

# Australian Compact Speedcar Association Inc. (A.C.S.A. Inc.)



## Racing Rules, Regulations and Specifications

**Enforced as of: December 2016**  
(Engine Regulations Enforced as of August 2016)

# 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. Behaviours, 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. INC Australian Title

## Current Australian Champion



**Darren Vine**

# A.C.S.A. Inc. SPECIFICATIONS

A.C.S.A. Inc. Specifications to remain in force until July 1st, 2017, 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. Inc.

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. Inc 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" override 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.

## A.C.S.A. Inc - Contacts - Season 2016 / 2017

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## A.C.S.A. Inc - Current Affiliated Member Clubs - 2016 /2017

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# 1. CHASSIS

## 1.1.1 Frame

Chassis must be approved by the Technical Committee.

## 1.1.2 Wheel Base

Maximum wheel base 73 Inches (1854.2mm) Minimum 65 inches (1652mm) measured from centre of front axle to centre of 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 Overall Length

Maximum length overall 3075mm. (121 and 1/8th) Measured from extreme point of front bumper bar to extreme point of rear bumper.

## 1.1.5 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.

## 1.1.6 Clutches

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

## 1.1.7 Gears

It is prohibited to change gear for the duration of the race. (From start of race to chequered flag)

## 1.1.8 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.

## 1.1.9 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.

An approved race type alloy steering wheel must be used. Rigid type or wire spoke steering wheel are not permitted. An approved quick release steering wheel is mandatory.

## 1.1.10 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 1/2" OD min x .120" min wall thickness 1 3/4" OD min x .083" min wall thickness

## 1.1.11 Differential

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

### 1.1.12 Wheels

Rim diameter 330mm (13 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.

### 1.1.13 Tyres

Tyres Maximum tyre size: 82 x 12 x 13 (Hoosier) 26 x 12 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 (82 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.

### 1.1.14 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)**
- 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)**
- c) Weighing of Cars  
Cars may be weighed at all State and National Titles plus random State Meetings.
- d) Ballast up to 40kg can to be added to the seat or to the cabin side of floor tray (meaning inside car) must be painted white with the race number clearly marked on it, Any weight that falls from the car will be disqualified from that race and fined \$250 dollars. Ballast can only be attached with high tensile 8mm bolts with self locking nuts and 38 mm (1 ½") washers as a minimum.

### 1.1.15 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.

### 1.1.16 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.

### 1.1.17 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.

### **1.1.18 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 driver's 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 carburettor would need to use oil pressure cut off switch).

### **1.1.19 Ignition**

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

### **1.1.20 Accelerator**

Must be foot operated, incorporating two positive action return springs attached directly to the carburettor 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. Inc.

### **1.1.21 Seats**

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

### **1.1.22 Debris Screen**

Debris Screen to have no larger than 50x50 mm squares or vertical bars no greater than 50mm apart to be constructed of metal only and fasten to the bonnet side of cage and securely fasten (worm drive clamps min) and to cover 2\3rds of the cockpit opening.

## **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**

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

### **1.2.8**

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".

### **1.2.9**

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.

### **1.2.10**

Roll cage bars to be padded, and must cover at least 75% of the length of the roll cage on each side above drivers head. Roll cage padding to be fitted to halo in addition to the roll cage.

### **1.2.11**

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 and registered cars.

Each time a driver races a compact Speedcar under the control of a compact Speedcar club or affiliate, he/she is required to present a drivers log book and a car log book to the machinery examiner (or appropriate official) prior to the commencement of the race meeting.

Both log books must be stamped, signed and dated on every occasion that the driver/car races in a meeting.

All relevant information, such as major damage are to be added to the car log book and all relevant information relating to a driver such as driving infringements/fines are to be added to the driver log book prior to that driver/car leaving the race meeting.

Drivers/cars without current log books will not be permitted to start the race meeting.

Car log books must remain with a car even when that car changes ownership.

### 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.

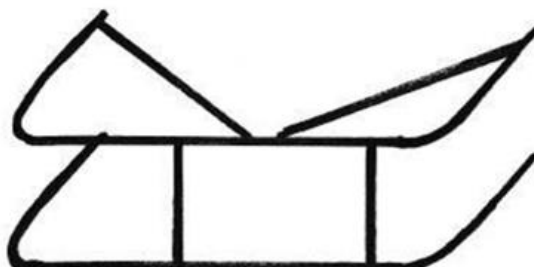
### 1.3.3 Side Nerfing Bars

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 nerfing bars with 4 mounting points can be constructed with a maximum 6 piece construction, (piece is from weld to weld) (horizontal bracing is to be from weld to weld). Refer to diagram for a guide.

Side nerfing bars with 3 mounting points can be constructed from a maximum 5 piece construction. (Piece is from weld to weld) (Horizontal bracing is from weld to weld)

To be constructed from stainless steel maximum 1 inch diameter/2mm wall thickness. Chrome alloy maximum 7/8th inch/83 thou wall thickness. Mild steel maximum 7/8th inch/83 thou wall thickness.





#### **1.3.4 Fasteners**

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.

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.

Side panels not to protrude above top roll cage chassis rails (driver must be able to easily exit car through left side).

#### **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**

Aerofoil 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**

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.

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.

#### **1.3.17 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.

#### **1.3.18 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. Inc. Committee for approval prior to construction.

#### **1.3.20 A.C.S.A. Inc. 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. Inc. or its affiliated clubs will be ineligible to compete in any sanctioned A.C.S.A. Inc. event if the Car holds dual registration with any other Association or Club not affiliated with the A.C.S.A. Inc.

#### **Penalties apply:**

First offence: \$250 fine

2nd offence: 3 month suspension and or \$500 fine

## 1.4 ENGINE

1.4.1 Production car type engines. Two valve with pushrods 1300cc + 10% overbore (Maximum = 1430cc).

**This Rule will be Deleted at the END OF the 16-17 Race season. And will be replaced with:**

1.4.1 Production car type engines.

MAXIMUM 1430cc. MAXIMUM 4 CYLINDERS. Must be naturally aspirated and can be any age.

1.4.2 Production car type engines.

Two valve with single overhead cam 1300cc + 8% overbore (maximum = 1404cc).

**This Rule will be Deleted at the END OF the 16-17 Race season.**

1.4.3 Production car type engines.

Two valve with twin overhead cam 1200cc + 6% overbore (maximum = 1272cc).

**This Rule will be Deleted at the END OF the 16-17 Race season.**

1.4.4 Production car type engines.

Multivalve 1050cc + 6% overbore (maximum = 1113cc)

**This Rule will be Deleted at the END OF the 16-17 Race season.**

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.

**This Rule will be Deleted at the END OF the 16-17 Race season.**

1.4.11 No restrictions on carburettors 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 A.C.S.A. Inc.

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. Inc. 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 Centimetres = 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 Rail Frame 1 ½" (38.1mm) Min x 0.125" Minimum tube or equivalent	(2.41mm) Min* (3.175mm) Min* *
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 Rail Frame 1 ¼" (31.75mm) Min x 0.095" Minimum tube or equivalent	(2.41mm) Min* (2.41mm) Min* *
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) \*\***

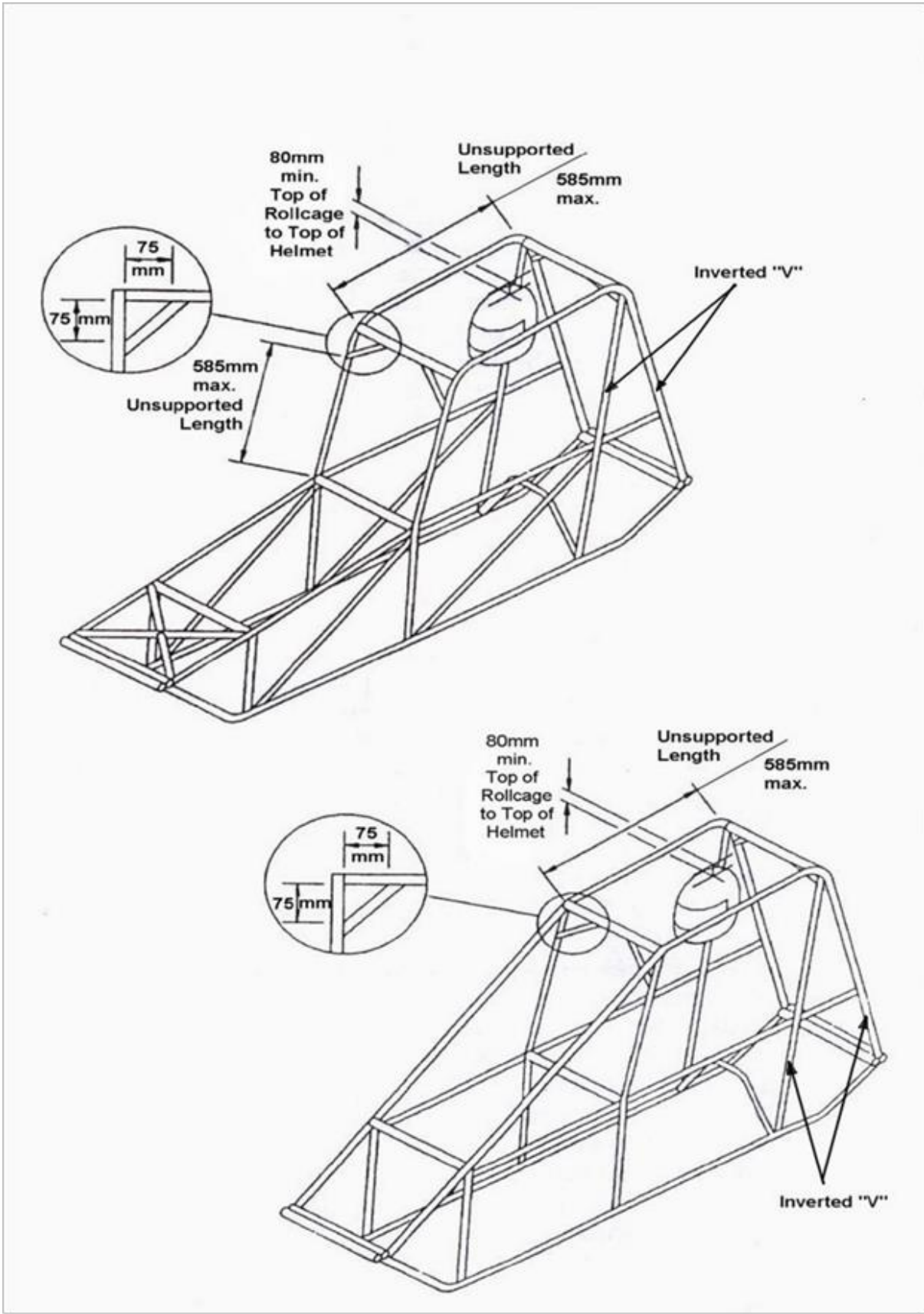
Frame Tube:	4 Rail Frame 1 1/8" (28.57mm) Min x 0.083"	(2.1mm) Min*
	2 Rail Frame 1 1/4" (31.75mm) Min x 0.095"	(2.41mm) Min* *
	Minimum tube or equivalent	
Cage Bars:	1 1/4" (31.75mm) Min x 0.095"	(2.41mm)
Cage Stays:	1" (25.4mm) Min x 0.065"	(1.65mm) Min
Cage Braces:	3/4" (19.05mm) Min x 0.065"	(1.65mm) Min
Cage Gussets:	3/4" (19.05mm) Min x 0.065"	(1.65mm) Min

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

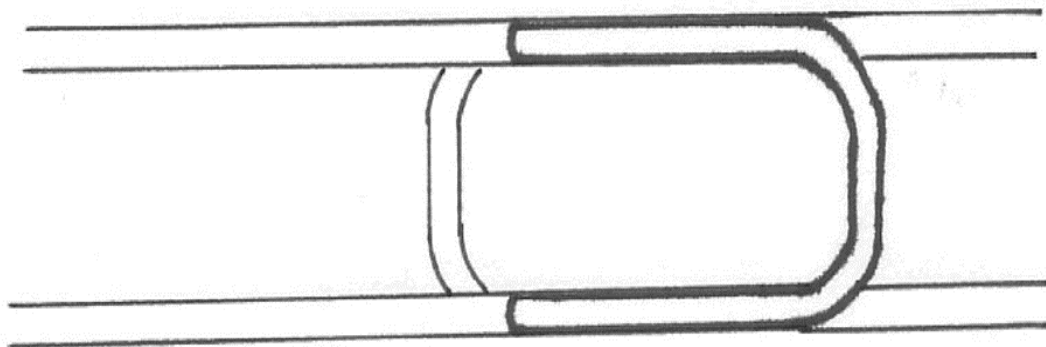
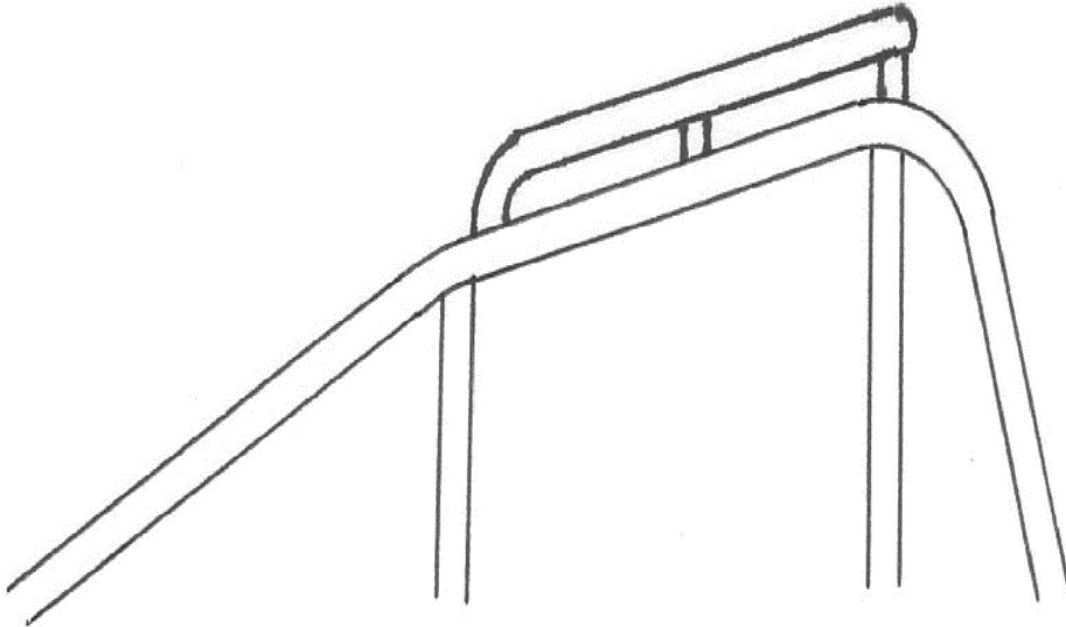
Proof of material and welding is the responsibility of owner and frames are to be number stamped by Technical Committee when accepted and registered.

All chassis must be bent using appropriate MANDREL.

**Diagram Number 3:**



**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).

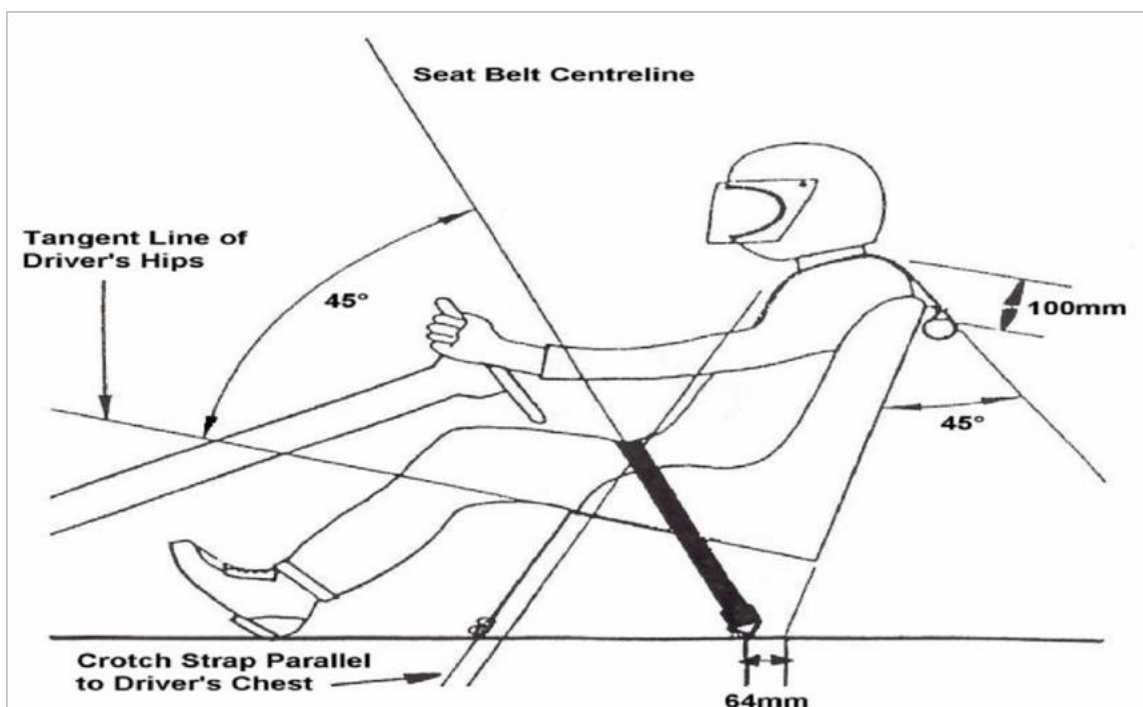
Speedway Australia approved SFI 16.5 Standard belts which may include some 500mm (2") width sections intended to perform more effectively with the HANS device.

Belts must still comply with the lever/latch or latch/link style of buckle and cannot be of plastic Camlock buckle style.

If SFI 16.5 Standard belts are fitted and used, they must be worn in conjunction with an approved HANS's device.

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

Single mounted crutch straps to be affixed to seat rail.





## 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 Clothing

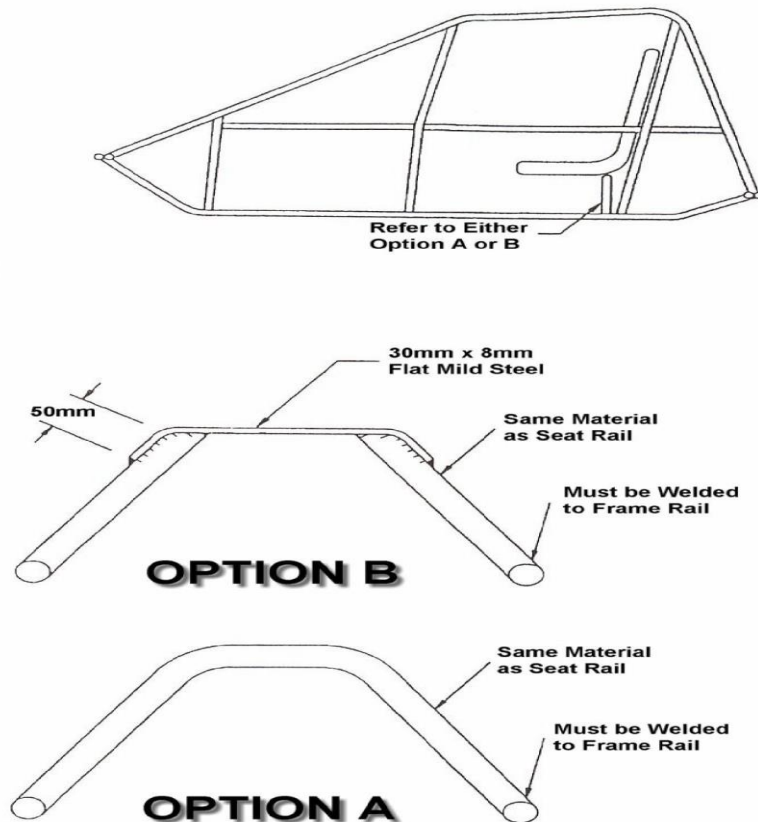
Refer to Speedway Australia Racing Rules and Regulations Section 3.3 Safety Equipment and Clothing

## 2.04 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



## **2.05 Head Restraining Net**

Head restraining nets are only optional for all registered Compact Speedcars that are fitted with a commercially manufactured full containment seat.

For all others (without commercially fitted manufactured full containment seat) 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.

## **2.06 Sternum Belt**

Separate (individual) sternum belt strongly recommended.

## **2.07 Knee Pads**

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

### **3. RACE PROCEDURES**

Race Procedures refer to Section 4 of Speedway Australia Racing Rules and Regulations with appendix

4.26.1 At any race stoppage NO work is to be performed on any cars

4.30.4 Refer to section 8 of the Compact Speedcar Racing Rules, Regulations and Specifications rule book A.C.S.A. INC Australian Title.

### **4. BEHAVIOUR, FINES, PENALTIES AND PROTESTS**

Section Behaviours, Fines, Penalties and Protests refer to section of Speedway Australia Racing Rules and Regulations Section 7

### **5. OFFICIALS AND THEIR DUTIES**

Section Officials and their Duties refer to section of Speedway Australia Racing Rules and Regulations Section 5.

### **6. DRUGS AND ALCOHOL**

Section Drugs and Alcohol refer to section of Speedway Australia Racing Rules and Regulations Section 6

### **7. JUDICIAL PROCEDURES**

Section Judicial Procedures refer to section of Speedway Australia Racing Rules and Regulations Section 8

## **8. A.C.S.A. INC 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. Inc. 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. Inc. 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. Inc.

### **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. Inc. 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.

All State and National Title Chief Stewards MUST have Speedway Australia accreditation and be published in supplementary regulations.

### **8.14 Preparatory 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 they can only take over a car which has already competed in one heat.

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 place getters 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. Inc., 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)

Season	Place	Name	Drivers State	Venue
1978 / 1979	1st	Max Kiddle	NSW	Brooklyn - VIC
	2nd	John McFarlane	QLD	
	3rd	Alan Streader	NSW	
1979 / 1980	1st	Garry Howard	USA	Archerfield - QLD
	2nd	Alan Streader	NSW	
	3rd	Ken Begg	NSW	
1980 / 1981	1st	Garry Howard	USA	Parramatta - NSW
	2nd	John McFarlane	QLD	
	3rd	Peter George	NSW	
1981 / 1982	1st	Alan Streader	NSW	Mildura - VIC
	2nd	George Winder	NSW	
	3rd	John McFarlane	QLD	
1982 / 1983	1st	John McFarlane	QLD	Archerfield - QLD
	2nd	Steve Pollock	NSW	
	3rd	Robin Hilder	QLD	
1983 / 1984	1st	Ron Hutchinson	NSW	Liverpool - NSW
	2nd	Alan Streader	NSW	
	3rd	Richard Brien	NSW	
1984 / 1985	1st	Ron Hutchinson	NSW	Liverpool - NSW
	2nd	Alan Streader	NSW	
	3rd	John Kiddle	NSW	
1985 / 1986	1st	Ron Hutchinson	NSW	Rockhampton - QLD
	2nd	Alan Streader	NSW	
	3rd	Garry Pollock	NSW	
1986 / 1987	1st	Robert Worthington	NSW	Bendigo - VIC
	2nd	Warren Wright	NSW	
	3rd	John Kiddle	NSW	
1987 / 1988	1st	Warren Wright	NSW	Liverpool - NSW
	2nd	Rod Bowen	NSW	
	3rd	Alan Day	NSW	

Season	Place	Name	Drivers State	Venue & Host State
1988 / 1989	1st	Rod Bowen	NSW	Archerfield - QLD
	2nd	Skip Jackson	NSW	
	3rd	Rob Worthington	NSW	
1989 / 1990	1st	Gary Pollock	NSW	Bendigo - VIC
	2nd	Rod Bowen	NSW	
	3rd	Skip Jackson	NSW	
1990 / 1991	1st	Glenn Dobbin	NSW	Newcastle - NSW
	2nd	Stephen Hill	NSW	
	3rd	Gordon Cardwell	VIC	
1991 / 1992	1st	Glenn Dobbin	NSW	Archerfield - QLD
	2nd	Brian Cardwell	VIC	
	3rd	Julie Vine	QLD	
1992 / 1993	1st	Glenn Dobbin	NSW	Canberra - ACT
	2nd	Brian Cardwell	VIC	
	3rd	Paul Raynes	NSW	
1993 / 1994	1st	Mick Rawlings	NSW	Bendigo - VIC
	2nd	Warren Wright	NSW	
	3rd	Glen Wiles	VIC	
1994 / 1995	1st	Brian Cardwell	VIC	Archerfield - QLD
	2nd	Julie Murphy	QLD	
	3rd	Rob Rawlings	NSW	
1995 / 1996	1st	Julie Vine	QLD	Wagga Wagga - NSW
	2nd	Peter Robotham	VIC	
	3rd	Darren Vine	QLD	
1996 / 1997	1st	Darren Vine	QLD	Wagga Wagga - NSW
	2nd	Paul McManimm	QLD	
	3rd	Brad Hilder	QLD	
1997 / 1998	1st	Ken Thomas	VIC	Bairnsdale - VIC
	2nd	Gordon Cardwell	VIC	
	3rd	Peter Robotham	VIC	



Season	Place	Name	Drivers State	Venue
1998 / 1999	1st	Darren Vine	QLD	Archerfield - QLD
	2nd	Gordon Cardwell	VIC	
	3rd	Craig Hume	VIC	
1999 / 2000	1st	Tony Abson	NSW	Nowra - NSW
	2nd	Darren Dillon	QLD	
	3rd	Warren Lawler	NSW	
2000 / 2001	1st	Ken Thomas	VIC	Warnambool - VIC
	2nd	David Robotham	VIC	
	3rd	Craig Hume	VIC	
2001 / 2002	1st	Darren Dillon	QLD	Archerfield - QLD
	2nd	Brad Sloan	QLD	
	= 3rd	Jason McGregor	QLD	
	= 3rd	Peter Robotham	VIC	
2002 / 2003	1st	Steve Swingler	QLD	Gilgandra - NSW
	2nd	Darren Vine	QLD	
	3rd	Andy Pearce	VIC	
2003 / 2004	1st	Travis Mills	VIC	Wangaratta - NSW
	2nd	Danny Stainer	VIC	
	3rd	Brett Smith	VIC	
2004 / 2005	1st	Darren Vine	QLD	Bundaberg - QLD
	2nd	Darren Dillon	QLD	
	3rd	Danny Stainer	VIC	
2005 / 2006	1st	Danny Stainer	VIC	Wangaratta - VIC
	2nd	Peter Robotham	VIC	
	3rd	Brad Sloan	QLD	
2006 / 2007	1st	Meeting abandoned by A.C.S.A. Inc. Due to a Was Out		Nowra - NSW
	2nd			
	3rd			
2007 / 2008	1st	Danny Stainer	VIC	Maryborough - QLD
	2nd	Craig Smith	QLD	
	3rd	Peter Robotham	VIC	

Season	Place	Name	Drivers State	Venue
2008 / 2009	1st	Danny Stainer	VIC	Moama - VIC
	2nd	Darren Vine	QLD	
	3rd	Gary Hudson	QLD	
2009 / 2010	1st	Peter Robotham	VIC	Gilgandra - NSW
	2nd	Darren Vine	QLD	
	3rd	Danny Stainer	VIC	
2010 / 2011	1st	Richard Mules	QLD	Toowoomba - QLD
	2nd	Justin McMinn	VIC	
	3rd	Mark Maczek	QLD	
2011 / 2012	1st	Justin McMinn	VIC	Ballarat - VIC
	2nd	Rob Eyeington	NSW	
	3rd	Alan Day	NSW	
2012 / 2013	1st	Darren Vine	QLD	Goulburn - NSW
	2nd	Danny Stainer	VIC	
	3rd	Rob Eyeington	NSW	
2013 / 2014	1st	Darren Vine	QLD	Archerfield - QLD
	2nd	Robbie Stewart	QLD	
	3rd	Scott Sterling	QLD	
2014 / 2015	1st	Darren Vine	QLD	Rushworth - VIC
	2nd	Darren Dillon	QLD	
	3rd	Geoff Meyers	VIC	
2015 / 2016	1st	Darren Vine	QLD	Goulburn - NSW
	2nd	Rob Eyeington	NSW	
	3rd	Jason Essai	NSW	
2016 / 2017	1st			Archerfield - QLD
	2nd			
	3rd			
2017 / 2018	1st			
	2nd			
	3rd			

Season	Place	Name	Drivers State	Venue
2018 / 2019	1st			
	2nd			
	3rd			
2019 / 2020	1st			
	2nd			
	3rd			
2021 / 2022	1st			
	2nd			
	3rd			
2022 / 2023	1st			
	2nd			
	3rd			
2023 / 2024	1st			
	2nd			
	3rd			
2024 / 2025	1st			
	2nd			
	3rd			
2026 / 2026	1st			
	2nd			
	3rd			
2026 / 2027	1st			
	2nd			
	3rd			
2027 / 2028	1st			
	2nd			
	3rd			
2028 / 2029	1st			
	2nd			
	3rd			

# Annexure

Protest Form

Infringement Notice

Appeal Form

Guidelines for Tribunal  
Hearing

# Australian Compact Speedcar Association Inc.

Date: \_\_\_\_\_ Approx. Time: \_\_\_\_\_

Track \_\_\_\_\_

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

Licence No: \_\_\_\_\_

Car No: (if applicable) \_\_\_\_\_

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## Wish to lodge a Complaint / Protest against:

Name: \_\_\_\_\_ Licence No: \_\_\_\_\_

Car No: \_\_\_\_\_ Steward / Official: \_\_\_\_\_ Other: \_\_\_\_\_

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

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Signature of Complainant: \_\_\_\_\_

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## Witnesses to act on my behalf:

Name: \_\_\_\_\_

Name: \_\_\_\_\_

Name: \_\_\_\_\_

Name: \_\_\_\_\_

Name: \_\_\_\_\_

Name: \_\_\_\_\_

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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:**

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**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: \_\_\_\_\_ State: \_\_\_\_\_ Car No: \_\_\_\_\_

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

at (Venue): \_\_\_\_\_

On (Date): \_\_\_\_\_

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

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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\_\_\_\_\_

\_\_\_\_\_

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)

**Witness Name**                      **Address**  
\_\_\_\_\_

Licence No: \_\_\_\_\_ Phone: \_\_\_\_\_

**Witness Name**                      **Address**  
\_\_\_\_\_

Licence No: \_\_\_\_\_ Phone: \_\_\_\_\_

**Witness Name**                      **Address**  
\_\_\_\_\_

Licence No: \_\_\_\_\_ Phone: \_\_\_\_\_

**Other Competitor/s, Persons Involved**

**Name**                                      **Phone**                                      **Email**                                      **Phone**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**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: \_\_\_\_\_

<b>OFFICE USE ONLY:</b> 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) \$	_____

# AUSTRALIAN COMPACT SPEEDCAR ASSOCIATION

## Tribunal Guidelines

### 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 Lodgement 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. Lodgement timeframe had been exceeded
- d. Incorrect paperwork or lodgement 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)

16. Appellant to present case and call any witnesses.

\_\_\_\_\_ (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:**

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

Moved By: \_\_\_\_\_ Seconded By: \_\_\_\_\_

Motion: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

- 23. 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.
- 24. If practicable, Tribunal chairperson to advise parties of the decision and the reasons for the decision.
- 25. Tribunal to retain tape recording and a record of matters heard.
- 26. 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.**

- 27. Notify any aggrieved persons of further rights to appeal.  
  
Notify the aggrieved persons of timeframes for such appeals notification and provide appeal paperwork.
- 28. Is there to be any further appeal being considered by any parties.  
YES / NO / UNDECIDED