a car to remonstrate or make any defamatory gesture to any official or other Driver, or who parades in an undignified manner on the race track will receive an Infringement Notice and be excluded from the meeting. A minimum fine of \$100 up to maximum fine of \$2,000 and/or up to a maximum 12 month suspension applies.
- 3.22.4** After cars have been removed to the infield, Drivers may not approach any official or other Driver for the purpose of abuse or protest. A Driver behaving contrary to this rule will receive an Infringement Notice and penalties specified in rule 3.22.3 apply.

3.23 COMPLETION OF A RACE

- 3.23.1** When a car has passed under the chequered flag, it must stop racing and slow down in a safe manner and complete a slowdown lap at reasonable speed.
- 3.23.2** A race is declared complete when the chequered flag has been displayed and the last car running has passed under that flag. Race results will be determined from the transponder records or lap scorer charts, based upon the order in which the cars cross the finish line completing all the laps of the race. The remainder of the field will be classified by the greater amount of laps completed and then the order in which they crossed the finish line on the last completed lap.

- 3.23.3** The Chief Steward will declare a race complete once the lead car has passed the chequered flag. If the yellow lights/flags are shown after the lead car crosses the finish line for an incident all the cars receiving the chequered flag will finish in the order they crossed the finish line. The remaining cars (excluding those deemed to be unable to restart) will be recorded as finishing in the order of their last completed lap not withstanding any penalties which could be applied by the Chief Steward.
- 3.23.4** When a race is completed, placing will be provisional until:
- a) The lap sheets and/or transponder lap charts have been checked.
 - b) The scrutineers have given clearance.
 - c) The Chief Steward has given the all clear.
- 3.23.5** When a race runs over more or less than the advertised number of laps and the chequered flag is shown, the Chief Steward will declare the race positions in the order of the cars at the chequered flag.
- 3.23.6** For feature races only, cars that get the green flag to start the race but are non finishers may be eligible for points and/or prizemoney.
- 3.23.7** For heat races, a Driver must receive the chequered flag under their own power and have completed at least one half of race distance to be eligible for points and/or prizemoney.
- 3.23.8** Any Driver who has received the black flag or is disqualified from a race is not eligible for points and/or prizemoney
- 3.23.9** The Chief Steward may declare complete a final race in which the lead car has less than one (1) lap to complete the race or in a non final race of greater than eight (8) laps in which the leader has less than two (2) laps to complete the race.
- 3.23.10** A Driver receiving a mechanical defect flag or who voluntary withdraws and wishes to finish the race, is permitted to rejoin the race to receive the chequered flag, after the last running car has finished.
- 3.23.11** All prize money must be held until the Chief Steward in charge of the meeting has given the all clear on the results.
- 3.23.12** A driver who is awarded a prize that becomes a disputed prize within 14 days of that race meeting, is responsible to return that prize to the organisation awarding the prize. The driver shall be notified of the reasons for the return of the prize. There shall be no grounds for return of a prize after 14 days have elapsed since the running of the meeting.

3.24 FEATURE RACES DECLARED SHORT

3.24.1 A feature race must be run over the advertised number of laps, except when rule 3.13.8 applies, unless it is required to be declared short by the Chief Steward due to:

- a) Weather or race track conditions; or
- b) Time or noise curfew; or
- c) A serious race incident involving injury; or
- d) Any request by the police; or
- e) Extreme or exceptional circumstances.

3.24.2 When feature races are not completed;

- a) If feature race is declared with less than one-half of the scheduled laps completed, all prize-money and series points will be divided equally amongst all starters.
- b) If feature race is declared with at least one-half of the scheduled laps completed, all prize money and series points will be fully allocated for placings scored as at the last completed lap, modified by any exclusions or rear of field relegations.
- c) Any cars involved in an incident/s at the time of the race being declared must be cleared by the machine examiner to be capable of restarting the balance of the nominated laps.

3.25 MECHANICAL DEFECTS

3.25.1 Whether by the Chief Steward's own judgment or by advice from the infield official, it is determined that a car cannot safely continue to race, or for any reason is judged to be a potential hazard to other competitors, the Driver will be shown the Mechanical Defect flag, together with the car number if possible to avoid confusion.

3.25.2 Upon receiving the Mechanical Defect flag, a Driver must immediately withdraw from the race, using utmost caution. Any Driver refusing to withdraw when directed will be shown the black flag. Failure to obey the black flag will result in a penalty in accordance with rule 3.17.2 and 3.17.3.

3.26 WORKING ON CARS

3.26.1 At any race stoppage all work must be performed only on the infield at the designated work area.

3.26.2 If a car requires repairs at a race stoppage, a time limit of two minutes will be given from the time the Chief Steward approves the request.

- 3.26.3** If work has not been completed in time to restart with the field, the car may rejoin the race at the rear of the field in a subsequent restart if no further completed laps have been recorded.
- 3.26.4** A wheel change (due to a flat tyre) is only permitted for Sprintcars, Speedcars, V8 Dirt Modified and NOS Sprints during a red light/flag stoppage on the first lap of a State or National title or for other major or feature events where this is approved by a supplementary regulation. Two minutes only will be given for the wheel change, which in this circumstance only may be assisted by infield officials. Any car that has had a wheel change will go rear of field in the restart.
- 3.26.5** If the Chief Steward has declared an “Open Red Light” situation during a red light/flag stoppage for a Sprintcars and Speedcars race only three members of pit crew may work on the car. Prior to the opening of the pit gate and allowing crews into the designated work area to work on during an “Open Red Light” situation the Chief Steward must consider factors such as time available, number of cars involved in incident and OH&S responsibilities.
- 3.26.6** Following a race stoppage when the Chief Steward has deemed the track to be clear the yellow light/flag will signal for cars to be started. Cars will be given two minutes from the time the last ready car to be started has moved onto the track. Cars delaying the restart beyond the two minutes and not ready by the time the green is shown shall be excluded from the event.
- 3.26.7** With the exception of Sprintcars, Speedcars, V8 Dirt Modified and NOS Sprints, the only work permitted on race cars after they enter the racing arena is to be done by infield officials and is limited to the removal of damaged body panels using basic tools such as hammers, chisels, hacksaws, tin snips and crowbars, and the effecting of repairs using race tape, cable ties or similar. The Driver must not break his seat belts or get out of the car unless requested to do so by the Clerk of the Course or infield official, otherwise the car will be disqualified.
- 3.26.8** Infield officials are not permitted to add fuel, oil or water, change wheels (except under rule 3.26.4), wash radiators, do any mechanical adjustments or change any setting.
- 3.26.9** If all cars in an uncompleted race leave the track and return to the pits due to any race delay, when the race resumes it will be using transponder/lap score placings as recorded at the stoppage. Cars must have been able to restart/rejoin the race at the point of delay.

3.27 UNAUTHORISED ENTRY TO RACE TRACK

- 3.27.1** Any crew member or other person, proven to be associated with a Driver or car, who enters the race track under yellow or red light situations without the expressed authority of the Chief Steward will be subjected to a \$500 fine with the associated Driver also being fined \$500 and/or disqualified from the meeting at the discretion of the Chief Steward.

3.27.2 Subsequent incidents of unauthorised entry to the race track will result in a 12 month suspension for the offender and a \$1000 fine and/or disqualification from the meeting for the Driver.

3.28 **REFUELLING**

No infield refuelling is permitted unless approved by a supplementary regulation pursuant to rule and such approval will only be granted for special long distance events. The refuelling procedures will be specifically detailed in the supplementary regulations and also reiterated during the Driver's briefing.

3.29 **SUBSTITUTE CARS**

3.29.1 A substitute car may be used during a race meeting by a nominated Driver providing that:

- a) The substitute car has been nominated for that meeting.
- b) If the substitution occurs before the meeting has begun, the car starts from the Drivers original drawn position in the heats.
- c) If the substitution occurs after the meeting has begun, the substitute car starts from the rear of the field in its remaining races.
- d) If the substitution occurs after all the heats have been run, the substitute car starts rear of the field in the final, providing that the car has competed in at least one previous heat.
- e) The Chief Steward is notified and has given permission for the substitution.
- f) If more than one car is used by one Driver in one meeting, they are all subject to engine and/or fuel checks.
- g) Points will be allocated to the Driver.

3.30 **NATIONAL TITLES AND SERIES AND STATE TITLES**

3.30.1 To be eligible to compete in a National Title and Series, and State Titles, a Driver must have competed in a minimum of two race meetings, or more at the discretion of the relevant organising body, in the current season or previous 12 months in the division racing for the Title event and have their Licence accordingly endorsed by a Chief Steward.

3.30.2 At the discretion of the association conducting the Title event, dispensation can be provided if the Driver has driven in an affiliated class or a division determined by the organising association as providing requisite experience, in the current season or previous 12 months.

3.30.3 The previous years champion shall be allowed to defend the title but must compete in the heats. However, if the champion fails to qualify in this manner a rear of field start is permitted in their own or a substitute car.

3.30.4 Heat points for National racing divisions Australian and State Titles are as follows:

Placing	ASCF/SSA SKAA AMCA	Sprintcars	Speedcars	F500	RSA
1	36	22	25	25	33
2	28	29	20	20	26
3	23	17	16	17	21
4	17	15	13	12	18
5	13	13	11	10	15
6	10	11	10	8	13
7	7	9	9	6	11
8	6	7	8	5	9
9	5	5	7	4	8
10	4	4	6	3	7
11	3	3	5	2	6
12	2	2	4	1	5
13	1		3		4
14			2		3
15			1		2
16					1

4. BEHAVIOUR, FINES, PENALTIES AND PROTESTS

With respect to the payment of fines and fees, GST is included.

4.1 VERBAL AND PHYSICAL ABUSE

- 4.1.1** No License Holder at a race meeting shall verbally or physically abuse (assault) any person, or use any intimidating or threatening language or actions from the time they enter the speedway complex until they depart the complex after the meeting is completed. All drivers and crew to observe 10min cooling off period before approaching Drivers Rep or any other official, driver or crew.
- 4.1.2** Any acts of verbal or physical abuse shall be reported immediately to either the Race Secretary who shall refer the matter to the Chief Steward, or directly to the Chief Steward, who if deems a charge is warranted may serve an Infringement Notice on any License Holder.
- 4.1.3** Where any person at a race meeting receives any form of abuse from a Driver, race car owner, pit crew member, or official this shall be reported to the Chief Steward who may investigate, and if deems a charge is warranted, disqualify the relevant person from the race meeting and serve an infringement Notice on this person.
- 4.1.4** Where any Driver or pit crew member reports verbal or physical abuse from any other person, unless the abuse has been witnessed by a race official who can give an accurate report to the Chief Steward, the aggrieved person will be advised to lodge a charge of misconduct and therefore have the matter dealt with by a Disciplinary Tribunal. Lodging a charge of misconduct requires completion and lodgment of the Request for Disciplinary Tribunal (**Annexure A, Schedule 1**) in accordance with rule 4.4.3.
- 4.1.5** Any Licence Holder who verbally assaults or abuses another person or attempts to strike another person whilst within a speedway precinct shall be liable to a minimum fine of \$100 up to a maximum fine of \$2,000 and/or up to a maximum 12 month ban from the competition area of a race track.
- 5.1.6** Any Licence Holder who strikes or any way physically assaults another person whilst within a speedway precinct shall be liable to a minimum fine of \$100 up to a maximum fine of \$5,000 and/or a maximum two year suspension from the competition area of a race track.
- 4.1.7** Any fined Licence Holder will not be allowed to race or officiate until fines are paid. The penalties in rules 7.1.5 and 7.1.6 may be in addition to any misconduct and penalty referred to in rule 7.4.

4.2 CONTROL OF PIT CREW

- 4.2.1** A Driver shall be held responsible for the appearance and actions of his or her pit crew and the race car owner from the time they enter the speedway precinct (including public areas and car parks) until the time they leave the complex.
- 4.2.2** So that the pit crew members for which a Driver is responsible are known and documented, at scrutineering a Driver should submit a list of pit crew members. It is desirable that all listed pit crew members are in possession of a current affiliated association Licence. Licence numbers should be included on the list.
- 5.2.3** Conduct by any race car owner or pit crew member that is contrary to these rules may lead to action by way of disqualification of the Driver and/or an Infringement Notice being served upon the crew member or the Driver or both.

4.3 RECIPROCAL CONDUCT

All Drivers, car owners, pit crew and officials will conduct themselves in a professional and sportsmanlike manner at all times. This is particularly important when in the presence of members of the public. The courtesy expected to be shown to officials by competitors must be reciprocated by courteous and professional conduct being shown to competitors by officials.

4.4 MISCONDUCT

- 5.4.1** Misconduct is defined as any action or behaviour which will bring, or has the potential to bring the sport of speedway racing or the activities of the host club into disrepute.
- 4.4.2** Misconduct includes assault, the use of a prohibited substance at a speedway, the consumption of alcohol by a competitor during a speedway meeting and the breach of the rules and regulations of the Council, or its members, or for conduct unbecoming to the sport.
- 4.4.3** A charge of misconduct:
- (a)** A Steward, official or member of a member club may refer a charge of misconduct against another steward, official, Driver, crew member or owner of a registered car or member of a member club to the Disciplinary Tribunal pursuant to these rules.
 - (b)** A charge of misconduct shall be preferred in the form of Schedule 1 before the expiry of the duration of the meeting to an official of the member Host Club.
 - (c)** A charge of misconduct shall be forwarded to the secretary of the member club, who shall refer it to the executive of the said club within three days, together with a fee of \$500 (waived for Stewards and Officials) that is non refundable if charges are dropped, money to be refunded if charge goes ahead.
 - (d)** The executive of the member club shall appoint a DISCIPLINARY TRIBUNAL consisting of not less than three (3) persons and not more than five (5) persons to adjudicate the charge within seven days of receipt of Schedule 1 from the secretary.

- (e) The executive shall appoint one of the members to be the Chairperson.
 - (f) The Disciplinary Tribunal Chairperson may consider a plea bargain for charges of misconduct. The Disciplinary Tribunal Chairman and the defendant can arrange to settle the case against the defendant without conducting a hearing, where the defendant agrees to plead guilty in exchange for an agreement from the Disciplinary Tribunal Chairperson as to the penalty. A plea bargain requires adequate consultation with the defendant and the relevant member club. The Disciplinary Tribunal Chairperson must seek the views of the defendant and the relevant member club about plea bargaining prior to determining the penalty. Once an agreement has been reached by both parties there can be no appeal against this decision.
 - (g) Only persons who will act impartially may be on the Disciplinary Tribunal.
 - (h) The Disciplinary Tribunal shall set an appropriate date and place for the hearing of the charge within 14 days of being appointed by the executive.
 - (i) A charge may only be heard by the Disciplinary Tribunal if the person charged has been informed in writing by certified mail lodged 14 days prior to the hearing of the charge of the following particulars:

 - i. the nature of the charge; and
 - ii. the factual basis upon which the charge is preferred against him/her.
 - (j) The Disciplinary Tribunal shall hear the charge in a fair and impartial manner and accord the person charged the right to call evidence, question the person making the charge, question witnesses to make submissions to the Disciplinary Tribunal.
 - (k) The Disciplinary Tribunal may adjourn the hearing of a charge if it considers such an adjournment appropriate in the circumstances.
 - (l) The Disciplinary Tribunal may, in its' absolute discretion, impose any penalty it thinks fit for a charge arising from misconduct including a suspended sentence.
 - (m) Notwithstanding (j) above, where a member of a member club has been charged with misconduct arising out of a charge of use of a prohibited substance in accordance with these rules and found guilty that member shall be liable to a minimum of two years suspension from officiating, driving, competing, crewing or otherwise participating in any speedway competition.
 - (n) Where a member of a member club has been found guilty of a charge of misconduct he / she will be liable to pay all reasonable costs incurred by the member club in hearing the matter as determined by the Disciplinary Tribunal.
- 4.4.4** Where any inconsistency arises between this rule 7.4 and any Host Club's rules with respect to the conduct of the Disciplinary Tribunal, the rules contained herein shall prevail.
- 4.4.5** A decision of the Disciplinary Tribunal may be appealed to the Speedway Appeal Tribunal provided that rule 7.2 is satisfied.

4.5 INFRINGEMENT NOTICE

- 4.5.1** An Infringement Notice is a written notice served by the Chief Steward or nominee on any Licence Holder to notify the person of an offence punishable by disqualification, a fine and/or a period of suspension. An Infringement Notice for a racing or on track incident is to be served, or the Driver verbally advised, within one hour of the completion of the race meeting in which the alleged offence occurred. However, if this is not practical then it should be forwarded to the alleged infringing party ("defendant") by hand or registered mail within 7 days of the incident occurring. The defendant will have the right of appeal as specified in rule 7.1.
- 4.5.2** For non-race offences, the Infringement Notice should be served by the Chief Steward or nominee within one hour of the alleged offence being committed. However, if this is not practical then it should be forwarded to the defendant by hand or registered mail within 7 days of the incident occurring. The defendant will have the right of appeal specified in rule 7.1.
- 4.5.3** When a Chief Steward or a delegated official issues an Infringement Notice the following should apply:
- a)** Top Copy: to the affiliated association state branch (to accompany any appeal documentation.
 - b)** Duplicate: to the Offender
 - c)** Triplicate retained by the issuing body/steward
- 4.5.4** Any Driver who refuses to receive the Chief Steward's Infringement Notice will forfeit their right of appeal.
- 4.5.5** When the intention to appeal an Infringement Notice has been given, the appellant will then be issued with the appeal form.
- 4.5.6** The Chief Steward will not be required to issue an Infringement Notice for penalties given and carried out during a race.
- 4.5.7** A Driver must be notified of an offence or penalty arising from a race by either:
- i)** Boards or flags displayed by the Chief Steward or his appointed official whilst the race is in progress
 - ii)** Verbal notification during a race or at the completion of the race
 - iii)** Notification by way of an Infringement Notice issued in accordance with rules 4.5.1 and 4.5.2.
- 4.5.8** The fine and/or period of suspension will normally be determined by the Chief Steward and nominated on the Infringement Notice, but for charges pursuant to rules 6.1, 6.2, 6.4 and 5.1 of these rules, or for such other offences that the Chief Steward may decide, the notice will require a mandatory appearance before the Disciplinary Tribunal, in which case the matter will be determined and any fine and/or suspension will be set by the Tribunal.
- 4.5.9** Any fine or suspension will be noted in the Driver's Log Book, Licence, or Infringement Card.

- 4.5.10** This matter can be finalised by payment of the fine and/or serving the period of suspension, as applicable. Any fine nominated on the Infringement Notice must be paid to the Race Secretary, host club or other relevant authority by the Driver or the race car owner.
- 4.5.11** If a period of suspension is nominated on the notice, further competition at that race meeting is permitted only if the competitor gives verbal notification to the Chief Steward or Race Secretary of his or her intention to dispute the matter and the appeal fee of \$500 has been paid. Competition (pending a dispute hearing) at any later race meeting is permitted only after rule 8.1 has been satisfied. **!!!!!!! (8.1) !!!!!!!!**
- 4.5.12** If an Infringement Notice is served for any offence pursuant or contrary to rules 6.1, 6.2, 6.4 and 4.1 of these rules, or any other offence where the notice requires a person to appear before the Tribunal, further competition by that person is not permitted until the matter has been dealt with by the relevant tribunals and all judgments have been satisfied, unless the requirements of rule 5.5.13 have been satisfied.
- 4.5.13** In circumstances where any delays in conducting a Tribunal could unreasonable affect the future competition of a Driver who has received an Infringement Notice the National Office may provide written dispensation allowing competition in future meetings until a Tribunal can be held. The Driver shall not be eligible for any prize money or points until after the Tribunal hearing.
- 4.5.14** Any NASR or affiliated association official incurring a suspension is no longer permitted to act in any official position they held from which the time suspension was imposed to the time the suspension has expired.
- 4.5.15** Any administrative or typographical errors or omissions by the Chief Steward on an Infringement Notice does not alter the effectiveness of the notice and may be subsequently corrected.

4.6 INFRINGEMENT NOTICE OFFENCES

- 4.6.1** The summary of offences for which a Driver will receive an Infringement Notice are listed in Annexure C, Penalties Guideline, Part 3.
- 4.6.2** Offences for which an Infringement Notice will be served requiring a mandatory appearance before the Race Control Tribunal for determination are:
- (a) A Driver returning a alcohol breath test - refer to rule 6.4
 - (b) A person in possession of or drinking liquor in the pits - refer to rule 6.5
 - (c) A Licence Holder under the influence of or in possession of any prohibited substance - refer to rules 6.1 and 6.2
 - (d) Acts of verbal or physical abuse - refer to rule 4.1

4.7 PROTESTS

ASCF/SSA Sedans - Refer Annexure E, Part C, 7.7

4.8 TECHNICAL

- 4.8.1** All race cars must comply with the specification requirements of the relevant state, national or other controlling or sanctioning bodies, as amended from time to time.
- 4.8.2** If at any time during a race meeting or during subsequent inspection after a race meeting, a race car is found to be not complying with the specification requirements the Chief Steward will issue an Infringement Notice to disqualify that car from the race meeting and, in the Chief Steward's discretion, impose a fine of up to \$2,000 and/or a suspension of up to two years.
- 4.8.3** Without limiting rule 4.8.2, a minimum penalty of 12 months and a maximum penalty of months suspension and/or a \$2,000 fine may be imposed for any of the following:
- (a) any unauthorised person altering or person misrepresenting a Log Book;
 - (b) any person making a false Log Book declaration or knowingly provides wrong information for the registration of a race car;
 - (c) the deliberate destruction of a Log Book;
 - (d) any person misrepresenting a race car or safety apparel;
 - (e) use of any engine, car or other component which offends against the published specifications;
 - (f) refuses to have their engine checked;
 - (g) uses traction control;
 - (h) abuse of speedway property or safety equipment; or
 - (i) use of illegal fuel or additives.

4.9 FINES AND PENALTIES

- 4.9.1** Where a misconduct breach of rules (including assault) occurs after the last event of the race meeting, a 1 hour time limit will apply to the issuing of infringement notices.
- 4.9.2** Drivers or owners who have incurred a fine, fines or penalty for infringement of any of these rules shall not be allowed to compete or have their vehicle compete in any subsequent race meeting sanctioned by a member club until such time that the fine, fines or penalties are paid in full to the satisfaction of the member club that issued the fine, fines or penalties.

PART 5 OFFICIALS AND THEIR DUTIES

5.1 ACCREDITATION OF OFFICIALS

- 5.1.1** The training and accreditation of officials will be implemented by in conjunction with the affiliated associations with the requirement that all officials to complete an accredited Officials Training Program.

To retain their accreditation Officials are required to complete a further accreditation program every two years thereafter.

5.1.2 The structure of the development program for Stewards is provided below:

- (a)** Trainee Steward
Issued with trainee licence and log book
Undertake Official Training Course within 12 months
To upgrade must officiate at minimum of 6 race meetings, and pass the training program
- (b)** Assistant Steward
Minimum of 6 race meetings with 12 months of training
Log book to be endorsed
Club steward to supervise as required
To upgrade, must apply to Club Steward with support and recommendation from club and assessment by State Steward for approval
- (c)** Club Steward
Can now steward club meetings at any track
Log book to be issued and endorsed
Attend refresher training course
To upgrade must officiate at a minimum of 6 race meetings within 12 months and be assessed by State Steward
- (d)** Chief Steward
Attend approved refresher course every two years
Log book to be issued and endorsed
Eligible to steward all National and State competition
To maintain credentials must steward a minimum of 3 race meetings per year

5.1.3 Any Official officiating at events involving Junior Drivers must have a Police clearance and also comply with any specific requirements of State Government Departments.

5.2 CHIEF STEWARD

5.2.1 For these rules, the Chief Steward is defined as the affiliated association licensed steward who is in charge of the relevant race car division for the applicable meeting. At any sanctioned race meeting, the Chief Steward for the relevant race car division is the sole authority for that division, for the interpretation and enforcement of these rules in all respects. All other stewards and race officials are responsible to the Chief Steward who has the power to direct or instruct such officials in the conduct of their duties.

5.2.2 Duties and responsibilities of the Chief Steward include:

- (a)** The control of all Drivers, pit crew and officials from the time the participants enter the speedway complex (including public areas and car parks) until one hour after the completion of the last event on the race program;
- (b)** The briefing of Drivers prior to the commencement of competition. Details of the Driver's briefing are shown in rule 5.3 below;

- (c) Briefing the Officials of meeting
- (d) The interpretation and enforcement of these rules;
- (e) The power to deal with any incident that occurs at a race meeting, whether on or off the race track, that is not specifically covered by these rules;
- (f) The right to inquire into the circumstances of any incident and to ask any Licence Holder (driver, pit crew or official) to report to him, and this includes the requirement to act upon any information brought to notice;
- (g) The power to order the removal from the speedway complex of any person who is interfering with the efficient running of the race meeting;
- (h) The sole authority to exclude, disqualify, suspend or fine any person, or issue Infringement Notices;
- (i) The checking of lap scoring charts and sheets, approval of any alterations to those sheets, the confirmation of any disqualifications and/or relegations, and the final approval and signing off of all race finish placings;
- (j) Ensure that Chief Steward Report is completed at end of race meeting (sample of report at [Annexure F – Forms](#)).

5.3 DRIVER'S BRIEFING

- 5.3.1** Drivers and their race cars should be at the speedway complex a minimum of one hour prior to the advertised starting time although this requirement could be varied through any event supplementary regulations.
- 5.3.2** Prior to competition in a sanctioned race meetings or events, all Drivers must attend a briefing by the Chief Steward.
- 5.3.3** Only with the consent of the Chief Steward, may the race car owner or crew chief attend the briefing in place of the Driver and be responsible for taking notes and then relaying all relevant information to the Driver.
- 5.3.4** The scheduled time for the driver's briefing must be notified so that all Drivers can ensure to be present. Unless arrangements have been made in accordance with rule 5.3.3, any Driver who fails to attend the driver's briefing may be penalised by being required to start rear of field in all heats, or other suitable penalty that the Chief Steward may impose. Any Driver failing to attend is responsible for ensuring that he is aware of the content of the drivers' briefing and of any Supplementary regulations. If applicable, the Driver shall also sign a Release and Indemnity form suitable to the State/Territory laws before being permitted to race.

5.3.5 The driver's briefing is to include the following:

- (a) Introduction of key officials, particularly the Clerk of Course, Pit Marshals, Driver Representative, Scrutineer and any other officials
- (b) Location of fire fighting areas and emergency fire procedures;
- (c) Details of any supplementary regulations pursuant to rule 1.4;
- (d) Explanation of any driver introductions or parade laps;
- (e) Any other information that the Chief Steward thinks is relevant.
- (f) Duty of Care Statement

5.4 **CHIEF SCRUTINEER**

5.4.1 For these rules, the Chief Scrutineer is defined as the authorized Scrutineer or technical officer who is in charge of the relevant race car division for the applicable meeting.

At any sanctioned race meeting, the Chief Scrutineer is the sole authority for the interpretation of the class specification manual for the relevant race car division.

5.4.2 All other scrutineers, assistant scrutineers and technical officers, are responsible to the Chief Scrutineer who has the power to direct or instruct such officials in the conduct of their duties. However, any dispute between the Chief Scrutineer and a race car owner or Driver is to be referred to the Chief Steward for resolution.

5.5 **SCRUTINEERING**

5.5.1 Prior to competition in a sanctioned race meeting or event, all race cars must be scrutineered by an approved scrutineer or technical officer. In these rules 'Scrutineer' refers to any such approved scrutineer or technical officer.

5.5.2 During scrutineering, the Scrutineers duties and responsibilities are to check:

- (a) The validity of the Driver's Race Driver's Licence;
- (b) The Driver's Infringement Card for any current suspension or unpaid fines;
- (c) The Race Car Log Book for previously issued work orders or outstanding items of non-compliance;
- (d) The race car for general compliance with the class specification manual applicable for the relevant race car division; and
- (e) All safety equipment and protective clothing for compliance with the requirements for the relevant race car division.

5.5.3 Upon passing scrutineering, the Scrutineer will endorse the Race Car Log Book accordingly and the log book will be signed by the competitor and then returned to the car owner or Driver, or retained until the completion of the race meeting depending on the relevant licensing body.

- 5.5.4** Any race car that is not presented for scrutineering at least 60 minutes prior to the advertised starting time, may be required to start rear of field in the heats, or other suitable penalty that the Chief Steward may impose.
- 5.5.5** During competition, the Chief Scrutineer or an Assistant Scrutineer should be stationed on the infield as an infield official to advise upon the serviceability of race cars either during a race or following a crash. In respect to a race car serviceability, the infield official opinion will be final.
- 5.5.6** At any time during a race stoppage, a Driver may enter the infield to enable the infield official to check car serviceability, and then restart the race without penalty, but if a push start is required, the car will go to rear of field. Work on cars may be carried out in accordance with rule 4.26.
- 5.5.7** At any time during a race meeting the infield official or Chief Scrutineer may request that, following repair work, a car involved in a crash be re-presented for check scrutineering before further competition in that meeting.

5.6 INDEMNIFICATION OF SCRUTINEERS AND OFFICIALS

- 5.6.1** The safety standard of any race car, equipment or apparel is a joint responsibility of the car owner and Driver. Any safety check carried out by an official does not guarantee that the race car is without fault and does not absolve the owner and Driver of this joint responsibility.
- 5.6.2** The safety check does not impose any level of liability whatsoever upon the official and no expressed or implied warranty of safety shall result from any safety check carried out by any official.
- 5.6.3** By agreeing to have a race car scrutineered, both the race car owner and Driver are deemed to have indemnified the official against any prosecution, claim, or action for any death, injury, loss or damage arising from any alleged breach of race car safety.

5.7 **CLERK OF THE COURSE**

5.7.1 The Clerk of the Course shall be responsible directly to the Chief Steward for the safe and efficient ‘on track’ operation of the race meeting with duties including:

- (a) The responsibility to ensure that prior to race starts or restarts, ambulance or approved paramedic personnel, flag marshals, track and grid marshals, suitably attired and equipped fire fighters, and push and tow vehicles are at their stations and are ready;
- (b) The supervision and co-ordination of the various on track personnel, particularly during driver rescue and wreck removal operations;
- (c) The declaration of the race track to be ‘clear’ when all obstructions and debris from a prior stoppage have been removed from the track; and
- (d) The performance of other infield duties as requested by the Chief Steward.

5.8 **RACE SECRETARY**

5.8.1 The Race Secretary shall be responsible directly to the Chief Steward for the ‘off track’ operation of the meeting, with duties including:

- (a) Being available to Drivers and crew chiefs throughout the meeting to help with queries or concerns relating to the conduct of the meeting;
- (b) Being the first point of contact between Drivers, car owners and crew chiefs with the Chief Steward;
- (c) The responsibility for the supervision of grid draws, the calculation of heat points, determination of grid positions for subsequent races and the notification of all Drivers of their grid positions and amendments to these;
- (d) The duties of, or supervision of, the pit marshal whose duties are to position cars on the dummy grid, advise Drivers of late changes to grid positions, and then to marshal race cars onto the race track;
- (e) Being available to Drivers and crew chiefs to advise on responsibilities and options relating to Infringement Notices, disqualifications, Charges of Misconduct, and rights of dispute, and the supply of official forms;
- (f) Being available to receive payments for fines and disputes fees, and the endorsing of Driver’s Infringement Cards accordingly.

5.9 ASSISTANT STEWARDS & OFFICIAL OBSERVERS

5.9.1 These are licensed officials or Drivers, who are not driving in that race meeting, that are positioned around the race track and are in radio contact with the Chief Steward to give advice, as requested on race incidents. Regardless of the advice so given, the Chief Steward's judgment and decision is final.

5.9.2 Drivers, car owners and pit crew shall not enter into discussions about any on track incident with the Assistant Stewards or Official Observers, who are responsible only to the Chief Steward and not answerable to competitors.

5.10 LAP SCORERS

5.10.1 Lap scorers or transponders shall record the position of each car as it crosses the finish line, regardless of whether it is lapped or not.

5.10.2 Lap Scorers must be positioned adjacent to the finish line to enable car positions to be accurately recorded.

5.10.3 During a stoppage, lap scorers shall provide the grid marshal with a list of cars scored as at the last completed lap.

5.10.4 Lap scorers must ensure that lap-scoring sheets are not altered except by direction of the Chief Steward. Lap scorers must also ensure that the Chief Steward signs off any alterations and the final placings.

5.11 DRIVERS REPRESENTATIVE

5.11.1 The Drivers Representative must be accessible to the Drivers for the duration of the meeting and to assist them without bias or favour.

5.11.2 The Drivers Representative are required to attend the Drivers meeting and also to liaise between the promoter and race meeting officials on all matters that have an effect on Drivers.

5.11.3 The Drivers Representative must have a current Licence and should be conversant with the racing rules and regulations and be able to advise Drivers on the best method of dealing with matters arising from the conduct of the race meeting.

6

DRUGS AND ALCOHOL

6.1 DRUG AND ALCOHOL POLICY

- 6.1.1 The Drug and Alcohol Policy applies to all events and activities held under the sanction of a Track Permit.
- 6.1.2 We condemn the use of illegal drugs and alcohol in speedway and their use is contrary to the ethics of sport and potentially harmful to participants and others.
- 6.1.3 There is a zero tolerance regarding the use of drugs and alcohol in sport.
- 6.1.4 The only legitimate use of drugs in Australian speedway racing is under the supervision of a physician for a clinically justified purpose. The Licence Holder must ensure that any prescribed medication does not contain a prohibited substance as listed in rule 6.3.
- 6.1.5 Any individual applying for a Licence or participating in a sanctioned event shall be deemed to have consented to any tests for alcohol and prohibited substances required by the designated administrator.
- 6.1.6 Unannounced testing of Licence Holders for prohibited substances during a race meeting will be conducted from time to time by an independent drug program administrator (IDPA).

These tests can be conducted under the following conditions: Random Selection Testing of competitors, Drivers and officials for prohibited substances will be conducted from time to time at the discretion of the Promoter and the IDPA. Selection of people for testing shall be made at random by the IDPA with all parties having equal chance of selection. Individuals who are not selected for random testing, but wish to voluntarily participate in testing shall be subject to the same testing requirements and subsequent penalties of selected parties.

Any affiliated association can request for random selection testing to be conducted.

Critical Incident Testing Competitors, Drivers and Officials may be required to submit to a procedure for the purpose of testing for prohibited substances following any incident or accident involving injury or death, or a potential for either has occurred or where there is an accident or damage to property.

Cause or Target Testing

Competitors, Drivers and Officials may be required to submit to a procedure for the purpose of testing for prohibited substances where there has been no Critical Incident but where there is a concern that a responsible person is suspected of having recently ingested drugs or alcohol and may be in breach of the zero tolerance policy.

- 6.1.7 A licence Holder commits a violation of the Drug and Alcohol Policy if that person refuses to provide a sample for testing when requested by the assigned testing authority. As a result of the refusal the Chief Steward will issue an Infringement Notice and the Licence Holder will be subjected to the maximum penalty of ten (10) year suspension and \$2,000 fine.
- 6.1.8 A Licence Holder may be required to submit to a procedure for the purpose of testing for prohibited substances following any incident or accident involving injury or property damage or there is reason to believe that a person is affected by alcohol or drugs.

6.2 **PROCEDURE FOR DRUG TESTING**

- 6.2.1** The testing for prohibited substances will be conducted utilising saliva based drug screening equipment.
- 6.2.2** Those persons chosen for testing will not be able to participate in the event until such time as a test is complete.
- 6.2.3** Failure to produce a suitable sample for testing will be deemed as a positive test.
- 6.2.4** Drivers who test positive will be required to present their competition Licence to the Chief Steward immediately and will be unable to participate any further in the event and will not be able to enter any restricted areas for the duration of the event.
- 6.2.5** Any responsible party other than Drivers who test positive will not be able to continue participating in the event and will not be able to enter any restricted areas for the duration of the event.
- 6.2.6** Any licensed person alleged to be in breach of these rules will be served with an Infringement Notice by the Chief Steward requiring the person to appear before the Tribunal, and the person will be removed from the pit area.

6.3 **PROHIBITED SUBSTANCES**

- 6.3.1** While we reserve the right to change the list of prohibited substances the broad classes of substances prohibited in speedway include:
 - (a)** THC (Marijuana, Hashish)
 - (b)** Methamphetamines
 - (c)** Amphetamines
 - (d)** Cocaine
 - (e)** Benzodiazepines
 - (f)** Opiates (opium, heroin, codeine, morphine)
- 6.3.2** Under the Drug and Alcohol Policy, speedway Licence Holders are required to have prior written approval for the use of prohibited substances for a therapeutic purpose. Most of the psychiatric medications are liable to cause some degree of drowsiness or diminished concentration on performance. The individual response to these drugs is very difficult to predict and the drugs may be taken for many different conditions and in varying dosages.

6.4 **PROCEDURE FOR ALCOHOL TESTING**

- 6.4.1** The testing for the presence of alcohol in the body is by the analysis of expired air. Testing should be carried out prior to any competition but may be undertaken at any time during the event.
- 6.4.2** An initial test will be undertaken and should this test return a positive reading a second test will be undertaken within twenty minutes under controlled conditions to confirm the initial test positive result.
- 6.4.3** If any Speedway Licence Holder is detected with a blood alcohol content above 0.0 milligrams per 210 litres of air will be declared unfit by the Chief Steward for further participation in the speedway event.
- 6.4.4** Any speedway Licence Holder returning a positive breath test result shall be excluded from taking any further part in the event by the Chief Steward and may be subject to further penalties.

Any person returning a test result above the required limit will be required by the Chief Steward to leave the pit area.

6.5 **POSSESSION OF ALCOHOL**

The possession on one's person or the drinking of intoxicating liquor in the pit area by any person at any time before or during a race meeting is prohibited.

The Chief Steward or their delegate will order the removal from the pit area of any person in breach of this rule, and if that person is a Driver, owner or pit crew member, will immediately disqualify the relevant Driver from the race meeting. That person may also be subject to further testing.

7

JUDICIAL PROCEDURES

7.1 RACE CONTROL TRIBUNAL

- 7.1.1** A Driver may appeal to the Race Control Tribunal against a penalty imposed by a Chief Steward upon him or her.
- 7.1.2** Notwithstanding any other rule or regulation, any breach of the following rules, as determined by Judges of Fact as nominated from time to time, shall be final and binding:
- (a)** car specifications; (Refer Rule 4.8.1)
 - (b)** technical inspections (Refer Rule 4.8.2)
- 7.1.3** The Race Control Tribunal is appointed by the President or equivalent officeholder of the Host Club and to consist of three independent members with one to be nominated as Chairperson; none of whom have participated in the subject Racing Division as Driver, owner, pit crew.
- 7.1.4** Procedure for instituting an appeal is on the prescribed form (headed "Appeal Form" and found in **Annexure A**) to the Drivers Representative within 30 minutes of being informed of the Chief Steward's decision (whether verbal or by way of Infringement Notice) together with an appeal fee of \$500.
- (a)** The appeal is to be heard as soon as practicable after the last race of the meeting during which the appeal arose and shall not operate as a stay of the decision of the Chief Steward.
 - (b)** Alternatively, an option exists for the appeal to be heard at 9.00am on the day following the event during which the appeal arose (i.e Saturday event – Race Control Tribunal to be held on the following Sunday) at the discretion of the Race Control Tribunal Chairperson.
 - (c)** All witnesses will ensure they make themselves available to provide evidence at the Race Control Tribunal.
 - (d)** No legal representation or advocates are permitted at a Race Control Tribunal, except where the respondent holds a Junior Licence and then only a parent/guardian is permitted.
 - (e)** The appeal shall not operate as a stay of the decision of the Chief Steward the appeal relates to.
 - (f)** It is recommended for all Championship events a secure venue (separate to the racing venue if no suitable venue available at the track) will be utilised to conduct any Race Control Tribunal.
- 7.1.5** It is the responsibility of the appellant to provide to the hearing, and witness or evidence he/she may choose to present.

- 7.1.6** The Race Control Tribunal shall hear and determine any appeal and in doing so:
- (a) shall not be bound by the usual rules of evidence;
 - (b) may inform itself in such manner as it thinks fit;
 - (c) may affirm, quash or vary the decision appealed against, including a suspended sentence if appropriate, in such a manner as it shall think fit;
 - (d) shall not order any competition or race to be rerun; and
 - (e) shall publish reasons for its decisions.
- 7.1.7** If an appeal is upheld, appeal fee will be returned to the appellant. If an appeal is dismissed, the appeal fee will be retained by the Host Club convening the Race Control Tribunal.
- 7.1.8** The decision of the Race Control Tribunal shall be final and there shall be no further avenue for appeal or recourse to any court in relation to any aspect of the decision. The finality of the appeal must be acknowledged by all appellants in writing prior to the commencement of the appeal hearing in accordance with the Appeal Form.

7.2 SPEEDWAY APPEAL TRIBUNAL

- 7.2.1** Any person who wishes to appeal against the decision of a club Disciplinary Tribunal shall:
- (a) Give verbal notification to the relevant association National Office within 24 hrs of their intention to appeal
 - (b) Lodge a written appeal with this National Office in the form of Schedule 2 together with a fee of \$1500.00 within 14 days of the conclusion of the club Disciplinary Tribunal: PROVIDED that an appeal may be lodged by another person acting on behalf of the aggrieved party where the aggrieved party is injured or otherwise unable to lodge the appeal himself.
- 7.2.2** Speedway Appeal Tribunal shall be appointed by a governing body and comprise the following membership:
- (a) No person who was participating at a race meeting as an owner, Driver pit crew, steward or registered official, or who is directly or indirectly concerned with the matter under consideration shall be eligible to sit as a member of the Speedway Appeal Tribunal.
 - (b) Where appropriate to the particular appeal, the Speedway Appeal Tribunal shall include a person knowledgeable about the conduct of speedway racing or the technical specifications.
 - (c) The Speedway Appeal Tribunal may be appointed for a period of time, or from time to time, although some commonality of membership and consistency of approach is desirable.
 - (d) The Speedway Appeal Tribunal shall elect a chairperson.

7.2.3 The Speedway Appeal Tribunal shall:

- (a)** Satisfy itself that the appeal is eligible to be heard and proper documentation has been completed within the prescribed time limits and accompanied by the appropriate fees.
- (b)** Dismiss the appeal if the proper documentation, time limits and fees have not been complied with, unless the default in documentation is of a minor nature.
- (c)** Ensure that all parties have been given adequate notice of the hearing, such notice being not less than 7 days, unless otherwise agreed by all parties, including notice of the right to call witnesses and present any other relevant evidence.
- (d)** Call upon any person or persons to give evidence which it deems necessary to reach an unbiased and lawful decision.
- (e)** Ensure that each appeal is conducted in an unbiased manner with adequate opportunity for each party to state his case, present evidence and cross-examine or question witnesses for any other party.
- (f)** Control the conduct of the hearing, including the persons in the hearing room during the hearing.
- (g)** Provide any party guilty of an offence the opportunity of addressing it on the question of appropriate penalty.
- (h)** Adjourn a hearing, if in its discretion, fairness requires such adjournment.
- (i)** Cause a tape recording of the hearing to be taken and retained by it.
- (j)** Maintain a record of the matters heard by the Speedway Appeal Tribunal and communicate to the relevant association National Office any decision of the Speedway Appeal Tribunal, including its reasons for decision within 10 days of a decision being given.

7.2.4 Decision of the Speedway Appeal Tribunal

- (a)** The Speedway Appeal Tribunal may decide that a decision appealed be upheld or dismissed or substituted by another decision and that penalty appealed against be waived, mitigated, increased or a fresh penalty imposed, but it shall not order any competition or race to be re-run.
- (b)** A suspended sentence is an option for Speedway Appeal Tribunal consideration.
- (c)** Any decision of the Speedway Appeal Tribunal shall be final and there shall be no further avenue for appeal or any recourse to any court in relation to any aspect of the decision.
- (d)** The Speedway Appeal Tribunal may order that the fee paid upon the lodgment of the appeal be forfeited, reimbursed or partly forfeited and partly reimbursed to the appellant.
- (e)** The Speedway Appeal Tribunal may order that an unsuccessful appellant pay the reasonable costs of any other party where it judges the appeal to have been vexatious or frivolous or brought without reasonable grounds.

7.2.5 No legal representation or advocates are permitted at the Speedway Appeal Tribunal, except where the respondent holds a Junior Licence and then only a parent/guardian is permitted.

7.2.6 An overview of the types of offences and the applicable tribunal is presented at Annexure I, Appeals Process Flowchart.

8 . A.C.S.A. AUSTRALIAN TITLE

8.01 Location

This event is allocated by the Association annually as per the constitution.

The Host Club is responsible for the running of the Title Event, upon payment of a fee to the Association for this rite (amount to be agreed on by all Member Clubs).

The ACSA recommends that the Australian Title be held within a period of not less than 11 months and not more than 13 months from the previous Australian Title.

8.02 Rules

The event will be run as an open event where possible.

If there are an excessive number of nominations, or it is only possible to include a limited number of starters, the Association shall determine the number of starters from each state.

8.03 Driver Grading

There will be NO Driver grading at an Australian Title.

8.04 Qualifying Heats

The host club is to submit to the A.C.S.A. committee for approval the proposed format for the meeting at least 3 months prior to the event. The application is to outline the proposed format of the meeting based on local track and state regulatory requirements.

Grid draws to be completed at Driver's Briefing, with all late entries to start rear of field.

8.05 Distance

The Title Event shall be no less than 20 laps.

8.06 Size of Field

The number of starters to be at the discretion of the host club and promoter with a minimum of 20 cars and a maximum of 26 cars.

In the case of extraordinary withdrawals of cars in attendance at the track, due to mechanical failure or damage, the minimum number of starters may be reduced to not less than 15 cars.

8.07 Automatic Starters

The current Australian Title holder shall be the only automatic starter but rule 3.30.3 is effected in this situation.

8.08 Prize Money

Prize Money, Tow Money, etc, will be the responsibility of the Host Club.

It is recommended by the Association that 70% of the available money be allocated for Tow Money, 30% for Prize Money.

8.09 Australia No 1

The winner shall carry the No 1 until the next Australian Title has been run.

8.10 Scrutineering

The A.C.S.A is responsible for scrutineering of all cars (e.g. 1 Scrutineer from each state).

8.11 Nominations

Any car which nominates for the Title and does not appear at this event to be fined \$20.00 payable to the A.C.S.A.

8.12 Other States

States not conducting the Australian Title may hold racing on the same night.

8.13 Chief Steward

The A.C.S.A. shall appoint a Chief Steward and an Assistant Steward (one of these not to be from the Host Club) to attend the National Titles. It is also recommended that an independent overseer be appointed.

8.14 Starting Positions

Will be determined by the accrual of points from the qualifying heat results.

The highest points scorer will have the choice to start from POLE or POSITION 2.

The remaining grid positions shall be in order of qualifying points.

Note: As Per Speedcar in Section 3.30.4

8.15 Change of Car

If a Driver chooses to transfer from one car to another car during the course of the meeting the said driver cannot at any stage revert to their original car. All points accumulated in the original car are not transferable. Driver must start ROF first start in 2nd car and is then permitted to start subsequent events in original (pre determined) position.

8.16 Defending Champion

Is an automatic starter in the Title and will start from the position following the last Qualifier, but in front of the Competitors promoted from the repercharge.

The defending Champion will run the same number of heats as all other Competitors, as per the program format. Refer to Rule 3.30.3

8.17 Starters For Repercharge

The field for the repercharge will be made up of cars who did not qualify from heats. Cars which do not start in any heat or go the distance may start, but must start R.O.F.

8.18 Qualifiers From Repercharge

Will start R.O.F. in the Title. This includes any Reserves.

8.19 Reserves For Title

The Reserves for the Title shall be determined by the results of the Repercharge (i.e. 1st and 2nd go into the Title then 3rd will be the 1st Reserve). This order must be adhered to.

8.20 A Reserve Can Only Start

When one of the official Qualifiers has notified the Steward they are scratching, or there is a complete restart before one racing lap has been completed, and due to mechanical failure or damage sustained in an accident the field is reduced.

It is the main object of the Association to field the strongest possible field at any Title.

Any Driver, who due to bad luck did not qualify, may approach the Steward to call a meeting of all Reserve Drivers, who may decline their position to let such a Driver have their reserve position.

8.21 Measuring Motors

The engines of the first four placegetters in the Title may be measured directly following the event. However, any car racing in AUSTRALIAN or STATE TITLES with an unsealed motor and finishes within the first four places is to be measured immediately following the race, or the motor is to be sealed and measured within 14 days.

8.22 Fuel Checks

These are to be carried out at any time. Failure to comply could mean disqualification.

These duties to be carried out by the Host Club.

8.23 Australian Title Rule

Drivers must race in at least 2 Compact Speedcar meeting before racing in the Australian Title, within the 12 month period prior to the Title **NO EXCEPTIONS.**

All Australian Title nominations are to be vetted by their State Club Executive for approval.

8.24 Lapped Cars

Any car being lapped for the second time in any group of continuous racing laps could be black flagged from the race at the discretion of the Chief Steward.

8.25 Declaration of Title

An Australian Title may be declared due to track failure, weather, or other circumstances beyond the control of the A.C.S.A, only after the completion of all heats. However, if one or more full laps of the Feature Race has been completed, and the race is abandoned for any reason, then this Feature Race must be re-run at a future date.

8.26 Disputes Committee

A Disputes Committee and Driver Representative (excluding participating Drivers) shall be nominated prior to the running of the National Championship.

One representative from each State required, and nomination must be with the National Secretary no later than 14 days prior to the Title.

Any dispute/appeal to be dealt with by the appointed committee within 1 hour of race meeting completion.

The decision of this Committee is final and binding.

8.27 Nomination Forms

All Australian Title "Gate Entry Fees" to tracks are to be listed on Nomination Forms.

8.28 Australian Title Schedule

It is recommended that the Australian Title be run over 2 consecutive nights with a Rain Date/Alternative Date being the next calendar day.

8.29 Slow Cars

The Chief Steward may disqualify (black flag) any dangerously slow car.

Cars so blacked flagged are eligible for finishing points after the last place getter in the race.

8.30 Amendments to Rules

No rules to be altered or amended within 30 days prior to the running of the Australian Title (refer opening paragraph page 3).

Results of Australian Titles

(Held under Association Rules)

			<u>State</u>	<u>Venue</u>
<u>1978 / 79:</u>	1 st	Max Kiddle	NSW	Brooklyn - VIC
	2 nd	John McFarlane	QLD	
	3 rd	Alan Streader	NSW	
<u>1979 / 80:</u>	1 st	Garry Howard	USA	Archerfield - QLD
	2 nd	Alan Streader	NSW	
	3 rd	Ken Begg	NSW	
<u>1980 / 81:</u>	1 st	Garry Howard	USA	Parramatta - NSW
	2 nd	John McFarlane	QLD	
	3 rd	Peter George	NSW	
<u>1981 / 82:</u>	1 st	Alan Streader	NSW	Mildura - VIC
	2 nd	George Winder	NSW	
	3 rd	John McFarlane	QLD	
<u>1983 / 84:</u>	1 st	Ron Hutchinson	NSW	Liverpool - NSW
	2 nd	Alan Streader	NSW	
	3 rd	Richard Brian	NSW	
<u>1984 / 85:</u>	1 st	Ron Hutchinson	NSW	Liverpool - NSW
	2 nd	Alan Streader	NSW	
	3 rd	John Kiddle	NSW	
<u>1985 / 86:</u>	1 st	Ron Hutchinson	NSW	Rockhampton - QLD
	2 nd	Alan Streader	NSW	
	3 rd	Garry Pollock	NSW	
<u>1986 / 87:</u>	1 st	Robert Worthington	NSW	Bendigo - VIC
	2 nd	Warren Wright	NSW	
	3 rd	John Kiddle	NSW	
<u>1987 / 88:</u>	1 st	Warren Wright	NSW	Liverpool - NSW
	2 nd	Rod Bowen	NSW	
	3 rd	Alan Day	NSW	
<u>1988 / 89:</u>	1 st	Rod Bowen	NSW	Archerfield - QLD
	2 nd	Skip Jackson	NSW	
	3 rd	Rob Worthington	NSW	

			<u>State</u>	<u>Venue</u>
<u>1989/ 90:</u>	1 st	Gary Pollock	NSW	Bendigo - VIC
	2 nd	Rod Bowen	NSW	
	3 rd	Skip Jackson	NSW	
<u>1990 / 91:</u>	1 st	Glen Dobbin	NSW	Newcastle - NSW
	2 nd	Stephen Hill	NSW	
	3 rd	Gordon Cardwell	VIC	
<u>1991 / 92:</u>	1 st	Glenn Dobbin	NSW	Archerfield - QLD
	2 nd	Brian Cardwell	VIC	
	3 rd	Julie Vine	QLD	
<u>1992 / 93:</u>	1 st	Glenn Dobbin	NSW	Canberra - ACT
	2 nd	Brian Cardwell	VIC	
	3 rd	Paul Raynes	NSW	
<u>1993 / 94:</u>	1 st	Mick Rawlings	NSW	Bendigo - VIC
	2 nd	Warren Wright	NSW	
	3 rd	Glen Wiles	VIC	
<u>1994 / 95:</u>	1 st	Brian Cardwell	VIC	Archerfield - QLD
	2 nd	Julie Murphy	QLD	
	3 rd	Rob Rawlings	NSW	
<u>1995 / 96:</u>	1 st	Julie Vine	QLD	Wagga Wagga - NSW
	2 nd	Peter Robotham	VIC	
	3 rd	Darren Vine	QLD	
<u>1996 / 97:</u>	1 st	Darren Vine	QLD	Wagga Wagga - NSW
	2 nd	Paul McManimm	QLD	
	3 rd	Brad Hilder	QLD	
<u>1997 / 98:</u>	1 st	Ken Thomas	VIC	Bairnsdale - VIC
	2 nd	Gordon Cardwell	VIC	
	3 rd	Peter Robotham	VIC	

			<u>State</u>	<u>Venue</u>
<u>1998 / 99:</u>	1 st 2 nd 3 rd	Darren Vine Gordon Cardwell	QLD VIC	Archerfield - QLD
<u>1999 / 2000:</u>	1 st 2 nd 3 rd	Tony Abson Darren Dillon Warren Lawler	NSW QLD NSW	Nowra - NSW
<u>2000 / 01:</u>	1 st 2 nd 3 rd	Ken Thomas David Robotham Craig Hume	VIC VIC VIC	Warrnambool - VIC
<u>2001 / 02:</u>	1 st 2 nd = 3 rd = 3 rd	Darren Dillon Brad Sloan Jason McGregor Peter Robotham	QLD QLD QLD VIC	Brisbane Archerfield - QLD
<u>2002 / 03:</u>	1 st 2 nd 3 rd	Steve Swingler Darren Vine Andy Pearce	QLD QLD VIC	Gilgandra - NSW
<u>2003 / 04:</u>	1 st 2 nd 3 rd	Travis Mills Danny Stainer Brett smith	VIC VIC VIC	Wangaratta - VIC
<u>2004 / 05:</u>	1 st 2 nd 3 rd	Darren Vine Darren Dillon Danny Stainer	QLD QLD VIC	Bundaberg - QLD
<u>2005 / 06:</u>	1 st 2 nd 3 rd	Danny Stainer Peter Robotham Brad Sloan	VIC VIC QLD	Wangaratta - VIC
<u>2006 / 07:</u>	1 st 2 nd 3 rd	Meeting abandoned by A.C.S.A.		Nowra - NSW

			<u>State</u>	<u>Venue</u>
<u>2007 / 08:</u>	1 st	Danny Stainer	VIC	Maryborough - QLD
	2 nd	Craig Smith	QLD	
	3 rd	Peter Robotham	VIC	
<u>2008 / 09:</u>	1 st	Danny Stainer	VIC	Moama - VIC
	2 nd	Peter Robotham	VIC	
	3 rd	Gary Hudson	QLD	
<u>2009 / 10:</u>	1 st	Peter Robotham	VIC	Gilgandra - NSW
	2 nd	Darren Vine	QLD	
	3 rd	Danny Stainer	VIC	
<u>2010 / 11:</u>	1 st	Richard Mules	QLD	Toowomba - QLD
	2 nd	Justin McMinn	VIC	
	3 rd	Mark Maczek	QLD	
<u>2011 / 12:</u>	1 st	Justin McMinn	VIC	Ballarat - VIC
	2 nd	Robert Eyeington	NSW	
	3 rd	Allan Day	NSW	
<u>2012 / 13:</u>	1 st			Goulburn - NSW
	2 nd			
	3 rd			

Annexure's

Protest Form

Infringement Notice

Appeal Form

Guidelines for Tribunal Hearing

Australian Compact Speedcar Association Inc.

Fee to accompany Complaint:

- \$20 Required when a driver/owner protests against another driver.
- \$100 Required when a driver/owner protests against the legality of an engine that is not sealed.
- \$200 Required for a protest against the legality of an engine that is sealed.
- TBA When a protest is against the decision of a Steward / Official



Complaint / Protest Form

Date: _____ Approx. Time: _____

Track _____

I, (Name of Person making Complaint / Protest): _____

Licence No: _____ Type: _____ Car No: (if applicable) _____

Wish to lodge a Complaint / Protest against:

Name: _____ Licence No: _____

Car No: _____ Steward / Official: _____ Other: _____

Nature of Complaint / Protest: (Describe location and details of incident, time, etc)

Signature of Complainant: _____

Witnesses to act on my behalf:

Name: _____ Name: _____

Name: _____ Name: _____

Name: _____ Name: _____

Time Received: _____ am / pm Date: _____ Within time frame (30 minutes) YES _____ NO _____

Appropriate Fee Received: Yes _____ No _____ Amount: \$ _____

Received By: _____ Position: _____

Australian Compact Speedcar Association Inc.



Penalty Notification

Track _____

Date of Meeting: _____ Approx. Time: _____

Driver: _____

Licence No: _____ Type: _____ Car No: _____

Heat / Feature Event: _____ Other: _____

REPORT: In accordance with the Racing Rule's & Regulations of the Australian Compact Speedcar Association, and in the opinion of the Stewards of the Meeting and after investigation and consideration,

The Stewards of the meeting have charged you with a breach of the following rule/s:

Description:

THEREFORE: The following Penalty has been imposed:

OR: Recommendation has been made to the Host Club in the following manner:

The above Penalty Imposed could be open to further action by the Host Club Executive.

You *may* have the right to appeal as per the Australian Compact Speedcar Association Rule Book.

Please note: All relevant Licensing Bodies may be notified of this decision.

Steward (Full Name) _____

Signature: _____ Date: _____

Witness (Full Name) _____ Position: _____

Signature: _____ Date: _____

Australian Compact Speedcar Association Inc.



Form of Appeal

I / We (name): _____

Licence No: _____ Type: _____ Car No: _____

Wish to lodge an appeal against the finding / penalty handed down by the steward/s of the meeting at: _____

On: _____

The finding / penalty handed down is as detailed below, and is the substance of this Appeal:

The following is my / our opinion as to why this Appeal should be considered:

I or my nominees shall bring forward the following witnesses to present evidence when the hearing takes place: -
(maximum of 3 witnesses)

<u>WITNESS NAME</u>	<u>ADDRESS</u>	<u>PHONE</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____

<u>Other Competitor/s, Persons Involved</u>	<u>NAME</u>	<u>ADDRESS</u>	<u>PHONE</u>
_____	_____	_____	_____
_____	_____	_____	_____

I / we agree to be bound by the provisions of the Australian Compact Speedcar Association and all its associates and affiliates and attach hereto, an appeal fee of:

_____ **\$500.00 (Rule 7.1.4)** (If an appeal is upheld, appeal fee will be returned to the appellant. If an appeal is dismissed, the appeal fee will be retained by the Host Club convening the Race Control Tribunal - Refer Rule 7.1.7)

Signature _____ Date: _____

OFFICE USE ONLY: Date of Meeting: _____ Received By: _____ Position: _____
Time Complaint Lodged: _____ am / pm Is this within the time limit of 30 minutes? Yes / No
Time Notice of Appeal Lodged: _____ am / pm Is this within the time limit of 30 minutes? Yes / No
Appeal Fee Included? Yes / No (Circle) (Amount included) \$ _____

Record of Tribunal Hearing and Minutes.

TRIBUNAL GUIDELINES

1. Has the Appeals Tribunal a current copy of the relevant Australian Compact Speedcar Racing Rules and Regulations
(Circle One) Yes / No

2. Elected Chairperson: _____

3. Other members of the Appeals Tribunal: **Note:** Usually advisable to have an odd number to avoid tied votes

4. Has the Lodgment fee for the appeal been lodged? Yes / No Amount \$

Note: An Appeal fee of \$500 is required at Club Level & \$1000 at National Level.

If an appeal is dismissed the appeal fee is retained.

If the Appeal is upheld the appeal fee is refundable in accordance with Item 20 as set out herein.

5. Was the appeal paperwork received in time. Yes / No

6. Was the paperwork in order Yes / No

Note:

If either the Penalty Notification or Appeal form are filled out incorrectly each party shall be given the opportunity to correct same, before the appeal is heard.

Important:

Do not proceed further with this appeal if:-

- a. Appellant has used an incorrect notification procedure
- b. Notification timeframe has been exceeded
- c. Lodgment timeframe had been exceeded
- d. Incorrect paperwork or lodgment fee submitted

7. Appeal ELIGIBLE / INELIGIBLE

If ineligible give reasons: _____

8. Clear the room of all observers and witnesses.

9. Tribunal to arrange tape recording of proceedings.

10. Call the Appellant and the Respondent to the room. (Advise that tribunal has the right to dismiss, uphold the appeal, or to vary the penalty imposed by waiving, vary, reduce or increase of penalty.) Ensure the Appellant understands this.

Appellant: _____(Name)

Respondent: _____(Name)

11. Read the Appeal to both parties.

12. Each party will have the opportunity to present their case regarding the appeal, call any witnesses and present any other relevant evidence. Evidence tendered at the Tribunal is admissible.

13. Each party will have the opportunity to cross-examine witnesses called by any other party. Legal advisors do not have the right to cross examine witnesses.

14. Ensure that once a person has been called to give evidence then that person remains in the room during the hearing and is able to be cross examined by other parties if required.

15. Respondent to put case of reply to the Appeal and call any witnesses.

_____ (Witness)

_____ (Witness)

_____ (Witness)

_____ (Witness)

_____ (Witness)

_____ (Witness)

16. Appellant to present case and call any witnesses.

_____ (Witness)

_____ (Witness)

_____ (Witness)

_____ (Witness)

_____ (Witness)

_____ (Witness)

17. The Tribunal may question the appellant, respondent and any witnesses called by either party.

18. The Tribunal may call any other persons to give evidence which it requires to reach an unbiased and lawful decision.

19. When all evidence has been heard. The Tribunal is to adjourn hearing to consider determination. Tribunal will ask all parties to leave the hearing room, and tape recording will be ceased at this time.

20. Appeal may be upheld if Tribunal decision was flawed or if there is new or additional evidence.

**Half of the appeal fee will be forfeited regardless of the outcome of the appeal.
The remainder of the appeal fee may be forfeited or reimbursed partially or in full. No order as to costs can be made.
All costs incurred by the appellant are the responsibility of the appellant including the expenses of any witnesses required in support of the appeal.**

21. If additional evidence or clarification is required, the Tribunal may adjourn the hearing to a later time and date or to another date.

Adjournment: _____ (Date / Time) Yes / No

22. **DECISION:** _____

(Once a decision has been made the Tribunal must make sure it is in the form of a motion)

23. Moved By: _____ Seconded By: _____

24. Call the Appellant and the Respondent back into the hearing room. (Tape recording to be resumed at this stage).
Tribunal Chairperson to advise of decision.

25. If practicable, Tribunal chairperson to advise parties of the decision and the reasons for the decision.

26. Tribunal to retain tape recording and a record of matters heard.

27. Tribunal to advise Australian Compact Speedcar Association of the decision within Fourteen (14) days.
**Ensure that only the appeal findings are communicated to interested parties.
All other information provided to the Tribunal and any Tribunal Report must remain Confidential so as not to compromise any subsequent appeal.**

28. Notify any aggrieved persons of further rights to appeal. Notify the aggrieved persons of timeframes for such appeals notification and provide appeal paperwork.

29. Is there to be any further appeal being considered by any parties. YES / NO / UNDECIDED