



AUSTRALIAN SPEEDWAY
RACING RULES & REGULATIONS

SEPTEMBER 2015





DUTY OF CARE STATEMENT

This duty of care statement is to be read out to the Drivers at every Drivers' & Racing Officials Briefing before the start of any Race Meeting with no exceptions starting with the following introduction:

"My name is and I hold the current Speedway Australia Racing Officials card." (Hold up Racing Officials card for drivers to see)

It is my duty to advise you of the following;

- That motor racing can be dangerous; your equipment could be damaged or destroyed; and you may suffer serious personal injury or worse.
- If there is any aspect of this Race Meeting that causes you concern for your personal safety or for that of any member of your crew, whether that concern be with the Race Track, the venue or the manner in which the Race Meeting is being conducted it is your obligation to bring those concerns to the attention of the Clerk of the Course/Race Director or Chief Steward.
- If after doing this those concerns are not addressed to your satisfaction, you are advised to withdraw from this Race Meeting.
- Does everyone understand his or her obligations and rights in this regard?
- It is also my duty to advise you that at any time during this Race Meeting random drug and or alcohol testing may take place.
- If you have any doubts as to your ability to pass such a test with a negative or zero reading you should withdraw from this Race Meeting IMMEDIATELY.
- Does anyone have any questions?



All Sprintcar racing for SCCA registered Sprintcars in Australia will be conducted under the current SCCA Racing Rules, Regulations and Specifications book.

SCCA will enforce the Speedway Australia Pit Rules and Speedway Australia Occupational Health and Safety Rules at Speedway Australia affiliated venues where SCCA registered Sprintcar competitions is being conducted through SCCA and its State/Territory member clubs and other affiliate bodies.

The Speedway Australia Drug and Alcohol Policy is to be upheld and enforced for all except for SCCA conducted sprintcar racing, where either the Speedway Australia Drug and Alcohol Policy, or the SCCA Drug and Alcohol Policy will apply.



**AUSTRALIAN SPEEDWAY
RACING RULES
September 2015**

DUTY OF CARE STATEMENT

TABLE OF CONTENTS

DEFINITIONS

PART 1 ADMINISTRATIVE AND GENERAL REQUIREMENTS 1

1.1	Compliance Authority	1
1.2	Disclaimer	1
1.3	Variation Or Deviation From These Rules	1
1.4	Supplementary Regulations	2
1.5	Superseded Rules	2

PART 2 PRE RACE REQUIREMENTS 3

2.1	Nominations	3
2.2	Licences	3
2.3	New Drivers	5
2.4	Junior Racing	6

PART 3 TECHNICAL 7

3.1	Race Car Registrations And Log Books	7
3.2	Race Car Compliance	7
3.3	Safety Equipment And Protective Clothing	7
3.4	Mirrors And Communication Equipment	9
3.5	Noise Control	9

PART 4 RACE PROCEDURES 10

4.1	Flag, Light And Board Signals	10
4.2	Direction Of Racing	11
4.3	Dummy Grid Line Up	11
4.4	Push Starts	11
4.5	Race Starts	11
4.6	Starting Option	12
4.7	Breaking Formation Or Jumping The Start	12
4.8	Reckless Or Dangerous Driving	13
4.9	Passing	13
4.10	Race Track Re-Entry	14
4.11	Race Incidents And Stoppages	14
4.12	Complete Restarts	15
4.13	Single File Restarts	15
4.14	Warning Flag	16
4.15	Rear Of Field	16
4.16	Rear Of Field Offences	16

4.17	Black Flag	16
4.18	Black Flag (Disqualification) Offences	17
4.19	Dropping Of Debris	17
4.20	Lapped Cars	17
4.21	Stopping On Track To Force A Stoppage	18
4.22	Getting Out Of Car	18
4.23	Completion Of A Race	18
4.24	Feature Races Declared Short	19
4.25	Mechanical Defects	20
4.26	Working On Cars	20
4.27	Unauthorised Entry To Race Track	21
4.28	Refuelling	21
4.29	Substitute Cars	21
4.30	National Titles And Series And State Titles	22

PART 5 OFFICIALS AND THEIR DUTIES 24

5.1	Recognition Of Racing Officials	24
5.2	Chief Steward	25
5.3	Driver's/Racing Officials Briefing	26
5.4	Chief Scrutineer	26
5.5	Scrutineering	27
5.6	Indemnification Of Scrutineers And Officials	27
5.7	Clerk Of The Course/Race Director	28
5.8	Race Secretary	28
5.9	Assistant Stewards And Official Observers	28
5.10	Lap Scorers/Transponder Operators	29
5.11	Drivers Representative	29

PART 6 DRUGS AND ALCOHOL 30

6.1	Speedway Australia Drug And Alcohol Policy	30
6.2	Procedure For Drug Testing	31
6.3	Prohibited Substances	31
6.4	Procedure For Alcohol Testing	32
6.5	Possession Of Alcohol	32
6.6	Penalties	32

PART 7 BEHAVIOUR, FINES, PENALTIES, AND PROTESTS 34

7.1	Infringement Notice	34
7.2	Verbal And Physical Abuse	35
7.3	Control Of Pit Crew	36
7.4	Reciprocal Conduct	36
7.5	Misconduct – At Race Meeting	36
7.6	Misconduct – Charge Brought By Speedway Australia	37
7.7	Infringement Notice Offences And Penalties	37
7.8	Protests	38
7.9	Technical	38
7.10	Fines And Penalties	38

PART 8 JUDICIAL PROCEDURES	40
8.1 Disciplinary Tribunal	40
8.2 Speedway Appeal Tribunal	42
8.3 Tribunal Procedure	43
ANNEXURE A – FORMS	45
Speedway Australia Appeal Form (Schedule 1)	46
Speedway Australia Request For Disciplinary Tribunal (Schedule 2)	47
Speedway Australia Request For Speedway Appeal Tribunal (Schedule 3)	48
ANNEXURE B – SPEEDWAY AUSTRALIA CONTACT DETAILS	49
ANNEXURE C – PENALTIES GUIDELINE	50
1. Black Flag Offences	50
2. Rear Of Field Offences	50
3. Fines, Suspensions And Disqualifications Offences	51
4. Loss Of Positions Offences	52
ANNEXURE D – MINIMUM SPEEDWAY SAFETY STANDARDS FOR APPAREL	53
1 Safety Apparel	53
2 Seat Belts	55
ANNEXURE E – RULE VARIATIONS	56
Part A - Sprintcars & Wingless Sprints	56
Part B - Speedcars	59
Part C - SSA, RSA Of NSW Sedans And AMCA Nationals	60
Part D – SKAA Speedway Karts	62
Part E – Formula 500	64
Part F - V8 Dirt Modifieds	65
Part G - Lightning Sprints	66
ANNEXURE F – PIT RULES AND WH&S REQUIREMENTS	67
ANNEXURE G – PENALTIES MATRIX	69

DEFINITIONS

Affiliated Association

An association or organisation which Speedway Australia recognises as an affiliated association and includes all associations managing the Racing Divisions endorsed by Speedway Australia that are included on the web site www.speedwayaustralia.net.au and listed under "Competition Divisions".

Appellant

A person aggrieved by a decision under these rules, who seeks to appeal that decision in accordance with Part 8 of these rules.

Basic Tools

Battery operated drill, bolt cutters, cable ties, chisels, crowbars, hacksaw, hammers, race tape, reciprocating saw and tin snips.

Chief Scrutineer

The person appointed Chief Scrutineer of a Race Meeting in accordance with rule 5.4 of these rules.

Chief Steward

The person appointed as the Chief Steward of a Race Meeting in accordance with rule 5.2 of these rules.

Chief Steward Report

The report required to be completed and submitted to the Track Operator by the Chief Steward at the end of every Race Meeting in the form set out at Annexure A – Forms, Schedule 4.

Clerk of the Course/Race Director

The person whose duties are set out in rule 5.7 of these rules.

Club

An organisation with the main purpose of providing services for its members who participate and or have an interest in the sport of speedway.

Competitor

A Participant that is competing at a Race Meeting, including a Driver, Pit Crew Member and Race Car Owner but excluding an Official.

Defendant

Has the meaning ascribed to it under rule 7.1.1 of these rules.

Disciplinary Tribunal

The tribunal established under rule 8.1 of these rules.

Disqualification/Exclusion from Event

These are interchangeable terms meaning that a Competitor is excluded from particular

Race results and is not entitled to any points or prize money in respect of that Race.

Drivers'/Racing Officials Briefing

A meeting of Drivers conducted by the Chief Steward to be held prior to every Race Meeting in accordance with rule 5.3 of these rules.

Driver's Representative

The person whose duties are set out in rule 5.11 of these rules.

Driver

The holder of a Licence to drive in an Event.

Event

Any Race, time trial, qualifying, hot lap, warm up, practice or other programmed session involving one or more Race Cars or any combination of the foregoing and includes scrutineering of Race Cars for such sessions.

Finish Line

Where transponders are used the position of the transponder loop determines the finish line and this line extends from the outer edge of the Race Track to the edge of the Infield. Where transponders are not used the finish line will be determined by the Chief Steward.

Host Club

A Club or Affiliated Association that conducts a Race Meeting. Within the case of an Event which is run by Speedway Australia (World Series Sprintcars, National Super Sedan Series, Speedcar Pro Series) the Host Club shall be Speedway Australia.

Infield

The area inside the Race Track.

Infield Official

An Official who officiates in the Infield.

Infringement Card

A card which the controlling body of a Racing Division may require competing drivers to hold and to keep with their Licence for the purpose of recording breaches of these rules and other infringements.

Infringement Notice

A written notice served by the Chief Steward or nominee on any Licence Holder to notify the Licence Holder of an offence punishable by Disqualification, a fine and/or a period of Suspension including any directive that the Licence Holder is to be brought before the Disciplinary Tribunal.

Judges of Fact

Judges of Fact shall comprise of the following:

- (a) a person or persons nominated by the Host Club conducting the competition;
- (b) the Promoter - appointed noise measurement officer; and

(c) the Host Club or Chief Scrutineer.

Junior Driver

A Driver who holds a valid Junior Licence.

Junior Licence

Licence issued to Drivers who must be over 10 years and under 17 years at the time of application.

Lap Sheets and Charts

The official record of the positions of each Race Car on each lap of the Race taken at the Finish Line.

Log Book

Issued as part of the Race Car registration process and is used to record information of the Race Car and any identified defects requiring corrective action.

Licence

A licence issued by Speedway Australia to a person to enable that person to take part in Events after the required fees have been paid.

Licence Holder

A person who holds a current Licence.

Mandatory Appearance Offences

Has the meaning ascribed to it under rule 7.7.2 of these rules.

Nomination

An application made by a Driver to the organiser of a Race Meeting by which the Driver agrees to take part in a specific Event, usually involving the payment of a nomination fee.

Official

Any person with a speedway officials licence who is nominated to act in an official capacity at a Race Meeting.

One Day Licence

A licence which allows a Driver to compete for one single day.

Participant

Any person who participates in a Race Meeting in any capacity whatsoever including without limitation a Driver, Pit Crew Member, Race Car Owner and Official.

Pit Crew Member

Any person who is actively involved with a particular race car and team at a race meeting.

Pit Marshall

The person nominated and responsible for marshalling the pit area.

Pits

The restricted area of the Speedway Complex for the assembly of Race Cars and tow vehicles.

Plea Bargain

An agreement in which the Tribunal Chairperson and the defendant arrange to settle a charge of misconduct against the defendant for an agreed penalty, in exchange for a guilty plea.

Pole Line

Determined by cement kerb, gutter, line mark, or other distinct marking at inner edge of the Race Track and the commencement of the Infield.

Prohibited Substance

Any drug or substance which has been deemed to be prohibited by Speedway Australia including, without limitation, the drugs and substances listed in rule 6.3.1.

Promoter

The person or organisation promoting the Race Meeting or Event.

Race

A competition between Race Cars in which the order of finishing is the factor determining the result.

Race Car

A motor vehicle which complies with the class specifications of the controlling body for the particular Racing Division being raced at the Race Meeting.

Race Car Owner

A person who has an ownership interest in a Race Car, either directly or through an entity such as a company or trust.

Racing Division

A category for Race Car as determined by the class specifications.

Race Meeting

A series of Events held at a Race Track which is deemed to begin two hours before the scheduled time of the first Event, or at the time scrutineering commences (whichever is earlier). It includes all programmed Events and is deemed to conclude thirty minutes after the finish of the last Event on the scheduled program or at a time after this as instructed by the Chief Steward or Promoter.

Race Secretary

The person whose duties are set out in rule 5.8.

Race Track

The designated area for speedway racing at the Speedway Complex between the Pole Line and safety fence.

Registration Decal

Proof of the registration of a Race Car by an Affiliated Association or other controlling body approved of by Speedway Australia for this purpose which is issued when a Race Car is registered and must be attached to a prominent but protected location on the Race Car.

Respondent

Any party to a decision under these rules who is in opposition to the appeal of that decision. If the Appellant is a Competitor the respondent will be the person/body who is responsible for issuing the decision against which the Appellant is appealing.

Rolling Start

A Race start in which the participating Race Cars are rolling under their own power at a regulated speed towards the Starting Line.

RSA

Restricted Sedan Association Inc.

Senior Licence

A Licence in any Speedway Australia licence category except for a Junior Licence. The Licence Holder must be over 16 years of age.

SCCA

Sprintcar Control Council of Australia Inc.

SSA

Speedway Sedans Australia.

SSAC

Has the meaning ascribed to it under rule 3.3.2 of these rules.

Scrutineer

A person approved by Speedway Australia or an Affiliated Association to act as a scrutineer or technical officer and whose duties are set out in rule 5.5 of these rules.

SKAA

Speedway Kart Association of Australasia.

Speedcar

A Race Car which complies with the relevant technical specifications to be a Speedcar as set out by the relevant controlling body of that Racing Division.

Speedway Appeal Tribunal

The tribunal established under rule 8.2 of these rules.

Speedway Australia

N.A.S.R Incorporated and National Association of Speedway Racing Pty Ltd (as the context requires).

Speedway Complex

The venue at which a Race Meeting is conducted, including the Race Track, Infield, Pits, public areas and car parks and any place where scrutineering for the Race Meeting is conducted.

Sprintcar

A Race Car which complies with the relevant technical specifications to be a Sprintcar as set out by the relevant controlling body of that Racing Division.

Starting Line

As designated by the Chief Steward between turn four and the Finish Line.

Steward

An Official who has been designated as steward for the purpose of a Race Meeting and who has passed any necessary training.

Suspended Sentence

A penalty which is suspended subject to satisfactory completion of a "good behaviour bond" for a specified period of time. If the conditions of the bond are breached, the relevant Tribunal may determine whether the full penalty must be served and, if the breach involves a further breach of the rules, the Tribunal may impose an additional sentence for that offence. If the bond is completed without further breach, the sentence is not required to be served.

Suspension

A specific period of Disqualification given for a breach of these rules or the specifications, which may or may not include Disqualification and the suspension of the relevant person's Licence, applicable retrospectively.

Tribunals

The Disciplinary Tribunal and the Speedway Appeal Tribunal.

Tribunal Chairperson

The person appointed as the chairperson of the Disciplinary Tribunal or the Speedway Appeal Tribunal (as applicable).

Vintage Vehicle (V Class Licence)

Any vehicle that does not qualify to race & has been retired from racing at speedway tracks, complies with the relevant vintage vehicle member club specifications and is registered with that club.

Wingless Sprint

A Race Car which complies with the relevant technical specifications to be a Wingless Sprint as set out by the relevant controlling body of that Racing Division.

PART 1 ADMINISTRATIVE AND GENERAL REQUIREMENTS

1.1 COMPLIANCE AUTHORITY

- 1.1.1 Speedway Australia shall be the authority for the interpretation of, and compliance auditor for, these rules and regulations, referred to from here as 'these rules'. At any Race Meeting, this authority is delegated to the Chief Steward.
- 1.1.2 A Racing Rules Advisory Committee, consisting of representatives of National competitor groups, and the Speedway Australia National Council, has the responsibility for the review of these rules and the presentation of recommendations to the board of Speedway Australia for approval of changes.
- 1.1.3 It is the responsibility of each Participant to have a copy of and be familiar with, all relevant rules and regulations. By participating in a Speedway Australia sanctioned Race Meeting, each Participant is deemed to understand and to have agreed to comply with and be bound by these rules to the exclusion of all others, except where supplementary regulations approved for a specific Event pursuant to rule 1.4 may take precedence.

1.2 DISCLAIMER

- 1.2.1 These rules are designed to provide for the orderly conduct of Race Meetings, (including time trials and practice Events) and to establish minimum acceptable standards for such Race Meetings.
- 1.2.2 No expressed or implied warranty of safety shall result from any publication, enforcement or compliance with these rules, nor any variation or deviation of these rules pursuant to rule 1.3, nor any supplementary regulations approved pursuant to rule 1.4 and such enforcement and/or compliance is in no way a guarantee against injury or death to any Participant, be they a Driver, Pit Crew Member, Race Car Owner or, Official, or any other spectator or person whatsoever.
- 1.2.3 Neither Speedway Australia, any Affiliated Association, Club, Promoter, Official (acting in any capacity whatsoever), or any other Participant shall be liable to any prosecution or action for anything done pursuant to these rules, nor liable for any death, injury, loss or damage arising by any alleged failure to implement these rules at a Race Meeting.

1.3 VARIATION OR DEVIATION FROM THESE RULES

- 1.3.1 At any Race Meeting, the Chief Steward shall be the only person empowered to permit or direct any reasonable variation from any of these rules, or to impose any further restrictions that in his or her opinion do not compromise safety nor alter the minimum acceptable standards as may be required in order to expedite the conduct of the Race Meeting. The Chief Steward must have regard to the guidelines for penalties provided in these rules or associated publications referred to in these rules (if any).
- 1.3.2 Neither Speedway Australia nor any Affiliated Association, Club, Promoter or Official, using or varying these rules, shall be liable to prosecution or to any action for damages for breach of contract or to an injunction order or any judgement of a court at the instance of any Participant or any other person admitted to a Speedway Complex or for anything.

1.4 SUPPLEMENTARY REGULATIONS

- 1.4.1 Supplementary rules and regulations, referred to from here as 'supplementary regulations', required for any Event not covered by these Rules (such as a long distance, championship, or feature Event) must be submitted by the Promoter of the Event to the State Executive of the relevant Affiliated Association at least 30 days prior to the Event to allow time for approval and publication on the nomination or entry forms.
- 1.4.2 Supplementary regulations may cover such items as pit stops and Infield refuelling and must demonstrate the manner in which existing safety provisions will not be compromised.
- 1.4.3 The State Executive or National Executive of the relevant Affiliated Association has the right to approve or reject all or part of the supplementary regulations included in the submission and may stipulate added safety precautions.
- 1.4.4 The submission must list the date(s) of the Event, the name of the Event and the promotional body who will be responsible. It must also list the supplementary regulations, why they are required and demonstrate the benefit(s) of such supplementary regulations.
- 1.4.5 Following the relevant State Executive approval, the details of any supplementary regulations must be included with any nomination or entry forms for the special Event and must be reiterated at the Drivers' Briefing.
- 1.4.6 If the supplementary regulations are endorsed by the State Executive, approval will be forwarded within 14 days of the application, clearly stating the date(s) of the Event, the name of the Event and a full list of the supplementary regulations and an approval number for the Event.
- 1.4.7 In the event of extraordinary circumstances (such as a rainout or postponement) the State Executive reserves the right to alter the supplementary regulations in writing and distribute them to all Participants.

1.5 SUPERSEDED RULES

- 1.5.1 Adoption of these rules shall take precedence over any and all pre-existing rules that pertained to speedway racing previously conducted or regulated by Speedway Australia or other governing or regulatory body in Australia.
- 1.5.2 Such precedence shall not affect or change:
 - (a) the previous operation or interpretation of any rule so annulled or superseded; or
 - (b) any right, privilege, obligation or liability acquired, accrued or incurred pursuant to any rule so annulled or superseded; or
 - (c) any penalty or Disqualification previously incurred in respect of any offence committed against any rule so annulled or superseded.

PART 2 PRE RACE REQUIREMENTS

2.1 NOMINATIONS

- 2.1.1 The Promoter, Speedway Australia or other relevant organising bodies has the right to refuse any Nomination.
- 2.1.2 A Driver cannot nominate more than one Race Car for the same Racing Division at the same Race Meeting or nominate for two separate Race Meetings scheduled for the same date. A Driver may however practice in more than one Race Car at the same Race Meeting, or compete in another Race Car in another Racing Division.
- (a) For all events/race meetings, nominations/late nominations will be deemed to have closed at the conclusion of scrutineering. Applicable to driver or car.

F500 – Refer Annexure E, Part E, 2.1

- 2.1.3 Any driver proven to have nominated for two separate race meetings scheduled for the same date, as per Rule 2.1.2, shall be liable for a fine of up to \$500. The fine is to be issued by the Steward in control of the “non-attended” race meeting, within seven (7) days, as per Rule 7.1.2.
- 2.1.4 At Race Tracks where Drivers are required to nominate, any Driver who is a late nomination or arrives at a Race Meeting with the intention of competing without nominating may be subject to a late nomination fee. The Driver may also be required to start at rear of field during any heat Races. For qualification into any Main/Final/Feature event, the nominated driver must have competed in at least one (1) qualifying event.

SSA - Refer Annexure E, Part C, 2.1

2.2 LICENCES

SKAA - Refer Annexure E, Part D, 2.2

- 2.2.1 All Drivers participating in any Event must be in possession of a current Licence in the relevant Racing Division and hold an Infringement Card (where applicable) that is free of unpaid fines and/or current Suspensions. All Officials participating in any Race Meeting must also be in possession of a current Licence.
- 2.2.2 If:
- (a) a person competes in a Race Meeting and subsequent to that Race Meeting it is confirmed that the person did not at the time of the Race Meeting have a Licence to drive in the Racing Division in which the person raced they shall be disqualified from that Race Meeting, suspended for three (3) months (suspension begins from date of licence renewal) and fined \$500; or
- (b) a person officiates at a Race Meeting as an Official and subsequent to that Race Meeting it is confirmed that the person did not at the time of the Race Meeting have a Licence or was not accredited as an Official, they shall be fined \$500.
- 2.2.3 Speedway Australia provides Licence categories ranging from Sprintcar Drivers (AA Licence) to Junior Mechanics (JM Licence). The definition of these categories is available from the web site (<http://www.speedwayaustralia.net.au>) under “Competition”, and then “Licence Categories”.
- 2.2.4 An Infringement Card (where applicable) must be appended to each Driver’s Licence and may include one day licences. Upon service of an Infringement

Notice, the Chief Steward must fill in the Driver's Infringement Card. (relevant for categories with infringement cards).

- 2.2.5 A Junior Licence and Junior Driver's Infringement Card are issued to Drivers aged over 10 years of age, and under 17 years of age, at the time of applying for their licence, subject to State Government requirements.
- 2.2.6 Only persons 16 years or older may apply for a Senior Licence.
- 2.2.7 Once a Junior Driver has graduated to a Senior Licence category and races with a Senior Licence that Driver is ineligible for further competition as a Junior Driver.
- 2.2.8 Junior Drivers are not permitted to compete against Senior Drivers.
- 2.2.9 A Junior Licence holder is required to have a parent or guardian, who holds an Annual Speedway Australia Licence, with them whilst at a Race Meeting. These licences will be offered as a "non-competitive" licence.
- 2.2.10 Licences and Infringement Cards must be available for inspection by the Chief Steward, Scrutineer, Race Secretary or other authorised Official.
- 2.2.11 Any Driver receiving payments under any workers compensation scheme or benefits from any accident insurance policy is only permitted to compete if a recognised medical practitioner has provided a medical clearance.
- 2.2.12 Drivers receiving medical treatment shall produce a medical certificate stating that they are medically fit to compete before a Licence will be issued in accordance with Speedway Australia's Licensing Policy.
- 2.2.13 Whether through an accident, or for any other reason, a Driver is considered unfit to continue racing, the Chief Steward, after consulting with ambulance or paramedic personnel, may order that the Driver not compete for the remainder of the Race Meeting and the Driver shall not be allowed to compete for the remainder of the Race Meeting. Drivers receiving medical treatment shall produce a medical certificate stating that they are medically fit before being permitted to compete in any Event.
 - (a) Any driver involved in an accident that the Chief Steward deems serious, will be subjected to a health check by ambulance/first aid personnel. This will be at the discretion of the Chief Steward and the driver involved will not compete further at the race meeting until such time as the health check is carried out.
- 2.2.14 A Driver participating in any Event must have the following items at the Race Track to be allowed to participate:
 - (a) a current Speedway Australia Licence and an Infringement Card (if required by relevant division);
 - (b) a current registered Race Car;
 - (c) a current Log Book for that Race Car;
 - (d) safety apparel complying with the relevant Racing Division specifications;
 - (e) a current Australian Speedway Racing Rule book; and
 - (f) a current class specification book.
- 2.2.15 A passenger (as approved in some classes) must also have items (a), (d), and (e).
- 2.2.16 In the event of items (c) or (e) being unavailable at the Race Meeting, due to extenuating circumstances only, a temporary issue form for those items must be

completed before being allowed to compete. These forms are available from the Race Secretary or Pit Marshall and must be forwarded to the secretary of the relevant Affiliated Association or other controlling body with the nominated fee.

Sprintcars - Annexure E, Part A, 2.2

- 2.2.17 Log books are issued to Officials when they receive their Licences. These log books should be used to record training courses attended and also record Race Meetings where the Official participated.
- 2.2.18 A One Day Licence will only be available for open competition for SSA, B, E, V and A Class Sedans licenced Racing Divisions. One Day Licences are not available for 'AA' or any other 'A' class licence not listed above. One Day Licences are available for non-racing activity for all Racing Divisions (i.e. Mechanic's Days, Practice Days, Promotional/Sponsor Days). Only two (2) One Day Licences can be purchased per Competitor per season for competition purposes. After the 2 Licences have been used the Competitor needs to upgrade to a full licence. One Day Licences are issued by Speedway Australia's national office or a Speedway Australia State body. The details of the Speedway Australia One Day Licence Policy are available from web site (www.speedwayaustralia.net.au) under "Licensing".
- 2.2.19 Speedway Australia may at its sole discretion, refuse to issue or may revoke or suspend a Licence to an applicant including, without limitation, if the applicant:
- (a) does not comply with any of the rules, regulations or policies issued by Speedway Australia; or
 - (b) does not properly or accurately complete an application for a Licence or does not meet all the requirements stated in the application.

2.3 NEW DRIVERS

- 2.3.1 New Licences will only be issued to Drivers that have passed the Speedway Australia medical examination and any theoretical Driver's examination as required by Speedway Australia's or the relevant association's Licensing Policies.
- 2.3.2 Drivers competing in their first Race Meeting will be required to start rear of field and continue to do so until the Chief Steward clears them to start in the field.
- 2.3.3 Chief Stewards are required to view a Driver's Licence and endorse the Infringement Card, if applicable, before the Driver can start in the field.
- 2.3.4 Upon receipt of a One Day Licence a prospective new Driver may practice with licensed Drivers at official practice sessions.

2.4 JUNIOR RACING

- 2.4.1 Clubs, Associations, Promoters and Speedway Venues cannot allow any Junior Events (practice or racing) to commence after 11.00pm.
- 2.4.2 Junior Drivers are permitted to participate in a Grand Parade.
- 2.4.3 Junior Drivers are permitted to “track pack”, however they must not be on the track at the same time as any senior licence holder.

Please refer to Rules 2.2.5 through 2.2.8 for specific details relating to Junior Licence Holders.

PART 3 TECHNICAL

3.1 RACE CAR REGISTRATIONS AND LOG BOOKS

- 3.1.1 All Race Cars competing in Speedway Australia sanctioned Race Meetings or Events must be registered by an Affiliated Association or other controlling body approved by Speedway Australia for this purpose.
- 3.1.2 Upon registration, a Log Book must be issued for each Race Car. The Log Book must remain with that Race Car for the racing season. Upon sale of a Race Car the Log Book will transfer with the Race Car to the new Race Car Owner. Log Books are not transferable between Race Cars.
- 3.1.3 A lost Log Book can be replaced by presenting an application form, with the appropriate fee where required, to the secretary of the Affiliated Association or other controlling body which issued the original Log Book.
- 3.1.4 Before competition, registered Race Cars must have a Registration Decal affixed in a prominent but protected location on the Race Car, such decal clearly showing the period of validity of the registration.

SKAA - Refer Annexure E, Part D, 3.1.1 thru 3.1.4

- 3.1.5 All entries in Log Books for repairs must be completed prior to the next Race Meeting unless otherwise stated.
- 3.1.6 Log Books will be checked at scrutineering for validity and outstanding work orders. If the Log Book is presented with work orders outstanding, the Driver will be given the option of fixing the faults. If the Driver opts not to fix the faults, the Race Car concerned will not be cleared to race. The Log Book will be retained by Officials and forwarded to the secretary of the Affiliated Association or other controlling body which issued the Log Book.

3.2 RACE CAR COMPLIANCE

- 3.2.1 All Race Cars shall comply with the specification requirements of the relevant Affiliated Association or other controlling body. These bodies shall be the sole authority for Race Car compliance, and also should provide recommendations on actions or penalties in relation to Race Car non-compliance to the Chief Steward. The Chief Steward must have regard to the guidelines for penalties provided in these rules or associated publications referred to in these rules (if any) when imposing penalties for non-compliance.
- 3.2.2 Prior to the commencement of each racing season and at any other time that the relevant Affiliated Association or other controlling body may direct, the Race Car Owner of every Race Car shall submit his Race Car and safety equipment for inspection at a time to be decided by the relevant Affiliated Association or other controlling body.

3.3 SAFETY EQUIPMENT AND PROTECTIVE CLOTHING

- 3.3.1 Drivers participating in any Event at a Race Meeting or official practice, must wear all approved safety equipment and protective clothing complying with the Speedway Australia minimum standards for safety apparel for the relevant Racing Division. Any other person entering the Race Track or Infield must, at all times while on the Race Track or Infield, wear high visibility clothing where applicable, or other specified safety apparel. These requirements may be relaxed for grand

parades and Driver presentations, as may be authorised during the Drivers' Briefing or by the Chief Steward.

- 3.3.2 Speedway Australia has established a Speedway Safety Advisory Committee (SSAC) which researches, investigates and provides recommendations on speedway related safety matters. The SSAC has developed safety apparel standards for speedway Drivers, which have been approved by the board of Speedway Australia. The minimum standards for safety apparel for the various racing Divisions are presented at Annexure D – Minimum Speedway Safety Standard for Apparel.
- 3.3.3 At any Race Meeting or Event, the minimum requirements are (for practice sessions for Sprintcars & Speedcars, Refer to Rule 3.3.5):
- (a) Regular Race Meeting standard quantity of fire extinguishers and fire crew
 - (b) Race Meetings and official practice sessions require:
 - a minimum of two (2) first aid personnel (paramedics, ambulance service, doctor or qualified first aid personnel);
 - a station wagon capable of transporting minor injury cases; and
 - an appointed person equipped with an operative mobile phone and supplied with the phone number of the nearest road transport ambulance service.
 - (c) It is compulsory that an approved State Service road going ambulance is present at all Sprintcar & Speedcar Race Meetings and is highly desirable at all other Race Meetings.
 - (d) The local ambulance service must be notified of the holding of a Race Meeting or practice on that day.
 - (e) A designated person (e.g. Chief Steward) is to be clearly in control of all activities on the day.
 - (f) All Participants, including Officials and Pit Crew Members are to sign a “Release and Waiver of Liability / Assumption of Risk and Indemnity Agreement” form prior to entering the Pits.
 - (g) All Participants must understand that in accordance with their duty of care, the choice is clearly theirs if they decide to participate under the conditions that exist at the time.
- 3.3.4 For any private practice or training session not covered under Rule 3.3.3 and 3.3.5, the minimum safety requirements are two persons other than the Driver, a suitable fire-extinguisher with the use of which they are familiar, an industrially acceptable first aid kit and a serviceable telephone.
- 3.3.5 For all Sprintcar and Speedcar Drivers, minimum safety requirements for practice are:
- (a) a minimum of two paramedic personnel or persons with a current first aid certificate issued by St John Ambulance Australia;
 - (b) suitable trained, attired and equipped fire fighters;
 - (c) a station wagon or vehicle capable of transporting minor injury cases;
 - (d) an appointed person equipped with an operative mobile phone and supplied with the phone number of the nearest road transport ambulance service;

- (e) the local ambulance services to be notified of the holding of a practice on that day;
 - (f) a designated person (e.g. Chief Steward) to be clearly in control on the day;
 - (g) recommended only one Sprintcar to be on the Race Track at one time;
 - (h) all Drivers and Pit Crew Members to sign an Insurer's Sprintcar Practice Waiver/Indemnity form and to be clearly informed the emergency provisions may not be to the standards of Race Meetings; and
 - (i) all Participants must understand that the choice is clearly theirs if they decide to participate under the conditions that prevail.
- 3.3.6 At any time, all Drivers, Race Car Owners and Pit Crew Members will dress in a clean and tidy manner. Open footwear is not permitted in the Pit during a Race Meeting.
- 3.3.7 In accordance with the Speedway Australia Track Operators Manual a set of pit rules have been implemented for use during sanctioned Race Meetings. These rules are provided at Annexure F - Pit Rules.

3.4 MIRRORS AND COMMUNICATION EQUIPMENT

- 3.4.1 No rear or side view mirrors or highly polished panels intended for this purpose are permitted on any Race Car.
- 3.4.2 One-way in-car communications is permitted only from the Chief Steward (or his delegated Official) to the Driver.
- 3.4.3 The use of one-way in-car communications is compulsory for all National Speedway divisions and is strongly recommended for all other Racing Divisions. At the discretion of the Chief Steward a rear of field penalty may apply for non-compliance.
- 3.4.4 No additional communication equipment, including mobile phones, is permitted to any Driver in a Race Car on the Race Track. A minimum penalty of 12 months suspension will apply to any Driver and Race Car Owner (where the Driver is not the Race Car Owner) if found guilty of using an unauthorised communication device.
- 3.4.5 In car cameras must be securely mounted and may only be used as evidence for a tribunal/appeal if accepted by the Chief Steward or tribunal. Any in car camera can only be mounted on a helmet if the helmet manufacturer guidelines allow it.

3.5 NOISE CONTROL


- 3.5.1 The maximum level of noise that may be emitted by a Race Car is 95 dB (decibel).
- 3.5.2 The measurement and monitoring of noise levels is the sole responsibility of the Promoter of the Race Meeting and shall be conducted according to the latest Local, State or Federal Government guidelines, as applicable. Race Officials shall give full support to noise control monitoring procedures undertaken by the Promoter.
- 3.5.3 A Race Car may be disqualified from a Race for exceeding maximum permissible noise levels, but will always initially receive a noise flag warning. If they continue to exceed the noise level requirements a black flag will be shown. Failure to obey the black flag will result in a penalty in accordance with rule 4.17.2.

SSA, RSA and AMCA - Refer Annexure E, Part C, 3.6

PART 4 RACE PROCEDURES

4.1 FLAG, LIGHT AND BOARD SIGNALS

- 4.1.1 All flags shall be a minimum of 600mm x 600mm. Stripes on flags shall be 80mm wide and spots shall be 300mm in diameter.
- 4.1.2 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.
- 4.1.3 The following light and flag signals will be used for all Racing Divisions:

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

- 4.1.4 Where any confusion is possible as for which Race 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.
- 4.1.5 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 4.12;
 - SINGLE FILE RESTART - for a restart in accordance with rule 4.13.

4.2 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 supplementary regulations for the relevant Racing Division.

4.3 DUMMY GRID LINE UP

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

SSA – Refer Annexure E, Part C, 4.3.1

F500 - Refer Annexure E, Part E, 4.3.1

- 4.3.2 Any Driver whose Race Car is not positioned on the dummy grid and has notified the Pit Marshall, may be given two minutes to have their Race Car ready at the gate to go on to the Race Track. The two minute time commences when all the Race Cars in the Race are on the Race Track and moving.

SKAA – Refer Annexure E, Part D, 4.3.2

- 4.3.3 No work or adjustment can be carried out on a Race Car while it is on the dummy grid. Any Race Car requiring any work or adjustment must be taken from the dummy grid and returned to the Pits. The driver may be disqualified from that event if not adhered to.
- 4.3.4 Once the Race Cars are on the Race Track, prior to the start of a Race and there is a withdrawal then the Race Cars move straight forward to fill the gap.

4.4 PUSH STARTS

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

Sprintcars - Refer Annexure E, Part A, 4.4

Speedcars - Refer Annexure E Part B, 4.4

- 4.4.2 For all Race Cars, when a Race Car is receiving a push start, if that Race Car does not start within one lap then the Race Car must be shown the mechanical defect flag and directed onto the Infield.

4.5 RACE STARTS

- 4.5.1 Drivers are responsible for knowing their grid positions and maintaining these positions until the green light/flag. Any Race Car that delays the start of a Race by more than two minutes will go rear of field. Any Race Car still not ready by the time the green is shown will be excluded from the Race.
- 4.5.2 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.
- 4.5.3 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.

- 4.5.4 The Starting Line may 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 the Drivers prior to the start of each Race.
- 4.5.5 The Race Car starting from position one will be the pole Race Car.
- 4.5.6 The Race Car starting on pole must pass beneath the T line and the Race Car starting on the outside of the front row must pass outside of the T line. Any Driver starting in the first row who crosses this T line will be shown the warning flag for the first offence and will go rear of field for the second offence.
- 4.5.7 The pole Race 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 Race Car reaches the acceleration zone, or somewhere within this zone, the green light/flag will be shown.
- 4.5.8 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.
- 4.5.9 Where time trials are used to determine starting positions in heat Races any Race Car that is unable to do a lap in time trials will automatically start rear of field in the heat Races for that Race Meeting.
- 4.5.10 Any Driver not taking their time trial in the correct time trial order has the option of completing one lap at the end of the time trial, with 11th the best possible qualifying position.

4.6 STARTING OPTION

- 4.6.1 In Race formats where the highest point scorer starts the feature Race on pole, the highest point scoring Driver may be given the option of starting in either the inside or outside position of the front row.
- 4.6.2 The option given to a Driver under rule 4.6.1 must be exercised prior to the Race Cars forming up on the dummy grid. There will be no change to any other starting positions.

Sprintcars – Refer Annexure E, Part A, 4.6

4.7 BREAKING FORMATION OR JUMPING THE START

- 4.7.1 All Drivers must hold their correct positions and not accelerate until the green light/flag is shown. Any Race Car, including the pole Race Car, that breaks formation or jumps the start will be shown the warning flag or advised per their race receiver 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.
- 4.7.2 If a Race 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 Race Cars to be passed unfairly, the Driver will be put back two positions for each Race Car so passed. This penalty will be applied at the next stoppage, or if no stoppage, will be applied in the results.

4.8 RECKLESS OR DANGEROUS DRIVING

- 4.8.1 Except for specific Racing Divisions (fender benders, etc.), speedway racing is a non-contact sport. No Driver shall ever allow his or her Race Car to make deliberate, reckless or negligent contact with any other Race Car or driven dangerously either in roll-up laps, during the Event, after the Event or in the Pits.
- 4.8.2 Unless directed by an Official, any Driver who drives his or her Race Car at speed on the Infield will be considered to be driving dangerously.
- 4.8.3 Any Driver driving contrary to rules 4.8.1 and 4.8.2 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 Race 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'.
- 4.8.4 Any driver who accelerates their vehicle in a manner that instigates a break in traction, whilst the race is under caution (Yellow Flag/Light) may be penalised as per Rule 4.8.3. The Chief Steward and/or Clerk of Course/Race Director are the sole authority to allow permission to be in breach of this Rule.

4.9 PASSING

- 4.9.1 Any Driver who intends to overtake (pass) another Race Car, must first be reasonably sure that the passing move is possible without making contact with the other Race Car and then must execute the move as cleanly as possible.
- 4.9.2 Any Driver who becomes aware that another Race Car is making a passing move must not change line so as to inconvenience the passing Race Car, nor deprive that Race Car of adequate space on the Race Track. However, unless the Race Car being passed is a lapped car, there is no obligation for this Race 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.
- 4.9.3 If the Chief Steward believes that any passing move has been made contrary to rules 4.9.1 or 4.9.2, 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. Any Driver who makes gains by careless passing will be penalised two positions for each Race Car passed. This penalty will be applied at the next Race stoppage, or if no stoppage, will be applied in the results of the Race.
- 4.9.4 No Driver shall put any wheel on the Infield (below the Pole Line) when racing and in particular when to attempting a passing move. Any Driver who uses the Infield to pass another Race Car will be put back two positions for each Race Car passed. This penalty will be applied at the next Race stoppage, or if no stoppage, will be applied in the results of the Race.
- Sprintcars – Refer Annexure E, Part A, 4.9.4***
- 4.9.5 If a Driver persistently breaches rule 4.9.1, 4.9.2 or 4.9.4, a rear of field penalty will be applied at the next Race stoppage, or if no stoppage, applied in the results of the Race. At the Chief Steward's discretion an offending Driver may be disqualified.
- 4.9.6 A summary of offences which will give rise to a loss of positions are listed in Annexure C of the Penalties Guideline, Part 4.

4.10 RACE TRACK RE-ENTRY

- 4.10.1 Any Driver who loses control to the Infield or who otherwise leaves the Race Track for any reason and wishes to re-join the Race may do so only with the utmost care and consideration for the safety of other Drivers. To avoid conflict, Race Cars must re-enter the Race Track at the most acute angle possible and re-entry on corners should be avoided.
- 4.10.2 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 Disqualification and/or a fine, depending on the severity of the offence.

4.11 RACE INCIDENTS AND STOPPAGES

- 4.11.1 Following a crash or incident for which the Chief Steward orders yellow caution lights and flags, all Race Cars not directly involved in the incident must slow down to a safe speed and hold their position.
- 4.11.2 Any Race Car that passes Race Car(s) while rolling around the race Track under yellow lights may be subjected to being put back two positions for each Race Car passed.
- 4.11.3 Following a more serious crash of a Race Car rolling over or if an ambulance appears necessary the Chief Steward will order red lights and flags to stop the Race.
- 4.11.4 Once the red light/flag has been instigated, all Drivers will bring their Race 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 be sent to the rear of the field for the restart and may be disqualified from that Event and or Race Meeting.
- 4.11.5 Any Race 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 (although such a push start is subject to rule 4.4).

SSA – Refer Annexure E, Part C, 4.11.5

- 4.11.6 Any Race 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 Race Car stopped and regardless of whether other Race Cars required a push start.

Lightning Sprints – Refer Annexure E, Part G, 4.11

- 4.11.7 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 Race Cars may be sent rear of field, with the Race Car suspected of being most at fault placed at the very rear. This is to be applied regardless of whether any particular Race Car stopped or required a push start.
- 4.11.8 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.
- 4.11.9 Any work on Race Cars during a yellow or red light stoppage may be carried out pursuant to rule 4.26 of these rules.

- 4.11.10 Any Race Car/Kart involved in an incident, but judged by the Chief Steward to be completely blameless, unless a Sprintcar, Wingless Sprint or a Speedcar requiring a push start, will be reinstated in the starting order.
- 4.11.11 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.

4.12 COMPLETE RESTARTS

- 4.12.1 If a first lap stoppage has no obvious cause, except for too many cars/karts 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, Wingless Sprints and Speedcars where push starts are required.
- 4.12.2 Once the race has started no Driver may switch cars.
- 4.12.3 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 Race Cars sent rear of field. If there are any Race Cars not taking their original starting position then the Race Cars move straight forward to fill the gap.
- 4.12.4 Any Race Car being penalised with a rear of field penalty will restart at the rear of the longest row.

4.13 SINGLE FILE RESTARTS

- 4.13.1 If a stoppage occurs after the last running Race 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 Race Cars sent rear of field.
- 4.13.2 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.
- 4.13.3 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 disqualified for the third refusal in any one Race.
- 4.13.4 Laps under the caution flag will not be counted on lap score sheets.
- 4.13.5 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 Race 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.

Lightning Sprints – Refer Annexure E, Part G, 4.13

- 4.13.6 As the leader Race Car approaches the cone, no passing move may be commenced until the cone is passed. Any Race Car that jumps the start, drives in part or wholly beside another vehicle, hits the cone or passes it on the inside or passes another Race Car before the cone will be sent rear of field at the next stoppage, or if no stoppage, applied in the results of the Race.

- 4.13.7 A Race Car that has not completed a recorded lap of the Race after any restart shall not re-join the Race at a later stage, including if the Driver was shown a mechanical defect flag.
- 4.13.8 If a Race is stopped with one lap remaining the restart will be run over two laps (i.e. green, white, chequered).
- 4.13.9 If at a restart, a Race Car has either of the outside tyres flat, the relevant Driver will be shown the mechanical defect flag (see 4.25).

Sprintcars - Refer Annexure E, Part A, 4.13

4.14 WARNING FLAG

- 4.14.1 Any Driver who is judged by the Chief Steward during a Race to be driving in an overly aggressive manner, to have made careless contact with any other Race Car, to have 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.
- 4.14.2 If confusion is possible, the Race Car number will be shown with the flag.
- 4.14.3 Having received a warning flag, if a Driver continues to drive in a careless or contrary manner and receives a second warning via a warning flag or through their race receiver, the Driver will be either sent 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 of the Race.

4.15 REAR OF FIELD

- 4.15.1 Any Driver who is shown the rear of field board (or instruction via receiver) during a Race stoppage must follow that instruction and go to the rear of the line up in the restart. If any confusion is possible, the Race Car number will be shown with the rear of field board.
- 4.15.2 When a Race Car on the lead lap goes to the rear of the field, it goes to the rear of the line-up which includes lapped Race Cars but will remain on the lead lap.
- 4.15.3 If more than one Race Car is sent rear of field, cars which either caused an incident or breached a racing rule, will be placed at the very rear. If more than one car is sent rear for these reasons, the cars will either be placed in their previous race order (at the very rear) or in an order determined by the Chief Steward.

Race Cars sent rear of field due to needing a push start only, will start at the rear, but in front of the other Race Cars which were deemed to have caused an incident or to have breached a racing rule.

- 4.15.4 Any Driver who refuses to go rear of field when ordered will be disqualified and shown the black flag (see 4.17).

4.16 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.

4.17 BLACK FLAG

- 4.17.1 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 arises, the Race Car number will be shown with the flag.

- 4.17.2 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.
- 4.17.3 Any Driver who continues to ignore the black flag will be fined an additional \$100 per lap and/or the Driver and Race Car will be disqualified from the Race Meeting. The maximum penalty for failure to comply is a \$2,000 fine and/or suspension of 2 years.
- 4.17.4 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.

4.18 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.

4.19 DROPPING OF DEBRIS

- 4.19.1 Any Race Car that drops any body part, suspension component or other debris on the Race Track which 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 Race Car's fault, in which case that Race Car may be restarted in its previous racing position.
- 4.19.2 Any Race Car that stops after running over another Race Car's debris will not be penalised.
- 4.19.3 If any part of the engine cover of a Race Car is lost or damaged and, in the Chief Steward's opinion, compromises the Driver's safety, the Race Car will be shown the Mechanical Defect flag.

4.20 LAPPED CARS

- 4.20.1 When a Race Car receives the lapping flag the Driver of that Race Car must expect to be lapped sometime within the next lap or soon after. The lapped Race Car must hold line (high line or low line) and must not race or impede the lapping Race Car or Race Cars. The lapping flag will continue to be shown to a Driver on each lap that being lapped by any other Race Car is likely.

Lightning Sprints – Refer Annexure E, Part G, 4.13

- 4.20.2 If the Chief Steward believes that a lapped Race 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 the black flag.
- 4.20.3 Any damaged or disabled Race Car rolling around at a slow speed is to be shown the mechanical defect flag and the Race Car must go immediately to the Infield.
- 4.20.4 In all restarts, lapped Race Cars will retain their positions in the line-up as per the previously recorded lap or as directed by the Chief Steward.

Sprintcars - Refer Annexure E, Part A, 4.20

Speedcars – Refer Annexure E, Part B, 4.20

V8 Dirt Modifieds – Refer Annexure E, Part F, 4.20

4.21 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 disqualified. 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.

4.22 GETTING OUT OF CAR

4.22.1 Following a Race stoppage, until damaged Race Cars are removed to the Infield, Drivers are required to remain in their Race 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/Race Director or Infield Official.

4.22.2 Unless directed to do so with the approval of the Chief Steward, any Driver (with the exception of Sprintcar Drivers) 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 Race. For a second offence during the same Race Meeting, a driver will be excluded from the remainder of the Race Meeting.

Sprintcars - Refer Annexure E, Part A, 4.26

SKAA – Refer Annexure E, Part D 4.22.2

4.22.3 Any Driver who gets out of a Race 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 Race Meeting. A minimum fine of \$100 up to maximum fine of \$2,000 and/or up to a maximum 12 month Suspension applies.

4.22.4 After Race 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 the penalties specified in rule 4.22.3 will apply.

4.22.5 If a car withdraws from a race and the car remains on the infield, the driver must remain with the car until it is removed, unless they otherwise have permission from the Chief Steward, or require medical attention. The driver may be subject to a minimum \$100 fine and/or disqualified from the race meeting.

4.23 COMPLETION OF A RACE

4.23.1 When a Race Car has passed under the chequered flag, it must stop racing and slow down in a safe manner and complete a slowdown lap at a reasonable speed.

4.23.2 A Race is declared complete when the chequered flag has been displayed and the last Race 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 Race 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.

4.23.3 The Chief Steward will declare a Race complete once the lead Race Car has passed the chequered flag. If the yellow lights/flags are shown after the lead Race Car crosses the Finish Line for an incident all the Race Cars receiving the chequered flag will finish in the order they crossed the Finish Line. The remaining Race Cars (excluding those deemed to be unable to restart) will be recorded as finishing in the

order of their last completed lap notwithstanding any penalties which could be applied by the Chief Steward.

- 4.23.4 When a Race is completed, placing will be provisional until:
- (a) the lap sheets and/or transponder lap charts have been checked by the Chief Steward;
 - (b) the Scrutineers have given clearance to each Race Car; and
 - (c) the Chief Steward has declared the results of the Race.
- 4.23.5 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 Race Cars at the chequered flag.
- 4.23.6 For all races, Race Cars that get the green flag to start the Race but are non-finishers may be eligible for points and/or prize money.
- 4.23.7 For heat Races, Race Cars that take the green flag to start the Race but are non-finishers, may be eligible for points. Otherwise, the 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.

SSA – Refer Annexure E, Part C 4.23.7

- 4.23.8 Any Driver who has received the black flag or is otherwise disqualified from a Race is not eligible for points and/or prizemoney
- 4.23.9 The Chief Steward may declare complete a final Race in which the lead Race 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 lead Race Car has less than two (2) laps to complete the Race.
- 4.23.10 For heat races where simply receiving the green start flag does not automatically entitle them to receive points, a Driver receiving a mechanical defect flag or who voluntary withdraws and wishes to finish the Race, is permitted to re-join the Race (no push start) to receive the chequered flag, after the last running Race Car has finished.
- 4.23.11 All prize money must be held until the Chief Steward has declared the results of the Race.
- 4.23.12 A Driver who is awarded a prize that becomes a disputed prize within 14 days of that Race must 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 Race.

4.24 FEATURE RACES DECLARED SHORT

- 4.24.1 A feature Race must be run over the advertised number of laps, except when rule 4.13.8 applies, unless it is required to be declared short by the Chief Steward due to:
- (a) weather or Race Track conditions;
 - (b) time or noise curfew;
 - (c) a serious incident involving injury;
 - (d) any request by the police; or

(e) extreme or exceptional circumstances.

4.24.2 When feature Races are not completed:

- (a) if the 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 the 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; and
- (c) Any Race Cars involved in an incident/s at the time of the Race being declared must be cleared by a Scrutineer to be capable of restarting the balance of the nominated laps.

4.25 MECHANICAL DEFECTS

- 4.25.1 Whether by the Chief Steward's own judgment or on the advice of the Infield Official, it is determined that a Race 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 Race Car number, if required, to avoid confusion.
- 4.25.2 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 4.17.2 and 4.17.3.
- 4.25.3 Any outside tyre which is flat will be shown the mechanical defect flag.

4.26 WORKING ON CARS

- 4.26.1 At any Race stoppage all work must be performed only on the Infield at the designated work area.
- 4.26.2 If a Race Car requires repairs at a Race stoppage, a time limit of two minutes may be given from the time the Chief Steward approves the request.
- 4.26.3 If work has not been completed in time to restart with the field, the Race Car may re-join the Race at the rear of the field in a subsequent restart if no further completed laps have been recorded.
- 4.26.4 A wheel change (due to a flat tyre) is only permitted for Sprintcars, Speedcars, V8 Dirt Modifieds and Wingless 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. Any Race Car that has had a wheel change will go rear of field in the restart.
- 4.26.5 If the Chief Steward has declared an "Open Red Light" situation during a red light/flag stoppage for a Sprintcars or Speedcars Race only three Pit Crew Members may work on the Race Car. Prior to the opening of the pit gate and allowing Pit Crew Members 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 Race Cars involved in incident and OH&S responsibilities.

- 4.26.6 Following a Race stoppage when the Chief Steward has deemed the Race Track to be clear the yellow light/flag will signal for Race Cars to be started. Cars may be given two minutes from the time the last ready Race Car to be started has moved onto the Race Track. Race Cars delaying the restart beyond the two minutes and not ready by the time the green is shown shall be excluded from the Race.
- 4.26.7 With the exception of Sprintcars, Speedcars, V8 Dirt Modifieds and Wingless Sprints, the only work permitted on Race Cars after they enter the Race Track is to be done by Infield Officials and is limited to the removal of damaged body panels and the effecting of repairs using Basic Tools. The Driver must not break his seat belts or get out of the Race Car unless requested to do so by the Clerk of the Course/Race Director or Infield Official, otherwise the Race Car will be disqualified.

SKAA – Refer Annexure D, 4.26

Formula 500s – Refer Annexure E, Part E, 4.26.7

- 4.26.8 Infield Officials are not permitted to add fuel, oil or water, change wheels (except under rule 4.26.4), wash radiators, do any mechanical adjustments or change any setting.
- 4.26.9 If all Race Cars in an uncompleted Race leave the Race 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. Race Cars must have been able to restart/re-join the Race at the point of stoppage.

Sprintcars – Refer Annexure E, Part A, 4.26

Speedcars – Refer Annexure E, Part B. 4.26

4.27 UNAUTHORISED ENTRY TO RACE TRACK

- 4.27.1 Any Pit Crew Member or other person, proven to be associated with a Driver or Race Car, who enters the Race Track under yellow or red light situations without the express authority of the Chief Steward will be subjected to a \$500 fine. The associated Driver will also be fined \$500 and/or disqualified from the Race Meeting at the discretion of the Chief Steward.
- 4.27.2 Subsequent incidents of unauthorised entry to the Race Track will result in a 12 month Suspension for the offender and a \$1,000 fine and/or Disqualification from the Race Meeting for the Driver.

4.28 REFUELLING

No Infield refuelling is permitted unless provided for by a supplementary regulation approved pursuant to rule 1.4 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 Drivers Briefing.

Sprintcars - Refer Annexure E, Part A, 4.28

4.29 SUBSTITUTE CARS

- 4.29.1 A substitute Race Car may be used during a Race Meeting by a nominated Driver provided that:
- the substitute Race Car has been nominated for that Event;
 - if the substitution occurs before the Event has begun, the Race Car starts from the Driver's original drawn position in the heats;

- (c) if the substitution occurs after the Event has begun, the substitute Race Car starts from the rear of the field in its remaining Heat Races;
- (d) if the substitution occurs after all the heats have been run, the substitute Race Car starts rear of the field in the final Race, providing that the Race 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 Race Car is used by one Driver in one Event, they are all subject to engine and/or fuel checks; and
- (g) points will be allocated to the Driver.

Sprintcars - Refer Annexure E, Part A, 4.29

SSA Refer Annexure E, Part C, 4.29

SKAA Refer Annexure E, Part D, 4.29

F500 Refer Annexure E, Part E, 4.29

4.30 NATIONAL TITLES AND SERIES AND STATE TITLES

- 4.30.1 To be eligible to compete in a National Title and Series, and State Titles, a Driver must not be provisionally licensed and must have competed in a minimum of two Race Meetings, or more at the discretion of the Affiliated Association or other body conducting the Title (**Organising Body**) in the current season or previous 12 months in the Racing Division for the Title and have their Licence accordingly endorsed by a Chief Steward.
- 4.30.2 At the discretion of the relevant Organising Body, dispensation can be provided if the Driver has driven in an affiliated class or a Racing Division determined by the Organising Body as providing requisite experience, in the current season or previous 12 months.
- 4.30.3 The previous year's 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 Race Car.

4.30.4 Heat points for National Racing Divisions Australian and State Titles are as follows:

	SSA Dirt Mods	Sprintcars SKAA	Speedcars	F500	RSA
1	36	22	25	25	33
2	28	19	20	20	26
3	23	17	16	17	21
4	17	15	13	14	18
5	13	13	11	12	15
6	10	11	10	10	13
7	8	9	9	8	11
8	6	7	8	6	9
9	5	5	7	5	8
10	4	4	6	4	7
11	3	3	5	3	6
12	2	2	4	2	5
13	1		3	1	4
14			2		3
15			1		2
16					1

PART 5 OFFICIALS AND THEIR DUTIES

5.1 RECOGNITION OF RACING OFFICIALS

- (a) Speedway Australia will administer a Racing Officials Card for all Stewards and Scrutineers. A requirement to hold one of these cards is that all Stewards and/or Scrutineers are to be signed off by their club/division, and attend a Training Course as recognised by their division. To retain their recognition level, Officials must attend a training refresher course every two years (Level 1 and 2 only) whilst also fulfilling all duties, as per Rule 5.1.2.

SSA - Refer Annexure E, Part C, 5.1

- 5.1.2 The structure of the Racing Officials Recognition Levels for Stewards & Scrutineers is provided below:

- (a) Trainee Steward/ Scrutineer (Level 4 - Yellow)

- Cannot steward Race Meetings

To Upgrade Recognition:

- Must assist officiate/scrutineer six (6) meetings prior to Expiry of a Racing Officials Card
- Must attend a Speedway Australia Recognised Division approved refresher course every two (2) years.
- Must be assessed by Level 2 Club Steward/Club Scrutineer (or above), and deemed, in the opinion of the assessing Steward/Scrutineer, as competent.
- Must be approved by Level 1 Steward/Scrutineer

- (b) Assistant Steward/Scrutineer (Level 3 – Yellow)

- Can steward/scrutineer Race Meetings, but only under Level 2 Supervision

To Upgrade Recognition:

- Must assist officiate/scrutineer six (6) meetings prior to Expiry of a Racing Officials Card.
- Must attend a Speedway Australia Recognised Division approved refresher course every two (2) years.
- Must be assessed by Level 2 Club Steward/Scrutineer (or above), and deemed, in the opinion of the assessing Steward/Scrutineer, as competent.
- Must be approved by Level 1 Steward/Scrutineer.

- (c) Club Steward/Scrutineer (Level 2 – Orange)

- Can steward/scrutineer Race Meetings

To Maintain Recognition:

- Must officiate/scrutineer three (3) meetings prior to Expiry of a Racing Officials Card.
 - Must attend a Speedway Australia Recognised Division approved refresher course every two (2) years.
- To Upgrade Recognition:
- Must officiate/scrutineer six (6) meetings prior to Expiry of a Racing Officials Card.
 - Must be assessed by Level 1 Chief Steward/Scrutineer, and deemed, in the opinion of the assessing Steward/Scrutineer, as competent.

- Must attend a Speedway Australia Recognised Division approved refresher course every two (2) years.
 - |(d) Chief Steward/Scrutineer (Level 1 – Red)
- Eligible to steward/scrutineer all National & State Competitions
 - To Maintain Recognition:
 - Must officiate/scrutineer three (3) meetings prior to Expiry of a Racing Officials Card.
 - Must attend a Speedway Australia Recognised Division approved refresher course every two (2) years.

- 5.1.3 Any Licence Holder applying for a Racing Officials Card for the first time is required to detail on their application any previous Speedway experience/Record of Prior Learning, to allow their division to consider whether they approve an application for a Licence Holder to become a Level 1 or Level 2 Racing Official.
- 5.1.4 Any official participating at Events involving Junior Drivers must satisfy any state laws and/or other requirements, where applicable, before officiating.
- 5.1.5 Any Racing Officials working at a Race Meeting must attend the Drivers/Racing Officials Briefing.

5.2 CHIEF STEWARD

- 5.2.1 For these rules, the Chief Steward is defined as the Speedway Australia or Affiliated Association Licensed Steward who is in charge of the relevant Racing Division for the applicable Race Meeting. At any Speedway Australia or Affiliated Association sanctioned Race Meeting, the Chief Steward for the relevant Racing Division is the sole authority for that Racing Division, for the interpretation and enforcement of these rules in all respects. All other Stewards and 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 Members and Officials from the time the Participants enter the Speedway Complex (including public areas and car parks) until 30 minutes after the completion of the last Event on the Race Meeting program;
 - (b) the briefing of the Drivers prior to the commencement of competition. Details of the Drivers Briefing are shown in rule 5.3 below;
 - (c) briefing the Officials of the Race 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 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 declaration of all Race results; and
- (j) ensuring that Chief Steward Report is completed at end of the Race Meeting in the form set out at Annexure A – Forms, Schedule 4.

5.3 DRIVER'S/RACING OFFICIALS 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 supplementary regulations.
- 5.3.2 Prior to competition in Speedway Australia or Affiliated Association sanctioned Race Meetings, all Drivers must attend the Drivers' Briefing.
- 5.3.3 Only with the consent of the Chief Steward, may the Race Car Owner or Pit Crew Members attend the Drivers' 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 Drivers' Briefing must be publicised so that all Drivers can ensure that they are present. Unless arrangements have been made in accordance with rule 5.3.3, any Driver who fails to attend the Drivers' 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 Drivers' briefing is to include the following:
 - (a) introduction of key Officials, particularly the Clerk of the Course/Race Director, Pit Marshalls, Drivers Representative, Scrutineer and any other Officials determined by the Chief Steward;
 - (b) location of firefighting 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; and
 - (f) reading of the duty of care statement.

5.4 CHIEF SCRUTINEER

- 5.4.1 For these rules, the Chief Scrutineer is defined as the Speedway Australia or Affiliated Association licensed Scrutineer who is in charge of the relevant Racing Division for the applicable Race Meeting. At any Speedway Australia or Affiliated Association sanctioned Race Meeting, the Chief Scrutineer is the sole authority for the interpretation of the class specification manual for the relevant Racing Division.
- 5.4.2 All other Scrutineers 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 competing at a Race Meeting, all Race Cars must be scrutineered by a Scrutineer who may be the Chief Scrutineer or an assistant Scrutineer or technical officer who is responsible to the Chief Scrutineer
- 5.5.2 During scrutineering, the Scrutineers duties and responsibilities are to check:
- (a) the validity of the Driver's Licence;
 - (b) the Driver's Infringement Card, if applicable, for any current suspension or unpaid fines;
 - (c) the Race Car's 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 Racing Division; and
 - (e) all safety equipment and protective clothing for compliance with the requirements for the relevant Racing 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 relevant Driver and then returned to the Race 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's 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 the Race Car's serviceability, and then restart the Race without penalty, but if a push start is required, the Race Car will go to rear of field. Work on Race Cars may be carried out in accordance with rule 4.26. (*not applicable to SSA*)
- SKAA – Refer Annexure E, Part D, Rule 5.5.6**
- 5.5.7 At any time during a Race Meeting the Infield Official or Chief Scrutineer may request that, following repair work, a Race Car involved in a crash must be re-presented for scrutineering before further competition in that Race Meeting. Incident and outcome to be noted in log book.

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 Race Car Owner and Driver. Any safety check carried out by a Speedway Australia or an Affiliated Association licensed Official does not guarantee that the Race Car is without fault and does not absolve the Race Car Owner or Driver of this joint responsibility.
- 5.6.2 The safety check does not impose any level of liability whatsoever upon the Official, Speedway Australia or any Affiliated Association and no expressed or implied warranty of safety shall result from any safety check carried out by any Speedway Australia or an Affiliated Association licensed 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, Speedway Australia and any Affiliated Association 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/RACE DIRECTOR

- 5.7.1 The Clerk of the Course/Race Director 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 marshalls, track and grid marshalls, 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 Race Track; and
 - (d) the performance of other Infield duties as requested by the Chief Steward.
 - (e) under the direction of the Steward, assisting the Steward in charge of the Race Meeting with the management and implementation of the Australian Speedway Racing Rules & Regulations.

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 Race Meeting, with duties including:
- (a) being available to Drivers and the chief Pit Crew Members throughout the Race Meeting to help with queries or concerns relating to the conduct of the Race Meeting;
 - (b) being the first point of contact between Drivers, Race Car Owners and the chief Pit Crew Members 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 Marshall whose duties are to position Race 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 the chief Pit Crew Members to advise on responsibilities and options relating to Infringement Notices, Disqualifications, charges of misconduct, and rights of dispute, and the supply of official Speedway Australia forms; and
 - (f) being available to receive payments for fines and disputes fees, and the endorsing of Infringement Cards accordingly.

5.9 ASSISTANT STEWARDS AND OFFICIAL OBSERVERS

- 5.9.1 Assistant Stewards and official observers are 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 judgement and decision is final.

- 5.9.2 Drivers, Race Car Owners and Pit Crew Members 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 Participants.

5.10 LAP SCORERS/TRANSPONDER OPERATORS

- 5.10.1 Lap scorers or transponders shall record the position of each Race 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 Race Car positions to be accurately recorded. *This rule does not apply for Transponder Operators.*
- 5.10.3 During a stoppage, lap scorers/transponder operators shall provide the order of Race 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/Transponder Operators must also ensure that the Chief Steward approves any alterations and the final results of the Race.

5.11 DRIVERS REPRESENTATIVE

- 5.11.1 The Drivers Representative must be accessible to the Drivers for the duration of the Race Meeting and to assist them without bias or favour.
- 5.11.2 The Drivers Representative is required to attend the Drivers' Briefing and also to liaise between the Promoter and 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 relevant racing rules and regulations (including these rules) and be able to advise Drivers on the best method of dealing with matters arising from the conduct of the Race Meeting.

PART 6 DRUGS AND ALCOHOL

6.1 SPEEDWAY AUSTRALIA DRUG AND ALCOHOL POLICY

- 6.1.1 The Speedway Australia Drug and Alcohol Policy applies to all Race Meetings and activities held under the sanction of a track permit issued by Speedway Australia, except for SCCA conducted Sprintcar Racing, where either the Speedway Australia Drug and Alcohol, or the SCCA Drug and Alcohol will apply.
- 6.1.2 Speedway Australia condemns the use of illegal drugs and alcohol in speedway and their use is contrary to the ethics of sport and potentially harmful to speedway participants and others.
- 6.1.3 Speedway Australia has a zero tolerance regarding the use of drugs and alcohol in sport.
- 6.1.4 Each 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 Speedway Australia sanctioned Race Meeting shall be deemed to have consented to any tests for alcohol and Prohibited Substances required by Speedway Australia or its designated administrator.
- 6.1.6 Unannounced testing of Licence Holders for Prohibited Substances and alcohol 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

Random selection testing of Licence Holders for Prohibited Substances and/or alcohol, will be conducted from time to time at the discretion of Speedway Australia and the IDPA. Selection of Licence Holders for testing shall be made at random by the IDPA with all Licence Holders 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 Licence Holders. Speedway Australia or any Affiliated Association can request random selection testing to be conducted.

Critical Incident Testing

Licence Holders may be required to submit to a procedure for the purpose of testing for Prohibited Substances and/or alcohol following any incident or accident involving injury or death, or when the potential for either has occurred or where there is an accident or damage to property (**Critical Incident**).

Cause or Target Testing

Licence Holders may be required to submit to a procedure for the purpose of testing for Prohibited Substances and/or alcohol 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 Speedway Australia zero tolerance policy.

6.1.7 A Licence Holder commits a violation of the Speedway Australia Drug and Alcohol Policy if that Licence Holder refuses to provide a sample for testing when requested by the assigned testing authority.

6.1.8 A Licence Holder may be required to submit to a procedure for the purpose of testing for Prohibited Substances and/or alcohol following any incident or accident involving injury or property damage or there is reason to believe that a Licence Holder is affected by alcohol or drugs.

6.2 PROCEDURE FOR DRUG TESTING

6.2.1 The testing for Prohibited Substances will be conducted utilising oral fluid (saliva) based drug-screening equipment and can occur any time during a Race Meeting.

6.2.2 Those Licence Holders chosen for testing will not be able to participate in the Race Meeting until such time as the test is complete (including until such time a second test is conducted if such a test is required).

6.2.3 Failure to produce a suitable sample for testing will be deemed to be a non-negative result, and a serious misconduct or a breach of the Speedway Australia Drug & Alcohol Policy.

6.2.4 Drivers who return a non-negative result will be required to present their Licence to the Chief Steward immediately and will be unable to participate any further in the Race Meeting and will not be able to enter any restricted areas for the duration of the Race Meeting.

6.2.5 Any Licence Holder other than a Driver who returns a non-negative result will not be able to continue participating in the Race Meeting and will not be able to enter the Pits or any other restricted areas for the duration of the Race Meeting.

6.3 PROHIBITED SUBSTANCES

6.3.1 While Speedway Australia reserves 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; and
- (f) opiates (opium, heroin, codeine, morphine).

6.3.2 Licence Holders are required to present to Speedway Australia a written request from a qualified medical practitioner for the use of Prohibited Substances. Speedway Australia will then be the sole authority, in conjunction with their Medical Assessor, to approve the use of the Prohibited Substance. Such approval may only be given if use of the Prohibited Substance is for a therapeutic purpose and will not affect the Licence Holder's judgement. In this respect, it should be noted that most of the psychiatric medications are liable to cause some degree of drowsiness or diminished concentration on performance and 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 Race but may be undertaken at any time during the Race Meeting.
- 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 positive test result.
- 6.4.3 Any Licence Holder 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 Race Meeting.
- 6.4.4 Any Licence Holder returning a positive breath test result shall be excluded from taking any further part in the Race Meeting by the Chief Steward and, if that Licence Holder is a Driver at the relevant Race Meeting, will be required to attend the Disciplinary Tribunal where they may be subjected to further penalties. Any Licence Holder returning a test result above the required limit will be required by the Chief Steward to leave the Pits or any other restricted area.

6.5 POSSESSION OF ALCOHOL

The possession on one's person or the drinking of alcohol in the Pits at any time before a Race Meeting, and up until the completion of the feature of their division, is prohibited. The Chief Steward or their delegate will order the removal from the Pits of any person (including any Licence Holder) in breach of this rule, and if that person is a Driver, Race Car Owner or Pit Crew Member, will immediately disqualify the relevant Driver from the Race Meeting. If the person in breach of this rule is a Driver at the relevant Race Meeting they will be required to attend the Disciplinary Tribunal where they may be subjected to further penalties.

6.6 PENALTIES

- 6.6.1 Any Licence Holder alleged to be in breach of a rule in part 6 of these rules (other than rule 6.1.7) will be served with an Infringement Notice by the Chief Steward requiring:
- (a) the Licence holder's SA Licence to be immediately suspended
 - (b) the Licence holder appear before a Disciplinary Tribunal
 - (c) the Licence holder to be removed from all restricted / controlled area (pits etc) as soon as practicable
- 6.6.2 If the Disciplinary Tribunal finds a Licence Holder to be in breach of any of the rules in this Part 6 (other than rule 6.1.7) they may impose a penalty on the Licence Holder as per below:
- (a) for a first offence under this Part 6 within the last ten (10) years, a maximum penalty of \$1000 fine and two (2) years suspension;
 - (b) for a second offence under this Part 6 within the last ten (10) years, a maximum penalty of \$2500 fine and five (5) year suspension; and
 - (c) for a third offence under this Part 6 within the last ten (10) years, a maximum penalty of \$5,000 fine and ten (10) year suspension.

6.6.3 If a Licence Holder refuses to provide a sample for testing and commits a violation of rule 6.1.7, the Chief Steward will issue an Infringement Notice and the Licence Holder will be subjected to the maximum penalty of ten (10) years suspension and \$5,000 fine.

Note: Penalties for an offence under rule 6 are listed in Annexure C - Penalties Guideline, Part 3.

PART 7 BEHAVIOUR, FINES, PENALTIES, AND PROTESTS

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

7.1 INFRINGEMENT NOTICE

- 7.1.1 An Infringement Notice is a written notice served by a Speedway Australia recognised Chief Steward or their delegated nominee on any Licence Holder to notify the Licence Holder of an offence punishable by Disqualification, a fine and/or a period of Suspension including any directive that the Licence Holder is to be brought before the Disciplinary Tribunal. 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 in which the alleged offence occurred and is to include details of any punishment. 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. It may be forwarded by electronic mail but must also be forwarded to the Defendant with hard copy by registered mail. The Defendant will have the right of appeal as specified in rule 8.1.
- 7.1.2 For non-race offences, the Infringement Notice should be served by the Chief Steward or their delegated 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 8.1.
- 7.1.3 The maximum penalty that can be handed down by a Chief Steward for any offence, without sending the Licence Holder to a Disciplinary Tribunal, is a fine of \$1000 and/or a six (6) months suspension, as per Rule 7.7.2 (e).
- NOTE:** Rule 7.1.3 does not apply to offences listed under Rule 7.9 (Technical), where minimum and maximum penalties are determined by Judges of Fact.
- 7.1.4 When a Chief Steward or a delegated Official issues an Infringement Notice the following should apply:
- (a) Top Copy: to Speedway Australia or Affiliated Association state branch (to accompany any appeal documentation).
 - (b) Duplicate: to the Defendant.
 - (c) Triplicate retained by the issuing body/Steward.
- 7.1.5 Any Driver who refuses to receive the Chief Steward's Infringement Notice will forfeit their right to appeal the determination and penalties set out in the Infringement Notice either under these rules or at law.
- 7.1.6 The Chief Steward will not be required to issue an Infringement Notice for penalties given and carried out during a Race.
- 7.1.7 The fine and/or period of Suspension will be determined by the Chief Steward and nominated on the Infringement Notice, except for charges pursuant to a Mandatory Appearance Offence, in which case the matter will be determined and any fine and/or suspension will be set by the Disciplinary Tribunal.
- 7.1.8 A matter set out in the Infringement Notice 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 Host Club or other relevant authority by the Driver or the Race Car Owner. The Chief Steward issuing the Infringement Notice is to determine where the fine is to be paid to.

- 7.1.9 If a period of Suspension is nominated on the Infringement Notice, further competition at that Race Meeting is not permitted.
- 7.1.10 Any Driver who has a Suspension under an Infringement Notice under appeal in accordance with rule 8.1.5 may only compete at any later Race Meeting only after the appeal has been heard in accordance with rule 8.1 or if special dispensation is given under rule 7.1.12.
- 7.1.11 If an Infringement Notice is served for any Mandatory Appearance Offence, or any other offence where the Infringement Notice does not set out a Suspension but requires a Licence Holder to appear before a Tribunal, further competition by that Licence Holder is not permitted until the matter has been dealt with by the relevant Tribunal and all judgments have been satisfied unless special dispensation has been given under rule 7.1.12.
- 7.1.12 In circumstances where any delays in conducting a Tribunal could unreasonably affect the future competition of a Driver who has received an Infringement Notice, Speedway Australia or the controlling body of the relevant Racing Division may provide written dispensation allowing competition in future Race Meetings until a Tribunal can be held. The Driver shall not be eligible for any prize money or points until after the Tribunal hearing.
- 7.1.13 Any Official who incurs a Suspension will be suspended from any activity at a Speedway Complex as an Official and Competitor and, for the avoidance of doubt, may not act in any official position they held from the time the Suspension was imposed to the time the Suspension has expired.
- 7.1.14 Any administrative or typographical errors or omissions by the Chief Steward on an Infringement Notice does not alter the effectiveness of the Infringement Notice and may be subsequently corrected.

7.2 VERBAL AND PHYSICAL ABUSE

- 7.2.1 No Licence Holder at a Race Meeting shall verbally or physically abuse or assault or attempt to physically abuse or assault any person, or use any intimidating or threatening language or actions.
- 7.2.2 Where any person at a Race Meeting receives any form of Verbal or Physical abuse from, or is assaulted by a Licence Holder, this may be reported to any Official who shall refer the matter to the Chief Steward, or the Chief Steward directly, who may investigate, and if he deems that a charge is warranted, disqualify the relevant Licence Holder from the Race Meeting and serve an Infringement Notice on the relevant Licence Holder.
- 7.2.3 Where any Driver, Race Car Owner or Pit Crew Member reports verbal or physical abuse or assault from any Licence Holder, unless the abuse or assault has been witnessed by an 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 directly by a Disciplinary Tribunal. Lodging a charge of misconduct requires completion and lodgement of the Request for Disciplinary Tribunal form (as set out in Annexure A - Forms, Schedule 2) in accordance with rule 7.5.3.
- 7.2.4 Any Licence Holder who verbally abuses or assaults another person or attempts to physically abuse or assault another person whilst at a Race Meeting 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 Suspension.

- 7.2.5 Any Licence Holder who strikes or in any way physically assaults another person whilst at a Race Meeting shall be liable to a minimum fine of \$100 up to a maximum fine of \$5,000 and/or a maximum two year Suspension.
- 7.2.6 The penalties in rules 7.2.4 and 7.2.5 may be in addition to any misconduct and penalty referred to in rule 7.5.
- 7.2.7 As per Rule 7.7.2, only offences with a potential penalty greater than what is set out in (d) will be classed as a Mandatory Appearance Offence.

7.3 CONTROL OF PIT CREW

- 7.3.1 A Driver shall be held responsible for the appearance and actions of his or her Pit Crew Members and the Race Car Owner for the duration of the Race Meeting whilst those people are at the Speedway Complex.
- 7.3.2 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 their Pit Crew Members. It is desirable that all listed Pit Crew Members are in possession of a current Licence. Licence numbers should be included on the list.
- 7.3.3 Conduct by any Race Car Owner or Pit Crew Member that is contrary to rule 7.2 may lead to action by way of Disqualification of the Driver and/or an Infringement Notice being served upon one or more of the Race Car Owner, Pit Crew Member or the Driver.
- 7.3.4 As per Rule 2.2.9, any parent or guardian of a junior driver must hold a Speedway Australia licence. These licences will be offered as a 'non-competitive' licence.

7.4 RECIPROCAL CONDUCT

All Participants 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.

7.5 MISCONDUCT – AT RACE MEETING

- 7.5.1 A Licence Holder must not engage in misconduct at a Race Meeting. For the purposes of this clause 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 Speedway Australia or its Affiliated Associations into disrepute.
- 7.5.2 Misconduct under clause 7.5.1 includes but is not limited to assault, intoxication and the breach of the rules, regulations and policies of Speedway Australia, or its members and conduct unbecoming to the sport of speedway.
- 7.5.3 A charge of misconduct:
 - (a) A Licence Holder, Speedway Australia and/or another Official (**Complainant**) may refer a charge of misconduct against another Licence Holder to the Disciplinary Tribunal pursuant to these rules.
 - (b) A charge of misconduct shall be referred in the form set out at Annexure A – Forms, Schedule 2 to the Chief Steward before the expiry of the duration of the Race Meeting.

- (c) A charge of misconduct shall be forwarded by the Host Club or Chief Steward to the secretary of the Affiliated Association or other Club of which the Licence Holder charged with misconduct is a member, who shall refer it to the executive of the said Affiliated Association or Club within three days, together with a fee of \$500 payable by the Complainant (waived for Speedway Australia and Officials) that is non-refundable if charges are dropped, money to be refunded if charge proceeds.

7.6 MISCONDUCT – CHARGE BROUGHT BY SPEEDWAY AUSTRALIA

7.6.1 Without limiting rule 7.5.1, a Licence Holder must not engage in misconduct or behaviour which is prejudicial to the interest of the sport of speedway. Misconduct for the purposes of this rule is defined as any action or behaviour which is or is not publicly known and in the absolute discretion of Speedway Australia would, or would likely, bring the Licence Holder, the sport of speedway racing, Speedway Australia or an Affiliated Association into disrepute.

7.6.2 Misconduct under clause 7.5.1 includes but is not limited to:

- (a) being charged with, and/or convicted of, a criminal offence;
- (b) being involved in violence or inciting violence;
- (c) intoxication in public;
- (d) making a detrimental, offensive, threatening, discriminatory or false public statement in any media (including social media) about the Chief Steward, a Participant, another Licence Holder, Speedway Australia, or an Affiliated Associations and their sponsors, employees or officeholders;
- (e) failure to follow a policy issued by Speedway Australia; and
- (f) failure to follow a reasonable direction of Speedway Australia.

7.6.3 If Speedway Australia believes that a Licence Holder has breached clause 7.6.1 then Speedway Australia may, by notice in writing to the Licence Holder, impose a maximum penalty on the Licence Holder of:

- (a) \$5,000; and/or.
- (b) Ten (10) year Suspension.

7.6.4 Any fine imposed by Speedway Australia under clause 7.6.3 must be paid to Speedway Australia.

7.6.5 Any charge issued under Rule 7.6 may be appealed as per Rule 8.2.2.

7.7 INFRINGEMENT NOTICE OFFENCES AND PENALTIES

7.7.1 The summary of offences for which a Driver will receive an Infringement Notice and the applicable penalties are listed in Annexure C - Penalties Guideline, Part 3.

7.7.2 Offences for which an Infringement Notice will be served requiring a mandatory appearance before the Disciplinary Tribunal for determination (**Mandatory Appearances Offences**) are:

- (a) a Driver returning a positive alcohol breath test - refer to rule 6.4;
- (b) a Licence Holder in possession of or drinking alcohol in the Pits during a Race Meeting - 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; and

- (d) acts of verbal or physical abuse, where the offence is, in the opinion of the Chief Steward, worthy of a penalty greater than \$1000 fine and/or six (6) month suspension - refer to rule 7.2.
- (e) Any offence where the Chief Steward deems that the penalty may be greater than a fine of \$1000 and/or a suspension period of greater than six (6) months.

7.8 PROTESTS

Sprintcars - Refer Annexure E, Part A, 7.8

SSA Sedans - Refer Annexure E, Part C, 7.8

SKAA – Refer Annexure E, Part D, 7.8

7.9 TECHNICAL

7.9.1 All Race Cars must comply with the class specification requirements of the relevant Affiliated Association or other controlling body for the relevant Racing Division, as amended from time to time. The Driver is responsible for ensuring the Race Car meets these specifications.

7.9.2 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 Driver and Race 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 on the Driver.

7.9.3 Without limiting rule 7.9.2, a minimum penalty of 12 months and a maximum penalty of 24 months suspension and/or a \$2,000 fine may be imposed upon a Driver or other Licence Holder 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, Race Car or other component which offends against the published specifications;
- (f) any person refusing to have their engine checked;
- (g) any use of traction control;
- (h) any abuse of speedway property or safety equipment; or
- (i) any use of illegal fuel or additives.

7.9.4 Sprintcar Technical

Sprintcars – Refer Annexure E, Part A, 7.9

7.9.5 SSA Technical

SSA – Refer Annexure E, Part C, 7.9

Note: The offences in this rule 7.9 are not appealable (see rule 8.1.3)

7.10 FINES AND PENALTIES

7.10.1 (a) Drivers or Race Car Owners who have incurred a fine, fines or penalty for infringement of any of these rules shall not be allowed to compete or, in the case of a Race Car Owner, have their Race Car compete in any subsequent Race Meeting

until such time that the fine, fines or penalties are paid in full to the satisfaction of body that issued the fine, fines or penalties.

- 7.10.2 Any suspension period will take effect from the date of the infringement notice. Suspensions however will not be lifted until confirmation is received that any monetary fine incurred, in conjunction with the suspension, has been paid in full. Failure to pay the fine in full will see an extension of the suspension period until such time.
- 7.10.3 A Driver must be notified of an offence or penalty arising from a Race Meeting by either:
- (a) boards or flags displayed by the Chief Steward or a delegated Official whilst the Race is in progress;
 - (b) verbal notification during a Race or at the completion of the Race (including over the race receiver);
 - (c) notification by way of an Infringement Notice issued in accordance with rules 7.1.1 and 7.1.2.
- 7.10.4 Any fine or suspension will be noted on the Driver's Infringement Card, if applicable.

PART 8 JUDICIAL PROCEDURES

8.1 DISCIPLINARY TRIBUNAL

- 8.1.1 A Licence Holder may appeal to the Disciplinary Tribunal immediately, and as per the procedures below, against a penalty imposed by a Chief Steward upon him or her in an Infringement Notice or otherwise.
- 8.1.2 The Disciplinary Tribunal shall also hear any charge referred to it under rule 7.5 and any Mandatory Appearance Offence.
- 8.1.3 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) Race Car specifications (rule 7.9.1);
 - (b) noise requirements (rule 3.5); and
 - (c) technical inspections (rule 7.9.2).
- 8.1.4 The Disciplinary Tribunal is appointed by the President or equivalent officeholder of the Host Club and:
- (a) will consist of three independent members with one to be nominated as Chairperson; and
 - (b) will not consist of anyone who has participated in the subject Racing Division as a Driver, Race Car Owner or Pit Crew Member within the last 12 months.
- 8.1.5 In respect of an appeal against a penalty imposed by a Chief Steward:
- (a) the procedure for instituting an appeal is to lodge the prescribed form (headed "Appeal Form" and set out in Annexure A - Forms, Schedule 1) with the Drivers Representative, Chief Steward or Host Club/Divisions within 24 hours of being informed of the Chief Steward's decision (whether verbal or by way of Infringement Notice) together with an appeal fee of \$500 however if the Infringement Notice is only received on a day after the relevant Race Meeting, the Licence Holder shall have 48 hours to lodge the prescribed form with the Host Club;
 - (b) the appeal is to be heard as soon as practicable after the last Race of the Race Meeting during which the incident giving rise to the decision appealed against arose or, in the case of a penalty imposed in an Infringement Notice, as soon as practicable after the appeal is lodged;
 - (c) an appeal can, at the discretion of the Tribunal Chairperson, be heard at 9.00am on the day following the Race Meeting during which the appeal arose (i.e. for a Race Meeting held on a Saturday – the Disciplinary Tribunal may be held on the following Sunday);
 - (d) an appeal can, at the discretion of the Tribunal Chairperson, be heard via technological means such as a phone link up, conference call or SKYPE.
 - (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 appeals relating to any Championship Events that a secure venue (separate to the Speedway Complex if no suitable venue is available at the Speedway Complex) be utilised to conduct any Disciplinary Tribunal; and

- (g) the Disciplinary Tribunal may affirm, overturn or vary the decision appealed against, including a suspended sentence if appropriate, in such a manner as it shall think fit.
- 8.1.6 In respect of a charge of misconduct under rule 7.5 and any Mandatory Appearance Offence:
- (a) the Tribunal Chairperson may consider a plea bargain. The Tribunal Chairperson 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 Tribunal Chairperson as to the penalty. A plea bargain requires adequate consultation with the Defendant and the relevant Host Club. The Tribunal Chairperson must seek the views of the Defendant and the relevant Host 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;
 - (b) within 14 days of being appointed, the Disciplinary Tribunal shall set an appropriate date and place for the hearing of the charge ;
 - (c) a charge may only be heard by the Disciplinary Tribunal if the person charged has been informed in writing by certified mail lodged 7 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;
 - d) the Disciplinary Tribunal may, in its' absolute discretion, impose any penalty it thinks fit for a charge arising from the charge including a suspended sentence so long as such penalty does not exceed the maximum (if any) prescribed in these rules) and any suspension period applied as a penalty cannot reduce the minimum suspension (if any) as prescribed in these rules and;
 - (e) where a Licence Holder has been found guilty of a charge they may, at the discretion of the Disciplinary Tribunal, be liable to pay all reasonable costs incurred by the Host Club in hearing the matter as determined by the Disciplinary Tribunal.
- 8.1.7 It is the responsibility of the Appellant/Defendant to provide to the hearing any witness or evidence, including video evidence, he/she may choose to present as allowed by the Disciplinary Tribunal in accordance with rule 8.3.1(f).
- 8.1.8 If an appeal is upheld, the 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 Disciplinary Tribunal.
- 8.1.9 Other than by way of appeal under rule 8.2, the decision of the Disciplinary 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 in Annexure A – Forms, Schedule 1.
- 8.1.10 Where any inconsistency arises between this rule 8.1 and any Host Club's rules with respect to the conduct of the Disciplinary Tribunal, the rules contained herein shall prevail.

8.1.11 A decision of the Disciplinary Tribunal may be appealed to the Speedway Appeal Tribunal provided that rule 8.2 is satisfied.

8.2 SPEEDWAY APPEAL TRIBUNAL

8.2.1 A person may appeal against the decision of a Disciplinary Tribunal to the Speedway Appeal Tribunal if the penalty handed down or upheld by the Disciplinary Tribunal includes either:

- (a) a fine an amount in excess of \$1,000; or
- (b) a period of suspension for a period of six (6) months or more.

8.2.2 A person may appeal against the penalty set down by Speedway Australia under rule 7.6 to the Speedway Appeal Tribunal if the penalty handed down by Speedway Australia includes either:

- (a) a fine an amount in excess of \$1,000; or
- (b) a period of suspension for a period of six (6) months or more.

8.2.3 Any person who wishes to appeal against the decision of a Disciplinary Tribunal or Speedway Australia under rules 8.2.1 or 8.2.2 shall:

- (a) give verbal notification (of their intention to appeal) to the relevant association and Speedway Australia National Office within 24 hours of the relevant decision; and
- (b) lodge a written appeal with this to the Speedway Australia National Office in the form of Annexure A - Forms, Schedule 3 together with a fee of \$1,500.00 within 14 days of the conclusion of the club Disciplinary Tribunal or handing down of the penalty by Speedway Australia, 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 themselves.

8.2.4 The Speedway Appeal Tribunal shall consist of three independent members who are appointed by Speedway Australia and comprise the following membership:

- (a) no person who was participating at a the relevant Race Meeting as a Race Car Owner, Driver, Pit Crew Member or Official (if applicable), or who is directly or indirectly concerned with the matter under consideration;
- (b) no person who is an employee or officeholder of Speedway Australia; and
- (c) where appropriate to the particular appeal, a person knowledgeable about the conduct of speedway racing or the technical specifications.

8.2.5 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.

8.2.6 Speedway Australia shall elect a chairperson of the Speedway Appeal Tribunal.

8.2.7 The Speedway Appeal Tribunal shall:

- (a) satisfy itself that the appeal is eligible to be heard by the Speedway Appeal Tribunal 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) cause a tape recording of the hearing to be taken and retained by relevant Speedway Australia State Branch (and each Licence Holders consents to such tape recording); and
- (e) maintain a record of the matters heard by the Speedway Appeal Tribunal and communicate to the Speedway Australia and the Appellant any decision of the Speedway Appeal Tribunal, including its reasons for decision within 14 days of a decision being given.

8.2.8 Decision of the Speedway Appeal Tribunal

- (a) The Speedway Appeal Tribunal may decide that a decision appealed against be upheld or dismissed or substituted by another decision and that the penalty appealed against be waived, mitigated, increased or a fresh penalty imposed, but it shall not order any Event 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 lodgement 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.

8.3 TRIBUNAL PROCEDURE

8.3.1 Each Tribunal will be bound by the following requirements:

- (a) it must observe the principles of natural justice and provide the Appellant or Defendant with the opportunity to be heard and to make submissions in relation to the alleged charge and any proposed sanction;
- (b) it is not bound by the rules of evidence usually applicable to proceedings in a court of law and may inform itself on any matter in such manner as it thinks fit;
- (c) it will conduct its hearings with as little formality and technicality and with as much expedition as the proper consideration of the matter permits;
- (d) hearings may occur in such manner as the Tribunal Chairperson decides, including by telephone or video conferencing;
- (e) the parties to an appeal or hearing before a Tribunal will not be entitled to be represented by a barrister or solicitor or any other legal representation save:
 - (i) with the leave of the Tribunal, which leave will only be given in exceptional circumstances and, if given, may be given unconditionally or on such conditions as the Tribunal thinks fit; or
 - (ii) where the Appellant or Defendant holds a Junior Licence and then only a parent/guardian is permitted to represent the Appellant or Defendant; and

- (f) it will allow Licence Holders to call upon any person or persons to give evidence, or provide any video/photographic evidence, which it deems necessary to reach an unbiased and lawful decision however such witnesses shall only be present at the hearing when giving evidence (unless they are one of the parties to the hearing);
 - (g) it may adjourn the hearing of an appeal or charge if it considers such an adjournment appropriate in the circumstances; and
 - (h) it will give its decision, and may give an oral decision, as soon as practicable at the conclusion of or after the hearing, and will provide the parties to the appeal or hearing with a statement of the reasons for its decision as soon as practicable after the hearing.
- 8.3.2 Neither Tribunal shall have the authority to order any Event or Race to be rerun and the final decision of the Chief Steward during an Event or Race regarding a field of play decision shall not be reviewable unless the decision was made outside of the Chief Steward's authority or was the product of fraud, corruption, partiality or other misconduct of the Chief Steward.
- 8.3.3 To the extent that it is not prescribed by these rules, the Tribunals shall determine its own procedure.
- 8.3.4 In addition to any other means of giving notice, any notice required to be given to a Defendant or Appellant under this Part 8 will be taken to have been given properly if it is delivered or sent by ordinary pre-paid post, facsimile transmission or email to the address notified to Speedway Australia in respect of the Licence Holder's last application for a Licence. A notice will be taken to have been given:
- (a) if posted, on the third day following the date of posting (whether actually received or not);
 - (b) if sent by facsimile, at the time of transmission provided that the sender's machine produces a transmission report confirming the successful transmission; and
 - (c) if by email, at the time of transmission unless a message stating that the email failed to reach the intended recipient is received by the sender.

ANNEXURE A – FORMS

Appeal Form (Schedule 1)

This form is to be used by any Licence Holder who wishes to appeal against a penalty imposed by a Chief Steward upon him or her in an Infringement Notice of otherwise, as per Rule 8.1.1.

Request for Disciplinary Tribunal (Schedule 2)

This form is to be used by any Licence Holder who wishes to lodge a charge of misconduct, in accordance with Rule 7.5.3.

Request for Speedway Appeal Tribunal (Schedule 3)

This form is to be used by any Licence Holder who wishes to appeal against a decision of a Disciplinary Tribunal, if the penalty handed down includes a penalty as per Rule 8.2.1.

This form is also to be used by any Licence Holder who wishes to appeal against a penalty set down by Speedway Australia under Rule 7.6.

Chief Steward Report

Please refer to www.speedwayaustralia.net.au for the most up to date Chief Steward's Report Form.

SPEEDWAY AUSTRALIA

APPEAL FORM (SCHEDULE 1)

NOTE:

- (a) An appeal may be lodged by a Race Car Owner, Driver or Official against a penalty imposed by a Chief Steward upon him or her to the Disciplinary Tribunal.
- (b) The procedure for instituting an appeal is to lodge this form with the Drivers' Representative within twenty four (24) hours of being informed of the Chief Steward decision together with an appeal fee of \$500 to be paid to the Host Club (unless an Infringement Notice is only received on a day after the relevant Race Meeting, in which case the this appeal form must be lodged within 24 hours to the Host Club).
- (c) The appeal is to be heard immediately after the last Race of the Race Meeting during which the appeal arose and shall not operate as a stay of the decision of the Chief Steward.
- (d) It is the responsibility of the Appellant to provide to the hearing, any witnesses or evidence he/she may choose to present (which may or may not be allowed by the Disciplinary Tribunal in accordance with rule 8.3.1(f)).
- (e) The decision of the Disciplinary Tribunal shall be final and an appeal shall only be allowed in accordance with rule 8.2.
- (f) The finality of the appeal must be acknowledged by all.

Date _____

Venue _____

Race No. _____

Race Title _____

APPEAL DETAILS IN FULL

I, _____ the person making this appeal, hereby acknowledge that the decision of the Disciplinary Tribunal shall be final, and (other than in accordance with rule 8.2) there shall be no further appeal or recourse to any court.

Signature of Appellant _____ Date _____

Signature of Receiving Officer _____

Position _____ Time of Lodgement _____

SPEEDWAY AUSTRALIA
REQUEST FOR DISCIPLINARY TRIBUNAL
(SCHEDULE 2)

Details of the person making the charge

Name _____

Position _____

Licence No. _____ Phone No. _____

Address _____

Signed _____ Date _____

Request for formation of Disciplinary Tribunal, under rule 7.5 (Misconduct at a race meeting) to hear following charge:

1. Nature of Charge _____
2. Against Whom _____
3. Date of Race Meeting _____
4. Speedway _____
5. Reasons for the bringing of this appeal are; (Set out facts including description of incident, time of incident)

Office use only

Date receivedOffice Signature

Fee received. Yes No

SPEEDWAY AUSTRALIA
REQUEST FOR SPEEDWAY APPEAL TRIBUNAL
(SCHEDULE 3)

Details of the person making the charge

Name _____

Position _____

Licence No. _____ Phone No. _____

Address _____

Signed _____ Date _____

**Request the Speedway Appeal Tribunal to hear my appeal, under rule 8.2, against the decision of a
Disciplinary Tribunal or decision of Speedway Australia**

1. Nature of Appeal _____
2. Against which Disciplinary Tribunal/Speedway Australia _____
3. Date of Hearing _____
4. Reasons for the bringing of this appeal are: (Set out facts)

I, _____ the person making this appeal, hereby acknowledge that the decision of the Speedway Appeal Tribunal shall be final, and there shall be no further appeal or recourse to any court.

Signature of Appellant _____ Date _____

Signature of Receiving Officer _____

Position _____ Time of Lodgement _____

Office use only

Date received Office Signature

Fee received. Yes No

ANNEXURE B – SPEEDWAY AUSTRALIA CONTACT DETAILS

NATIONAL OFFICE

PO Box 269
STEPNEY SA 5069

Phone: 08 8139 0777 Fax: 08 8363 7977

Email admin@speedwayaustralia.net.au

www.speedwayaustralia.net.au

STATE OFFICES

Speedway NSW/ACT

PO Box 129 SINGLETON NSW 2330

Phone: 02 6571 3649; Fax: 02 6571 3912

Email: nsw@speedwayaustralia.net.au

Speedway QLD

PO Box 4560 ASHMORE PLAZA 4214

Phone: 07 5667 7744; Fax: 07 5676 9622

Email: qld@speedwayaustralia.net.au

Speedway SA

PO Box 214 PARA HILLS 5096

Phone: 08 8395 7719

Email: sa@speedwayaustralia.net.au

Speedway VIC

3 Dallas Court PORTLAND 3305

Phone: 03 5523 3293; Fax: 03 5523 1842

Email: vic@speedwayaustralia.net.au

Speedway WA

19 Mopsa Way COOLBELLUP 6163

Phone: 08 9337 7631; Fax: 08 9337 7631

Email: wa@speedwayaustralia.net.au

Speedway TAS

PO Box 299 DEVONPORT 7310

Phone: 0417 593 518

Email: tas@speedwayaustralia.net.au

ANNEXURE C – PENALTIES GUIDELINE

1. BLACK FLAG OFFENCES

- Race Car continuing to exceed maximum noise level - rule 3.5.3
- Race Car being push started does not start within one lap – rule 4.4.2
- Travelling at speed across Infield - rule 4.8.2
- Deliberate, reckless or negligent contact with another Race Car - rules 4.8.3
- Persistently careless driving during passing - rule 4.9.5
- Driver repeatedly passing on the Infield - rule 4.9.5
- Reckless Race Track re-entry - rule 4.10.2
- Primary cause of two Race stoppages – rule 4.11.8
- Driver persistently refusing to accept restart position - rule 4.13.3
- Persistent careless driving - rule 4.14.3
- Driver refusing to go rear of field when directed - rule 4.15.4
- Any part of engine cover is lost or damaged and compromises Driver safety – rule 4.19.3
- Lapped Race Car impeding lapping traffic - rule 4.20.2
- Driver stopping on the Race Track to force a stoppage - rule 4.21
- Driver (except Sprintcar) who removes or undoes safety apparel while in confines of Race Track - rule 4.22.2
- Driver ignoring mechanical defect flag - rule 4.25.2
- Driver (except Sprintcar, Speedcars, V8 Dirt Modifieds and Wingless Sprints) undoes safety apparel and gets out of Race Car – rule 4.26.7

2. REAR OF FIELD OFFENCES

- Non-compliance with requirement to use one-way in-car communications – rule 3.4.3
- Sprintcars and Speedcars that become stationary in red light/flag stoppage and require a push start - rule 4.4.1
- Delaying Race start by more than two minutes - rule 4.5.1
- Race Car crossing centre T line at Race starts - rule 4.5.54.5.6
- Race Car unable to do time trials will start rear of field in the heat Races - rule 4.5.9
- Second occasion breaking formation or jumping star after warning for first offence - rule 4.7.1
- Careless driving during passing moves - rule 4.9.5
- Driver repeatedly passing on the Infield - rule 4.9.5
- Reckless Race Track re-entry - rule 4.10.2
- Failing to stop on red light - rule 4.11.4
- Primary cause or contributing cause of Race stoppage - rules 0 and 4.11.7
- Second refusal to accept restart position - rule 4.13.3
- Jumps the start, hits the cone or passes on the inside of the cone, or passes another Race Car before the cone - rule 4.13.6
- Sprintcar with flat tyre (except LHF) at restart - rule 4.13, Annexure E, Part A
- Persistent careless driving - rule 4.14.3
- Race Car which drops debris on Race Track which leads to Race stoppage – rule 4.19.1
- When work not completed in time Race Car may re-join at subsequent restart if no further laps of Race completed - rule 4.26.3

- Changing a wheel on Sprintcar, Speedcar, V8 Dirt Modified or Wingless Sprint during red light/flag on first lap of a State or National Title or other agreed major Event – rule 4.26.4
- Speedcar that removes wheel from any axle – rule 4.26, Annexure E, Part B
- Driver (or agreed representative) failing to attend Drivers' Briefing – rule 5.3.4
- Car entering Infield to check serviceability and requires a push start - rule 5.5.6

3. FINES, SUSPENSIONS AND DISQUALIFICATIONS OFFENCES

- Unauthorised use of communication equipment – 12 month disqualification - rule 3.4.3.
- In car camera not securely mounted during an event – maximum \$100 fine – rule 3.4.5.
- Exceeding noise limit and ignoring black flag - \$100 per lap and Race Car and Driver excluded from Race Meeting - rule 3.5.3
- Passing pace car - \$100 fine - rule 4.5.2
- Serious deliberate, reckless or negligent contact with another Race Car - maximum fine of \$2,000 and/or maximum suspension of 2 years - refer to rule 4.8.3
- Failing to stop on red light - \$100 minimum fine and/or sent rear of field and option to disqualify from Race Meeting - rule 4.11.4
- Failure to accept black flag – minimum penalty \$300 and/or 1 month suspension - rule 4.17.2
- Ignoring black flag – additional \$100 per lap and/or the Driver and Race Car disqualified from the Race Meeting with maximum penalty \$2,000 fine and/or 2 year suspension – rule 4.17.3
- Driver gets out of Race Car to remonstrate or make defamatory gestures – disqualified from Race Meeting with a maximum fine of \$2,000 and/or maximum suspension of 2 years - rule 4.22.3
- Driver abandons car on the infield before its removal and without permission to do so - \$100 fine and/or disqualification from race meeting – rule 4.22.5
- Pit Crew Member enters Race Track under red or yellow light/flag situation without Chief Steward authority - \$500 fine to both Pit Crew Member and Driver and/or disqualification from Race Meeting – rule 4.27.1
- Subsequent unauthorised Race Track entry will result in 12 month suspension for offender and a \$1,000 fine and/or disqualification from Race Meeting for Driver - rule 4.27.2
- Refusal to provide a sample for drug testing – excluded from Race Meeting, up to a maximum 10 year suspension and \$5,000 fine (penalty see rule 6.6.3) – rule 6.1.7
- Driver who tests positive to drug test required to present Licence to Chief Steward - unable to participate in Race Meeting and not allowed in any restricted areas – rule 6.2.4
- Driver who goes to the Disciplinary Tribunal for a breach of rule 6.1 (other than rule 6.1.7) – maximum fine of \$5,000 and/or maximum ten (10) year suspension (note that minimum penalties also apply – (see full penalties in 6.6.2).
- Returning positive alcohol breath test – excluded from Race Meeting, and required to leave Pits and, if a Driver, maximum fine of \$5,000 and/or maximum ten (10) year suspension – (see full penalties in 6.6.2) - rule 6.4.4

- Possession or drinking of alcohol in Pits before or during a Race Meeting – removal of person(s) from Pits and Driver disqualified from the Race Meeting and, if a Driver, maximum fine of \$5,000 and/or maximum ten (10) year suspension – (see full penalties in 6.6.2) – rule 6.5
- Verbal assault or abuse or attempt to strike – minimum \$100 to maximum \$2,000 fine and/or maximum 12 months suspension – rule 7.2.4
- Striking or physical assault – minimum \$100 to maximum \$5,000 fine and/or maximum 2 year suspension – rule 7.2.5
- Misconduct – at the discretion of the Tribunal and/or Speedway Australia (as applicable) with a maximum fine of \$5,000 and/or maximum 10 year suspension depending on the gravity of the misconduct – rules 7.5 and 7.6.
- Non-compliance with technical specifications - fines up to \$2,000 and/or suspensions up to two years - rule 7.9

4. LOSS OF POSITIONS OFFENCES

- Race Car breaks formation or jumps start within field enabling Race Cars to be passed unfairly - rule 4.7.2
- Careless passing - rule 4.9.3
- Passing another Race Car with any wheel on Infield - rule 4.9.4
- Passing another Race Car while rolling under yellow lights may be subjected to penalty - rule 4.11.2

ANNEXURE D – MINIMUM SPEEDWAY SAFETY STANDARDS FOR APPAREL

The minimum safety standards listed are compulsory. The definition of Licence category is available from the website (www.speedwayaustralia.net.au) under “Competition”.

All items of Safety Apparel must meet the relevant standard shown below and this standard must be clearly identified on the item.

1 SAFETY APPAREL

The following standards apply to the following:

AA - All Divisions

A - All Open Wheeled Divisions

SSA - Super Sedans

Race Suit

Minimum standard of a 1 piece complying with either SFI 3.2A/5 or FIA 8856-2000 or a higher standard apparel.

Boots

Comply with SFI 3.3 or FIA 8856-2000. Socks should be fire resistant (i.e. nomex woollen etc.).

Balaclavas

Comply with SFI 3.3 or FIA 8856-2000 and must be worn.

Gloves

Comply with SFI 3.3 or FIA 8856-2000. It is recommended they are the Gauntlet style glove and must not be modified in any way.

Underwear

Must be worn and comply with SFI 3.3 or FIA 8856-2000, must be long sleeved, long legged and must have a neck collar. Drivers must only wear cotton undergarments (e.g. no synthetic boxer shorts), and no under wires on bras. No synthetic attire and no jewellery to be worn by a competitor whilst competing.

Helmets

Full faced and comply with the Snell SA-2015 (*Introduced on October 1st 2015*), Snell SA-2010 or Snell SA-2005 Standard. or BS 6658-85 Type A/FR. (BS 6658-85 Type A/FR helmet must be no older than 5 years from manufacturer date).

(Please note all Snell SA-2005 Standard Helmets cannot be used after July 1st 2016)

Head and Neck Restraint

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

The following standards apply to the following:

A - All Sedan Divisions

SSA - All Divisions except Super Sedans

B - All Divisions except Karts

JD - Junior Competitors

V - Vintage

Race Suit

Minimum standard of a 1 piece complying with either SFI 3.2A/1, FIA 8856-2000 or a higher standard of apparel.

Boots

Comply with SFI 3.3 or FIA 8856-2000. Socks should be fire resistant (i.e. nomex woollen etc.).

Balaclavas

Comply with SFI 3.3 or FIA 8856-2000 and must be worn

Gloves

Comply with SFI 3.3 or FIA 8856-2000. It is recommended they are the Gauntlet style glove and they must not be modified in any way.

Underwear

Must be worn and comply with SFI 3.3 or FIA 8856-2000, must be long sleeved, long legged and must have a neck collar. Drivers must only wear cotton undergarments (e.g. no synthetic boxer shorts), and no under wires on bras. No synthetic attire and no jewellery to be worn by a competitor whilst competing.

Helmet

Full faced and comply with the Snell SA-2015 (*Introduced on October 1st 2015*), Snell SA-2010 or Snell SA-2005 Standard. or BS 6658-85 Type A/FR or AS1698 standard. (Both BS 6658-85 Type A/FR and AS1698 helmet must be no older than 5 years from manufacturer date). The higher Snell standard is recommended.

(Please note all Snell SA-2005 Standard Helmets cannot be used after July 1st 2016)

Horse collar

Compulsory if Driver is not using a Head and Neck Restraint, except Vintage uncaged cars.

Head and Neck Restraint

Recommended but not mandatory. If worn a Head and Neck Restraint must conform with FIA or SFI 38.1. An AS1698 helmet must not be modified in any way. Only a Snell 2005 or Snell SA-2010 helmet can be modified to wear a head and neck restraint device.

K - Karts

Drivers Suits

Drivers must wear abrasive resistant overalls (to the satisfaction of the Scrutineer).

No press-studs are allowed and disposable type overalls are not acceptable.

Boots

Approved karting boots should be fire resistant (i.e. nomex woollen etc).

Gloves

Gloves are mandatory. Can comply with SFI 3.3 or FIA 8856-2000; Kart specific gloves and Motorcycle 'competition' gloves and mechanics type safety gloves, made of leather or other material of similar or greater durability, are acceptable. They must not be modified in any way. Gloves with integral knuckle protection are also recommended.

Helmets

Full faced and comply with the Snell SA-2015 (*Introduced on October 1st 2015*), Snell SA-2010 or Snell SA-2005 Standard. or BS 6658-85 Type A/FR or AS1698 standard. (Both BS 6658-85 Type A/FR and AS1698 helmet must be no older than 5 years from manufacturer date). The higher Snell standard is recommended.

(Please note all Snell SA-2005 Standard Helmets cannot be used after July 1st 2016)

Head and Neck Restraint

A Head and Neck Restraint is recommended but not mandatory. However, a horse collar is compulsory if a Driver is not using head and neck restraint. Any head and neck restraint worn, must be a commercially produced head and neck restraint system which is manufactured specifically for kart competition... An AS1698 helmet may not be modified in any way. Only a Snell helmet may be modified to fit a head and neck restraint device.

E - Extraneous Events

Extraneous Events such as demo derby will have the standards set by the supplementary regulations in accordance with the Speedway Australia Track Operators Manual requirements for Extraneous Events.

2 SEAT BELTS

All racing divisions (except karts), must be fitted with a safety harness/seat belts of the lever latch style, which must be certified by an authoritative body (such as SFI) and must conform to all of their policies including fitment, care/maintenance and replacement period. See your division's specification documentation for any possible additional requirements to this standard.

ANNEXURE E – RULE VARIATIONS

Part A – SPRINTCARS & WINGLESS SPRINTS

2.2 LICENCES

2.2.16 The log book is to accompany the sprintcar at all times and shall be passed to the new owner on sale of the sprintcar. Replacement of the book will be made when it is full or beyond reasonable use. Old log books will be returned to the issuing club.

4.4 PUSH STARTS

- a) Each Race Car is allowed one push/engine start without penalty before the initial Race start and following any red light/flag stoppage where the incident did not involve that Race Car, and the Race Car stopped due to the red light. For other push/engine starts, the Race Car will be required to go rear of field.
- b) Any Race Car involved in a yellow light/flag stoppage, whether or not a contributing cause, and has become stationary, and for whatever reason requires a push/engine start, will be required to go rear of field in the restart.
- c) Any Race Car involved in a red light/flag stoppage, whether or not a contributing cause, and has become stationary before the red light is shown, and for whatever reason requires a push/engine start, will be required to go rear of field in the restart.

4.6 STARTING OPTION

4.6.2 The option given to a Driver under rule 4.6.1 may be exercised after entering the track and upon initial form up. After this, there will be no change to any other starting positions.

4.9 PASSING

4.9.4 If it is considered a driver has gained a position or advantage by passing or driving on the infield (anything more than the left hand front wheel under the pole line), the driver will be put back 2 positions. This will apply to each sprintcar passed and will be applied at the first available opportunity, i.e. race stoppage or on final race results.

4.13 SINGLE FILE RESTARTS

4.13.6 Any car that passes beneath the cone, hits the cone or passes another car before reaching the cone will be put back 2 positions. The race will continue and the driver will be shown the rule infringement flag and the penalty applied during a subsequent yellow/red light stoppage or at the end of the event.

4.13.7 Other than the first lap of a Race, Drivers unable to make a previous start, may return to the rear of the field provided that a complete racing lap has not been recorded since their withdrawal.

4.13.9 Any car with a flat tyre, except LHF must go rear of field at any yellow/red light stoppage. However, the driver will be shown the mechanical defect flag at the earliest opportunity if the car is deemed to be unsafe at the restart.

Any tyre may be changed on a Red Light or Yellow Light on the first lap of a main event. All work must be carried out in the work area and within the given time limit. Once any tyre has been changed the car will restart ROF.

4.20 LAPPED CARS

- a) In any restart, lapped Sprintcars are to take their positions as per the last recorded lap in order of placing behind those Sprintcars on the current lap.

4.26 WORKING ON CARS

- a) During an open red light/flag stoppage, Pit Crews Members may work on a Race Car, but on the Infield at designated area only. The Driver may get out of the Race Car if necessary. A wheel may be removed and replaced to change the offset or to allow for repairs, but only after notifying an Official so that it can be verified that the same wheel is put back on.

4.28 REFUELLING

- a) On track or Infield refuelling is only permitted during a red light/flag stoppage. Before refuelling, fire-fighters must be alerted, the engine must be switched off and extreme caution must be exercised to avoid spillages.

4.29 SUBSTITUTE CARS

- a) If a Sprintcar/Wingless Sprint Driver uses a substitute Race Car for time trials, he may use a substitute Race Car but time trial from last position and only able to qualify as high as position 11.
- b) When a multi day/night Race Meeting is conducted, Sprintcar/Wingless Sprint Drivers may change chassis after each day/night's racing has been concluded and retain their points.

7.8 PROTESTS

- a) No driver is allowed to race under protest. All protests/appeals for disqualification shall be heard after the race meeting is completed, not during. Any driver stopping on the track to protest will be disqualified from the race.

7.9 TECHNICAL

- a) Engines will be checked at the completion of all State Championships and sanctioned Events and may be checked at any other time by Officials.
- b) Sealed engines need not be rechecked unless specified in the entry conditions for that Event with the exception of Australian and State Titles.
- c) When engines are checked, it will be with an approved engine capacity checker or similar operated per the SCCA procedure.
- d) If an engine is measured with an SCCA approved instrument and found not to comply with the vehicle specifications, the Race Car Owner/Driver will be given the opportunity to remove the heads within a time limit of one hour.

- e) The placegetters in all sanctioned Events, State and Australian Titles to have their fuel checked for illegal additives.
- f) The width of wings will be checked on all Sprintcars after all sanctioned Events. Penalty for wing infringement will be disqualification for the Driver from that Race.
- g) Any Driver and Race Car Owner that prescribes the use of any engine, car or other component which offends against the published specifications, uses traction control, uses illegal fuel or additives, refuses to have his/her engine checked, damages or destroys SCCA property will be disqualified from the Race Meeting and will be suspended for a minimum of nine months to a maximum of twelve months from that date.

WINGLESS SPRINTCARS ONLY – CAR NUMBERS IN HEATS

For Wingless Sprintcar Heats, there will be a maximum of 12 cars permitted on the track at any one time.

ANNEXURE E – RULE VARIATIONS

Part B - SPEEDCARS

4.4 PUSH STARTS

- a) Each Race Car is allowed one push/engine start without penalty before the initial Race start and following any red light/flag stoppage where the incident did not involve that Race Car, and the Race Car stopped due to the red light. For other push/engine starts, the Race Car will be required to go rear of field.
- b) Any Race Car involved in a yellow light/flag stoppage, whether or not a contributing cause, and has become stationary, and for whatever reason requires a push/engine start, will be required to go rear of field in the restart.
- c) Any Race Car involved in a red light/flag stoppage, whether or not a contributing cause, and has become stationary before the red light is shown, and for whatever reason requires a push/engine start, will be required to go rear of field in the restart.

4.20 LAPPED CARS

- a) In any restart, lapped Speedcars are to take their positions as per the last recorded lap in order of placing behind those Speedcars on the current lap.

4.26 WORKING ON CARS

- a) During a red light/flag stoppage, Pit Crew Members may work on a Race Car, but on the Infield at designated area only. The Driver must remain in the Race Car at all times.
- a) Any Race Car that removes any wheel from the axle at any time will go rear of field at the restart.

ANNEXURE E - RULE VARIATIONS

Part C - SSA, RSA of NSW SEDANS AND AMCA NATIONALS

2.1 PRE RACE REQUIREMENTS

- a) At a race meeting where drivers are required to nominate (e.g. State and National Titles) and the driver fails to appear at the event without withdrawing their nomination by the end of scrutineering, may be subject to an infringement notice.

3.6 ROOF NUMBER PLATES

- a) A roof number plate is mandatory for all Race Meetings. However, supplementary regulations may advise otherwise where transponders are being used to record laps.
- b) The roof number is a number issued for identification of a Race Car on Race day and may be distinct from the Race Car registration number. It shall be a metal plate 30cm square with a 5cm right angle fold at the bottom where 2 holes at 20cm centres shall be drilled to take 6 mm bolts.
- c) Number one is reserved for the current National and State Title holders with Australia 1 taking precedence at National Titles and the defending State Number 1 taking precedence at State Titles. All clubs recognise State title holders who wish to run Number 1 as their roof number, but home State title holders will take precedence at Club Meetings.
- d) The roof plate number shall be bolted to the roof of the vehicle at an angle from the left hand front to the right hand wheel arch or parallel with the side of the Race Car depending on lap scoring requirements. The number shall be painted using a black background and white numbers. 20, 30, 40, etc shall not be used.

4.3 DUMMY GRID LINEUP (SSA ONLY)

- 4.3.1 Cars should take up their correct position on the dummy grid ready to race before entering the track. The Pit Marshall will cross cars over rows to close up any spaces as a result of scratching's.

4.11 RACE INCIDENTS AND STOPPAGES

- 4.11.5 Any Race 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.

4.23 COMPLETION OF A RACE (SSA)

- 4.23.7 For heat races, Race Cars that get the green flag to start the Race but are non-finishers may be eligible for points and/or prize money.

4.29 SUBSTITUTE CARS

If a driver repairs their car, they can take up their position without penalty as per the original draw.

5.1 ACCREDITATION OF OFFICIALS (SSA)

- a) All SSA Officials must have undertaken and passed an accreditation program to be eligible to officiate at SSA sanctioned meetings.

7.8 PROTESTS (SSA)

- a) Any Driver who considers they have been aggrieved by the actions of another Driver during a Race may lodge a protest at the completion of a Race with the Chief Steward, within 2 minutes of the completion of the Race and before leaving the Race Track or Infield area
- b) Protests must be presented in person, but the Drivers Representative may be present.
- c) The Chief Steward will consider the case put by the Driver and may interview other Drivers or Officials where necessary to reach a decision. That decision will be given to the Drivers involved
- d) No fee is required nor is a form needed
- e) The Chief Steward may serve an Infringement Notice as a result of the protest.

7.9 TECHNICAL

- a) If a race car is passed to compete by a scrutineer and another driver wishes to lodge an objection, that driver may lodge a technical appeal against the vehicle's eligibility or the engine eligibility.
- b) A Technical appeal can be lodged at any time during that race meeting. The appeal must state the specification(s) with which the car does not comply.
- c) The appeal form can be obtained from the Appeals Officer and it must be fully completed and returned to the respective official within 30 minutes with the appropriate fee.
- d) Appeal lodgement fee must accompany the completed appeal form. Appeal lodgement fee \$500.00, exception; engine eligibility which the appeal lodgement fee is \$1,000.00.
- e) If the appeal is upheld the lodgement fee is returned.
- f) If the appeal is dismissed the lodgement fee is retained, unless engine disassemble was required, in which case, the Appeal lodgement fee is given to the respondent to assist with re-assembly.

ANNEXURE D - SAFETY APPAREL

- Any abuse of safety apparel will incur a penalty.

ANNEXURE E - RULE VARIATIONS

PART D – SKAA SPEEDWAY KARTS

2.2 LICENSES

Add “. . . Infringement Card/Drivers Log Book” at all references under 2.2.
e.g. 2.2.1 All Drivers participating in any Race Meeting must be in possession of a current Licence in the relevant category and Racing Division and an Infringement Card/Drivers Log Book that is free of unpaid fines and current suspensions. All Officials participating in any Race Meeting must be in possession of a current Licence in the relevant category.

3.1 RACE CAR REGISTRATIONS AND LOG BOOKS

Rules 3.1.1 to 3.1.3 are not relevant to SKAA Karts.

4.3 DUMMY GRID LINEUP

4.3.2 Any Driver whose Kart is not on the dummy grid and has notified the Pit Marshall, will be given two minutes to have their Kart ready at the pit gate. The two minute time commences when all Karts in the race are on the track and ready to be pushed off.

4.22 GETTING OUT OF CAR

4.22.1 Drivers are to assist push vehicles to prepare for restart, but must wait until quad bikes are in position. Not applicable for juniors. Failure to adhere to this rule will see penalties apply, as per Rule 4.22.2.

4.26 WORKING ON CARS

4.26 At National and State Championships and "Blue Ribbon Events" only, in a final, a Driver may change a fouled spark plug during the roll around before the baulk line is crossed and only prior to the start of the Race. This is to be done on the Infield and one mechanic only may assist. The Driver may re-join in their original position with no penalty. Once the Race has commenced, no change is permitted.

4.29 SUBSTITUTE CARS

4.29.1 Chassis substitutions are permitted without penalty as a result of damage, providing it is re-scrutineered”

5.5 SCRUTINEERING

5.5.6 Rear of field does not apply.

7.8 PROTESTS

a) Any Driver who considers they have been aggrieved by the actions of another Driver during a race may lodge a protest at the completion of a race with the Chief

Steward via the Clerk of the Course/Race Director, within 5 minutes of the completion of the race.

- b) Protests must be presented to the Chief Steward in person, with the Drivers Representative present.
- c) The Chief Steward will consider the case put by the Driver and may interview other Drivers or officials where necessary to reach a decision. That decision will be given to the Drivers involved.
- d) A \$50.00 fee is payable, but no form is required. The fee shall be refunded to the driver should the protest be upheld, but forfeit if the protest is lost.
- e) The Chief Steward may serve an Infringement Notice as a result of the protest.

DEFINITIONS

Baulk Line

A specified point on the Race Track, set by the Chief Steward and/or the Promoter, and announced in the Drivers' Briefing, at which a Kart that has failed to start is to withdraw from the Event.

ANNEXURE E - RULE VARIATIONS

PART E – FORMULA 500

2.1 NOMINATIONS

2.1.2 (a) Late Nominations as per conditions stated on Entry Form.

4.3 DUMMY GRID LINEUP

4.3.1 Cars should take up their correct position on the dummy grid ready to race before entering the track. The Pit Marshall will cross cars over rows to close up any spaces as a result of scratchings. However once pushed off and on track, if a car is missing from a row then cars in that same row will move up and fill the gap.

4.26 WORKING ON CARS

4.26.7 Once a competitor has entered the track, if their seat belt is unbuckled without the Steward's prior consent, that driver is to be disqualified from that event (heat/race), unless the driver undoes their belts for safety reasons, (e.g. tipped on side, fuel leaking, possible fire risk) and the driver can be ready to re-enter the race by the time the rest of the field is ready to resume the race.

4.29 SUBSTITUTE CARS

4.29.1 Formula 500 does not allow any substitute cars.

ANNEXURE E - RULE VARIATIONS

PART F – V8 DIRT MODIFIEDS

4.20 LAPPED CARS

- a) In any restart, lapped cars are to take their positions as per the last recorded lap in order of placing behind those cars on the current lap.

ANNEXURE E – RULE VARIATIONS

PART G – LIGHTNING SPRINTS

4.11 RACE INCIDENTS AND STOPPAGES

4.11.6 Any race 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 race car stopped and regardless of whether other race cars require a push start. All other race cars that come to a complete stop will also be sent to rear of field. They will line up in front of the race car/s deemed to have caused the incident in the order as directed by the Chief Steward.

4.13 SINGLE FILE RESTARTS

4.13.5 When the single file is correctly formed up and a start is imminent by instruction via the Chief Steward, the yellow lights will be switched off and flags withdrawn. The lead race car determines the speed of the start at a constant moderate pace. The lead race car then has the option of commencing the race from the middle of turns three and four but no sooner or to the cone marker at the start/finish but no later.

4.20 LAPPED CARS

4.20.1 When a race car receives the lapping flag the driver of that race car must expect to be lapped sometime within the next lap or soon after. The lapped race car must hold line, and, must not race or impede the lapping race car or cars. The lapping flag will continue to be shown to a driver on each lap that being lapped by another race car is likely.

ANNEXURE F – PIT RULES AND WH&S REQUIREMENTS

The following are the rules which should apply to the Pits. Any breach of these rules by the Driver or one of his Pit Crew Member may result in exclusion of the Driver from the Pits and racing and may also result in further action from the Officials.

- i) There is to be no drinking of alcohol either at least 12 hours before or during the Race Meeting and glass containers must not be used at any time in the Pits.
- ii) No intoxicated persons or persons under the influence of drugs are allowed in the Pits or Race Track area.
- iii) Smoking is not permitted in the Pits with the exception of designated areas.
- iv) Minimum dress requirements are shorts, short sleeved shirt or t-shirt and covered shoes. Open shoes must not be worn in the Pits. For people working on Race Cars in the Pits shorts should cover knees.
- v) Axle stands must be used at all times if a person is working under a Race Car.
- vi) Any fuel brought into the Pits must be stored in an approved container.
Cars (including Race Cars) in the Pits must be driven at a speed not exceeding a reasonable walking pace at all times.
- vii) Quad bikes must only ever be ridden at a speed not exceeding a brisk walking pace within the Speedway Complex. A person riding a quad bike or any vehicle with handlebars (regardless of vehicle having a rollcage), must wear a helmet complying with AS1698 as minimum standard (may be open face helmet). Drivers of all other vehicles must wear a seatbelt, however if there is no seatbelt present, a helmet must be worn.

NOTE: For SKKA Speedway Karts, vii (above) does not apply when push starting from the pits. Instead a clearly defined hot area (rope barriers etc), set as the shortest practical distance from pit to track i.e. directly in front of chute/track entry gate. The official in charge of the pit gate is to ensure that the area is completely clear before giving the call to start a race.

- viii) No riding on Race Cars or additional people on quads; only riders permitted on quads.
- viii) Children under the age of 16 years are not permitted in the Pits The exceptions are:
 - children aged 12 to 15 years who possess a Speedway Australia Licence and/or Personal Accident Insurance. (NSW to check legislative requirements); and
 - children aged 10 and 11 years who possess a Speedway Australia Licence and/or Personal Accident Insurance and are actively competing in the Race Meeting. (NSW to check legislative requirements).
- ix) No push starting of Sprintcars, Wingless Sprints, Speedcars or any class of Race Car with or without a clutch in any part of the Pits.
- x) Minimum standards for fire and first aid response must be in place before engine starts.
- xi) Drivers must have permission from Pit Marshall or Race Director for push starts on Race Track prior to and during Race Meetings.
- xii) All Race Cars must be scrutineered prior to practice or racing.

- xiii) Full racing safety gear must be worn for all engine starts, practice and racing including helmets, clothing, gloves, neck collar and all belts must be tightened.
- xiv) Drivers and Pit Crew Members must follow directions of Official and fire and ambulance personnel at all times.
- xv) Any person who has been injured at Race Meeting must report the incident to the Race Secretary on the day of the Race Meeting.
- xvi) Any person having problems in the Pits should bring them to the attention of the Pit Marshall immediately.
- xvii) Abusive behaviour or misconduct is not to be tolerated and any incident must be reported to the Chief Steward immediately.
- xviii) Cars that have withdrawn from racing should advise the Pit Marshall as soon as possible.
- xix) All speedway teams are required to carry as a minimum in the pit area/transporters effective immediately:
 - A 2.0kg Dry Chemical Powder Extinguisher OR GREATER. It must strictly be used with the following compliance points:
 - The fire extinguisher is compliant with AS (Australian Standard) 1841.5 and carries the Australian Standards Tick Certification sticker on the body of the extinguisher. AS1841.5 pertains to (powder extinguishers) design and commissioning standard.
 - The standard AS/NZS1841.1 also is stamped on the bottom or rim of the Extinguisher under the powder coat or paint. AS/NZS1841.1 pertains to (General Requirements) for Design, and Commissioning Standard.
 - The extinguisher must carry a yellow date tag in accordance to AS1851 section 15.
 - Other types of fire extinguishers that will comply to this ruling are:
 - 9 Litre AFFF Foam extinguishers, AR or ATC type.
 - 9 Litre Cold Fire extinguishers.

All of the above information was taken from AS1851-2005 (maintenance of fire protection systems and equipment) Australian Standard Professional Pack.

NOTE: SKAA Karts are exempt from Clause xix above.

ANNEXURE G – PENALTIES MATRIX

Rule	Warning Flags	Loss of two Positions	Rear of Field	Black Flag	Infringement Notice	Fine/Suspension
2.2.2 No Appropriate Licence						\$500 fine, disqualification & 3 month suspension
3.4.3 Communication Equipment				Non compliance with requirement to use one-way in-car communicators		
3.4.4 Communication Equipment					Unauthorised use of communication equipment	Minimum 12 month suspension
3.5.3 Noise Control	Noise warning flag			Continuing to exceed maximum noise level	Failure to comply with black flag	Fine between \$300 and \$2,000, and/or 3 month to 2 yr suspension. Also \$100 per lap and/or disqualified from Race Meeting
4.4.1 Push Starts			Second push start for Sprintcar or Speedcar			
4.4.2 Push Starts	Mechanical Defect Flag					
4.5.1 Race Starts			Delays Race start by more than 2 minutes			
4.5.2 Race Starts					Passing pace car	Fine \$100
4.5.6 Race Starts	First Offence crossing T-Line		Second offence crossing T-line			
4.5.9 Race Starts			Unable to time trial for heat starting position			
4.7.1 Break formation /Jump start	First offence of breaking formation or jumping start		Second offence of breaking formation or jumping start			
4.7.2 Break formation /Jump start	Break formation or jump start within field (but Chief Steward wishes Race to continue)	Two position penalty for each Race Car unfairly passed, applied at next stoppage or Race end				

Rule	Warning Flags	Loss of two Positions	Rear of Field	Black Flag	Infringement Notice	Fine/Suspension
4.8.3 Reckless or dangerous driving				Deliberate, reckless or negligent contact with other Race Cars or travelling at speed on Infield	Serious deliberate, reckless or negligent contact with another Race Car	Maximum fine \$2,000 and/or maximum 2 year suspension
4.9.3 and 4.9.5 Passing	Careless driving during overtaking	Two position penalty for each Race Car passed by careless driving, applied at next stoppage or Race end	Persistent careless driving, penalty applied at next stoppage or Race end	Chief Steward discretion where required for excessive careless driving		
4.9.4 and 4.9.5 Passing (using Infield)		Two position penalty for each Race Car passed by putting wheel on Infield, applied at next stoppage or Race end	Repeatedly passing on Infield, penalty applied at next stoppage or Race end			
4.10.2 Track re-entry	Careless Race Track re-entry		Reckless Race Track re-entry, penalty at next stoppage or Race end	Dangerous Race Track re-entry		
4.11.2 Race stoppage		Two position penalty for each Race Car passed while rolling around Race Track under yellow lights at Chief Steward discretion				
4.11.4 Race stoppage			Failing to stop on red light		Failing to stop on red light - option of fine	Minimum fine \$100
4.11.6 and 4.11.7 Race stoppage			Primary or contributing cause to Race stoppage			
4.11.8 Race stoppage				Primary cause of two race stoppages		
4.11.11 Fail to obey Chief Steward				Subject to disqualification		Fine up to \$1000 and/or up to 12 month suspension
4.13.3 Single file restarts	First refusal to accept restart position		Second refusal to accept restart position	Third refusal in any one Race to accept restart position		

Rule	Warning Flags	Loss of two Positions	Rear of Field	Black Flag	Infringement Notice	Fine/Suspension
4.13.6 Single file restarts			Jumps the start, hits cone or passes on the inside of cone, or passes another Race car before cone, penalty applied at next stoppage or Race end			
4.13.9 Single file restarts	Mechanical Defect flag for flat outside tyre					
4.14.1 and 4.14.3 Warning Flag	Driving in overly aggressive or careless manner		Second warning for continuing to drive in careless or contrary manner	At Chief Steward discretion		
4.15.4 Rear of field				Driver refusing to go rear of field when directed		
4.17.2 and 4.17.3 Black flag					Failure to comply with black flag	Fine between \$300 and \$2,000, and/or 3 month to 2 yr suspension. Also \$100 per lap and/or disqualified from Race Meeting
4.19.1 Dropping of debris			Car drops debris on Race Track which leads to race stoppage			
4.19.3 Dropping of debris				Any part of engine cover is lost or damaged and compromises Driver safety		
4.20.2 Lapped Race Cars				Lapped Race Car impeding lapping traffic		

Rule	Warning Flags	Loss of two Positions	Rear of Field	Black Flag	Infringement Notice	Fine/Suspension
4.20.3 Lapped Race Cars	Slow moving damaged or disabled Race Car shown mechanical defect flag - go to Infield					
4.21 Purposely stopping on Race Track				Driver purposely spun or stopped on Race Track to force a stoppage		
4.22.2 Getting out of Race Car				Driver (except Sprintcar) who removes or undoes safety apparel while in confines of Race Track		
4.22.3, 4.22.4, and 4.22.5 Getting out of Race Car				Driver gets out of Race Car to remonstrate or make defamatory gestures	Getting out of Race Car to remonstrate with Officials	A minimum fine of \$100 up to a maximum fine of \$2,000 and/or up to maximum 12 month suspension
4.25.1 and 4.25.2 Mechanical defect	Car that cannot safely continue shown Mechanical Defect Flag and must withdraw to Infield			Driver ignoring Mechanical Defect Flag	Failure to comply with black flag	Fine between \$300 and \$2,000, and/or 3 month to 2 yr suspension. Also \$100 per lap and/or disqualified from Race Meeting
4.26.3 Working on Race Cars			When work not competed in time, Race Car may re-join at subsequent restart if no further laps of Race completed			
4.26.4 Working on Race Cars			Changing a wheel during red light/flag on first lap of a State or National Title or other agreed major Event			

Rule	Warning Flags	Loss of two Positions	Rear of Field	Black Flag	Infringement Notice	Fine/Suspension
4.26.7 Working on Race Cars				Driver (except Sprintcar) undoes safety apparel and gets out of Race Car		
Annexure E, Part B – Speedcars, 4.26(b) Working on Race Cars			Speedcar removes wheel from any axle			
4.27.1 Unauthorised entry to Race Track					Entry to Race Track without Chief Steward authority	Person subject to \$500 fine and Driver fined \$500 and/or disqualified from Race Meeting
4.27.2 Unauthorised entry to track					Subsequent unauthorised entry to Race Track	Person subject to 12 month suspension and Driver fined \$1,000 and/or disqualified from Race Meeting
5.3.4 Driver Briefing			Driver (or agreed representative) failing to attend Drivers Briefing - penalty applies to heat Races only			
5.5.6 Scrutineering			Driver entering Infield to check Race Car serviceability and requires a push start			
6.1.7 Drug and alcohol policy					Refusal to provide sample for drug test	Excluded from Event, 10 year suspension and \$5,000 fine
6.2.4 Drug testing procedure					Positive result to drug test	Excluded from Event and not allowed in any restricted areas and subject to penalties listed in 6.6
6.4.4 Alcohol testing procedure					Positive result to alcohol test	Excluded from Event and not allowed in any restricted areas and subject to penalties listed in 6.6

Rule	Warning Flags	Loss of two Positions	Rear of Field	Black Flag	Infringement Notice	Fine/Suspension
6.5 Possession of alcohol					Possession or drinking of alcohol in restricted areas	Driver excluded from Event and person not allowed in restricted areas
7.2.5 Verbal and physical abuse					Verbal assault, abuse or attempt to strike	Minimum fine \$100, maximum fine \$2,000 and/or maximum 12 month suspension
7.2.6 Verbal and physical abuse					Striking or physical assault	Minimum fine \$100, maximum fine \$5,000 and/or maximum 2 year ban
7.9.2 Technical					Non compliance with technical specifications	Maximum fines \$2,000 and/or maximum 2 year suspension