



2017/18 Speedcar Racing Manual



**2016-2017 Australian Speedcar Champion
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Speedcar Clubs of Australia.



WASDA
*Western Australia
Speedcar Drivers Association*



CONTENTS

- A. OPERATIVE DATE
- B. UPDATES and RULE CHANGES
- C. VARIANCE to this RULEBOOK
- D. SOCIAL MEDIA POLICY

Part 1. ADMINISTRATIVE and GENERAL REQUIREMENTS

- 1.1 ENFORCEMENT AUTHORITY
- 1.2 DISCLAIMER
- 1.3 VARIATIONS OR DEVIATION FROM THESE RULES
- 1.4 SUPERSEDED RULES
- 1.5 LICENCES
- 1.6 PERSONAL ACCIDENT INSURANCE
- 1.7 RACE CAR REGISTRATIONS AND LOG BOOKS
- 1.8 INFRINGEMENTS
- 1.9 DRUGS and ALCOHOL TESTING
- 1.10 VERBAL AND PHYSICAL ABUSE
- 1.11 CONTROL OF PIT CREW
- 1.12 RECIPROCAL CONDUCT

Part 2. OFFICIALS AND THEIR DUTIES

- 2.1 CHIEF STEWARD
- 2.2 DRIVERS BRIEFING
- 2.3 CHIEF SCRUTINEER
- 2.4 SCRUTINEERING
- 2.5 INDEMNIFICATION OF SCRUTINEERS
- 2.6 CLERK OF THE COURSE
- 2.7 ASSISTANT STEWARDS, OFFICIAL OBSERVERS
- 2.8 LAPSCORERS

Part 3. TECHNICAL

- 3.1 GENERAL
- 3.2 SAFETY EQUIPMENT AND PROTECTIVE CLOTHING
- 3.3 MIRRORS AND COMMUNICATION EQUIPMENT
- 3.4 NOISE CONTROL
- 3.5 MECHANICAL DEFECTS

- 3.6 WORKING ON CARS
- 3.7 PIT FIRE PREVENTION
- 3.8 REFUELING
- 3.9 QUADS, MULES, ANY PIT DEVICES.

Part 4. RACE PROCEDURES

- 4.1 PUSH STARTS
- 4.2 FEATURE RACES DECLARED SHORT

Part 5. PENALTIES GUIDELINES

- 5.1 TRACTION CONTROL
- 5.2 WEIGHING OF CARS
- 5.3 UNAUTHORISED ENTRY
- 5.4 PASSING PACE CAR
- 5.5 IGNORING OFFICIAL SIGNALS
- 5.6 RESTART ORDER
- 5.7 RECKLESS and DANGEROUS DRIVING
- 5.8 EXISTING SUSPENSIONS and PENALTIES
- 5.9 APPEALS

Part 6. SPEEDCAR SPECIFICATIONS and REGULATIONS

- 6.1 ENGINE SPECIFICATIONS
- 6.2 GENERAL DIMENSIONS and WEIGHTS
- 6.3 CHASSIS
- 6.4 ROLL CAGE
- 6.5 WHEELS, RIMS and TYRES
- 6.6 AXLES, HUBS and KINGPINS
- 6.7 STEERING
- 6.8 BRAKES
- 6.9 TRANSMISSIONS
- 6.10 FUEL
- 6.11 IGNITION
- 6.12 COOLING
- 6.13 SUSPENSION
- 6.14 BODY
- 6.15 SEATS
- 6.16 NERFING BARS
- 6.17 EXHAUST
- 6.18 SAFETY EQUIPMENT
- 6.19 HELMETS and RACE SUITS

- 6.20 IDENTIFICATION NUMBERS
- 6.21 LICENCING
- 6.22 MEDICAL CERTIFICATES
- 6.23 AUTHORITY TO EXCLUDE
- 6.24 UNCONVENTIONAL DESIGN
- 6.25 IMPOUNDING OF SPEEDCARS
- 6.26 INTERNATIONAL CARS and DRIVERS

Part 7. AUSTRALIAN SPEEDCAR CHAMPIONSHIP

- 7.1 AUSTRALIAN SPEEDCAR CHAMPIONSHIP FORMAT
- 7.2 HOST CLUB
- 7.3 SUBMISSIONS
- 7.4 PAYMENTS AND FEES
- 7.5 RACE DISTANCE
- 7.6 POINTS ALLOCATION
- 7.7 NOMINATIONS
- 7.8 HEAT DRAWS
- 7.9 EXTRA STARTERS
- 7.10 CHIEF STEWARD
- 7.11 DISPUTES COMMITTEE
- 7.12 SCRUTINEERING
- 7.13 RAIN DATE
- 7.14 ELIGIBILITY AND QUALIFYING
- 7.15 DRIVER BRIEFING
- 7.16 HEAT DRAW FORMAT
- 7.17 ENTRY INTO THE FEATURE RACE

PREFACE

A. OPERATIVE DATE

These regulations and specifications become effective immediately. Any driver or Speedcar not conforming to these specifications shall not be permitted to compete at any Speedcars Australia Inc. affiliated sanctioned race meeting.

B. UPDATES AND RULE CHANGES

Alterations, amendments and/or variations to these “Rules and Regulations” may only be accepted by a full meeting of Speedcars Australia Inc. board.

Amendments required by affiliated speedcar clubs to race rules or specifications must be forwarded to the Speedcars Australia Inc. Secretary **no later than three months prior** to the Annual General Meeting.

The Secretary will provide **affiliated Speedcar clubs** with a copy immediately, allowing discussion prior to voting on changes by the Speedcars Australia Inc. members **as per the Model Rules of Speedcars Australia Inc.** to be tabled at the annual general meeting, date and will be held in the same time frame and venue as the Australian Speedcar Championship, unless otherwise advised.

C. VARIANCE TO THIS RULEBOOK

Where a rule or requirement is not covered in this rulebook or omitted, the Speedway Australia racing rules and regulations will apply.

D. SOCIAL MEDIA POLICY

Speedcars Australia Inc. encourages participation in online social media in a positive and constructive manner only.

The accessible nature of the Internet however can lend itself to the postings of threatening and derogatory material in the heat of the moment. Abuse, bad language and threats towards club committee members, promoters, officials, drivers and their crews and family will not be tolerated.

Remember, it is a family sport and comments via Social Media, such as Facebook and Twitter are visible to people of all ages. Once your thoughts and comments are published to the Internet, they are visible to the world and are permanent. Please use your best judgement when commenting.

Breaching the Speedcars Australia Inc. Social Media Policy & Code of Conduct or bringing Speedcars or the sport of Speedway into disrepute can lead to serious consequences including tribunals, suspensions, fines and cancellation of club memberships and/or car registrations.

PART 1. ADMINISTRATIVE AND GENERAL REQUIREMENT

1.1 ENFORCEMENT AUTHORITY

- 1.1.1 Speedcars Australia Inc. shall be the sole authority for the interpretation and enforcement of these rules and regulations, referred to hereafter as 'these rules'. At any Speedcars Australia Inc. sanctioned race meeting, this authority is delegated to the Chief Steward.
- 1.1.2 Speedcars Australia Inc. reserves the right in extreme cases to make special rulings, which it deems necessary to the wellbeing of Speedcar competition and voluntary participation of any competitor or official, shall constitute recognition of this right.
- 1.1.3 It is the responsibility of each participant (driver, pit crew member or official) to have a copy of, and be familiar with, all relevant rules and regulations, and by competing in any Speedcars Australia Inc. sanctioned race meeting, each participant is deemed to understand and has agreed to comply with and be bound by these rules.

1.2 DISCLAIMER

- 1.2.1 These rules are designed to provide for the orderly conduct of speedway race car meetings and events, (including time trials and practice events) and to establish minimum acceptable standards for such meetings and events.
- 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 section 1.3, and such enforcement and/or compliance is in no way a guarantee against injury or death to any participant (driver, pit crew member or official) or spectator.
- 1.2.3 Neither Speedcars Australia Inc. nor any of its affiliated bodies, clubs or promoters, nor any official acting in any capacity whatsoever, 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.

1.3 VARIATIONS OR DEVIATION FROM THESE RULES

- 1.3.1 The Chief Steward shall be empowered to permit or direct any minor 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.

1.4 SUPERSEDED RULES

- 1.4.1 Adoption of these rules implied the annulment or supersession of any and all pre-existing rules that pertained to speedway racing previously conducted or regulated by any other governing or regulatory body of Speedcars in Australia.
- 1.4.2 Such annulment or supersession shall not affect or change:
- a) The previous operation or interpretation of any rule so annulled or superseded
 - 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.

1.5 LICENCES

Refer to Speedway Australia Race Rules and regulations - Handbook.

1.6 PERSONAL ACCIDENT INSURANCE

All drivers will hold a current Speedway Australia licence; the licence when issued provides insurance as per the terms of Speedway Australia. It is recommended that drivers also obtain Ambulance Insurance separately.

1.7 RACE CAR REGISTRATIONS AND LOG BOOKS

1.7.1 Speedcars may only be registered in the State in which the owner resides (i.e. the State in which the owner is registered to vote if eligible). Speedcar has been sold it is deemed to be unregistered and the new owner is to present his/her Speedcar for annual inspection with their local club prior to any event. The original owner may request a prorated payment from Speedcars Australia Inc. for any registration in lieu for that current season.

1.7.2 Logbooks must be signed by the Speedcar owner or driver at every event, prior to driver's briefing.

1.8 INFRINGEMENTS

Refer - Speedway Australia Race Rules & Regulations.

1.9 DRUG and ALCOHOL TESTING

Refer - Speedway Australia Race Rules & Regulations.

1.10 VERBAL AND PHYSICAL ABUSE

Refer - Speedway Australia Race Rules & Regulations.

1.11 CONTROL OF PIT CREW

Refer - Speedway Australia Race Rules & Regulations.

1.12 RECIPROCAL CONDUCT

Refer - Speedway Australia Race Rules & Regulations.

PART 2. OFFICIALS AND THEIR DUTIES

2.1 CHIEF STEWARD

Refer - Speedway Australia Race Rules & Regulations.

2.2 DRIVER'S BRIEFING

Refer - Speedway Australia Race Rules & Regulations.

2.3 CHIEF SCRUTINEER

Refer - Speedway Australia Race Rules & Regulations.

2.4 SCRUTINEERING

Refer - Speedway Australia Race Rules & Regulations.

2.5 INDEMNIFICATION OF SCRUTINEERS

Refer - Speedway Australia Race Rules & Regulations.

2.6 CLERK OF THE COURSE

Refer - Speedway Australia Race Rules & Regulations.

2.7 ASSISTANT STEWARDS, OFFICIAL OBSERVERS

Refer - Speedway Australia Race Rules & Regulations.

2.8 LAP SCORERS

Refer - Speedway Australia Race Rules & Regulations.

PART 3. TECHNICAL

3.1 GENERAL

- 3.1.1 All Speedcars shall comply with these specification requirements of the relevant national, state or other controlling or sanctioning bodies. Such authorities shall be responsible for all matters of Speedcar compliance, and also all decisions, actions or penalties in respect of Speedcar non-compliance.

3.2 SAFETY EQUIPMENT AND PROTECTIVE CLOTHING

Refer to Speedway Australia Race Rules & Regulations.

3.3 MIRRORS AND COMMUNICATION EQUIPMENT

Refer - Speedway Australia Race Rules & Regulations.

- 3.3.1 Only one-way communication from an authorised Speedcars Australia Inc. race controller will be allowed and is mandatory for all drivers – to be used by chief steward to driver when not at racing speed. Only channel 9 at 450 – 100.

3.4 NOISE CONTROL

Refer - Speedway Australia Race Rules & Regulations.

3.5 MECHANICAL DEFECTS

Refer - Speedway Australia Race Rules & Regulations.

3.6 WORKING ON CARS

Refer - Speedway Australia Race Rules & Regulations.

3.7 PIT FIRE PREVENTION

Each Speedcar pit must have a fully charged 2 litre or 2 x 1 litre and/or greater, water or dry powder extinguisher.

As Refer to Speedway Australia Race Rules and regulations - Handbook.

3.8 REFUELING

Refer - Speedway Australia Race Rules & Regulations.

3.9 Quad, Mules and or Push Devices.

Refer - Speedway Australia Race Rules & Regulations.

All Riders must be a Speedcar Club Member & licensed/Insured.



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PART 4. RACE PROCEDURES

Refer - Speedway Australia Race Rules & Regulations.

4.1 PUSH STARTS –

Exception to Speedway Australia Rules

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

4.2 FEATURE RACES DECLARED SHORT

- 4.2.1 A feature race must be run over the advertised number of laps unless it is required to be declared short by:
 - (a) Weather or race track conditions; or
 - (b) Time or noise curfew; or
 - (c) A serious race incident involving injury; or
 - (d) Any request by the police; or
 - (e) Extreme or exceptional circumstances.

- 4.2.2 If a feature race is declared with less than one third of the schedule laps completed, all prize money and series points will be divided equally amongst all starters, except for any already disqualified drivers.
- 4.2.3 If a feature race is declared with at least one third, but less than two thirds of the scheduled laps completed, 50% of prize money will divided equally amongst all starters (except those disqualified) and the remaining 50% will be paid as half of the advertised prize money payout for placing's scored as at the last completed lap, modified by any exclusions or rear of field relegations. Series points will be allocated in the same 50/50 manner.
- 4.2.4 In the event that a race is declared with two thirds or more of the scheduled laps completed, all prize money and series points will fully allocated for placing's scored as at the last completed lap, modified by any exclusions or rear of field relegations.
- 4.2.5 Rear of field relegations shall include any driver that would normally have been sent rear of field had there been a restart. Exclusions shall include any driver penalised by the Chief Steward, plus any car that would not have been capable of taking a restart according to Stewards or Machine Examiners.
- 4.2.6 Race Results shall be based upon the order in which cars cross the finish line completing all the laps in the race. The remainder of the field will be classified by the greater amount of laps completed, then the order which they crossed the finish line.

PART 5 PENALITIES GUIDELINES

5.1 TRACTION CONTROL

- 5.1.1 Where any competitor is found guilty of using any form of traction control device or unauthorised radio communication device, the minimum penalty to be applied immediately is 12 months suspension of both the driver and car owner/s, where they are different identities.

5.2 WEIGHING OF CARS

- 5.2.1 If at the drivers meeting it is stated that you attend the scales at any stage during the race meeting and you do not report direct to the scales as required.
- (a) First Offence \$100 fine
 - (b) Second Offence \$200 fine
 - (c) Any further offence Fine increases \$100 per offence.
- 5.2.2 Tampering with vehicles prior to scales. If your car has been found by officials to have been tampered with by adding weight post-race/time trials yet prior to weighing.
- (a) First Offence Disqualification and \$250 fine.
 - (b) Second and subsequent offences penalty doubles.

5.3 UNAUTHORISED ENTRY

- 5.3.1 Any person, crew member or other, proven to be associated with a driver or car, who enters the racetrack under yellow or red light situations without the expressed authority of the Chief Steward will be fined \$500 for the first offence, with the said driver also being fined \$500 and disqualified from the race meeting.

5.3.2 Subsequent incidents of unauthorised entry to the racetrack will result in a 12 racing month suspension of the offender.

5.4 PASSING PACE CAR

Refer to Speedway Australia Race Rules and regulations - Handbook.

5.5 IGNORING OFFICIAL SIGNALS

Refer to Speedway Australia Race Rules and regulations - Handbook.

5.6 RESTART ORDER

Any driver attempting to gain positions under yellow light conditions when he/she had never been in front of the competitor he/she is disputing positions with: \$50 fine and/or relegated two positions for each car past illegally.

5.7 RECKLESS AND DANGEROUS DRIVING

Refer to Speedway Australia Race Rules and regulations - Handbook.

5.8 EXISTING SUSPENSIONS AND PENALTIES

5.8.1 Any Owner, Driver or Crew Personnel, while under suspension or penalty from any other class or division of motor sport, will not be permitted to compete in Speedcars Australian Inc. sanctioned events for the period of the original suspension. This is inclusive of penalties served outside of Australia on either international or local competitors.

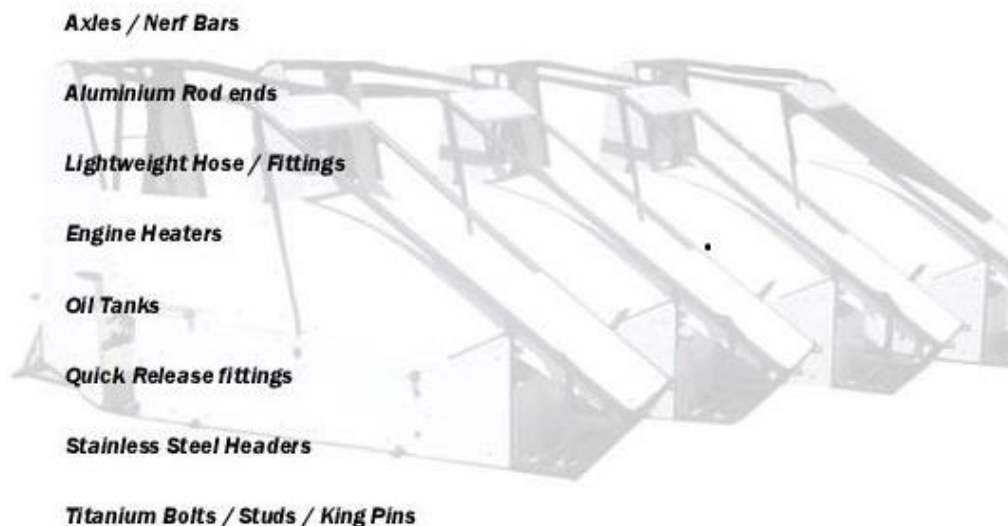
5.8.2 Any Speedcars Australia Inc. member receiving a suspension whilst competing outside of Australia will be required to serve the suspension in full before any further domestic competition takes place.

5.9 APPEALS

Refer - Speedway Australia Race Rules & Regulations.



glenn@p1australia.com



www.p1australia.com

PART 6 SPECIFICATIONS and REGULATIONS

6.1 ENGINE SPECIFICATIONS.

6.1.1 Measuring Formula:

Millimetres or Inches: B x B x .7854 x S x Number of Cylinders.

6.1.2 Stock Block Normally Aspirated.

Stock Multi or 2 Valve Engines and multi cam, normally aspirated, On Road Stock Block and Head engine which is a Standard Fitment to any road vehicle Registered to Australian Standards. Must retain the original manufacturers head and block. Modifications are permitted – Maximum Displacement of - 183.02cu.ins/3000 cc.

6.1.3 Maximum Displacement Normally Aspirated.

Single Overhead Cam, O.H.V and

Push Rod engines -166 cu.ins/2721 cc

Push Rod engines* -174 cu.ins/2852cc

*NOTE: Push rod engines to have intake and exhaust on same side of cylinder head (excludes cross flow heads).

OHV Pushrod engine** -174 cu.ins/2852cc

**NOTE : (V type, 4 cylinder).

Two Stroke engines -128.10 cu.ins/2100 cc

Rotary engines -96.07 cu.ins/1575 cc

Twin overhead cam or engines having more than 2 valves per cylinder and rotary valve engine

- 147.31 cu. ins/2415 cc

6.1.4 **Maximum Displacement Forced Induction.**

Any forced induction unit i.e. Supercharged, Turbo charged engines are to have only one single turbo or supercharger per Speedcar.

Single Overhead Cam, O.H.V and

Push Rod engines -122.01 cu.ins/2000 cc

Rotary engines -70.64 cu.ins/1158 cc

Twin Overhead Cam -108.32 cu.ins/1776 cc

Any Engines having more than 2 valves per cylinder or Rotary valve or **Two Stroke** engines NOT to be force induced.

Allowable oversize for WEAR ONLY = 20 cc total on all engines.

6.1.5 **Capacity Checks**

Engine capacities will be subject to random testing by the Technical Committee at their discretion. 1st, 2nd, 3rd and 4th placed cars will be measured at all State and National Championships.

6.1.6 **Computer/Electronic Engine Management**

External or remotely controlled systems (separate from, or not controlled by driver whilst in the car), Are Strictly Forbidden.

Any device that is controlled or accessed remotely from the car whilst racing is Strictly Forbidden. Electronic shock absorbers are not permitted.

6.1.7 **Traction Control and Data Logging**

The use of manual or electronic traction control is not permitted. Data logging devices that log only are permitted.

6.1.8 Engine Mounting

Engine must be securely fitted to frame with a 3/8"/10mm alloy or magnesium engine plate. If front rubber mountings are used a retainer must be fitted to prevent separation.

6.2 GENERAL DIMENSIONS and WEIGHTS

6.2.1 Wheelbase:

Minimum 1727mm/68" Maximum 1930mm/76".

Track: Measured between tire centres.

Front: Minimum 1067mm/42".

Maximum 1397mm/55".

Rear: Minimum 1067mm/42".

Maximum 1397mm/55".

Overall Length: Maximum 3302mm/130".

6.2.2 Cars may be weighed prior to and/or following any event. Cars weighed at the completion of an event may not add fuel or ballast to satisfy the minimum weight requirement. Bolt on weights are not allowed.

6.2.3 All Speedcars must weigh a minimum of,

- 900lbs/408kg including water, oil, and fuel, but without the driver and,
- 1050lbs/476kgs including water, oil and fuel, with the driver.

Check with the Supplementary Rules &

Regulation prior to the event you are attending.

6.2.4 Cars powered by four-cylinder horizontally opposed, two valves per cylinder, intake and exhaust valves, in-line and on the same axis must weigh a minimum of 850lbs/385.5 kg.

6.2.5 All scales to have a current certificate of accuracy prior to being used.

6.3 CHASSIS

6.3.1 Chassis main rails on all cars will have a minimum material standard of Chrome Moly 0.065" wall thickness x 1-1/4" diameter or Seamless Mild Steel .090" wall thickness x 1-1/4" diameter.

6.3.2 External width of chassis not to exceed 27"/685mm. Add on high bars to conventional chassis are to be treated as roll cage extensions, not braces. All extensions to be of roll cage material standards. High bars not to extend beyond front push bar mounts.

6.3.3 No holes whatsoever are permitted in main cockpit bars or bracing unless fitted with tube slugs.

6.3.4 The use of carbon fibre or any other composite material as chassis, suspension and/or driveline component is not permitted.

6.3.5 All chassis and roll cage damage including severe impacts of any kind are to be noted in logbooks.

6.3.6 Each Club to hold a "CRASH" stamp and these reports to be stamped with same.

6.3.7 Any person wishing to produce a design that is a departure from common standard midget/speedcar construction must submit a finite analysis report for the roll cage/chassis structure proving their designs equal strength.

6.4 ROLL CAGE

- 6.4.1 All Speedcars must be fitted with a roll cage. Bolt on cages are not permitted.
- 6.4.2 A competent and experienced welder must do all welding on frames, cages and bracings. Documentary evidence may be required as to this fact.
- 6.4.3 The main roll cage frame must be constructed to the minimum material standards of 4130 moly, 1 1/4" x 0.095" wall thickness seamless tube (applies to cars built pre 1-7-93).
All cars constructed post 1-7-93 minimum 1 3/8" x 0.095".
Recommended 0.125" if 4130-moly tubing is used.
Cars constructed after 1-1-98 main uprights forming the roll cage must be a minimum of 1-3/8" OD x .095 wall thickness.
- 6.4.4 Car owner must show proof of wall thickness and type of material used.
- 6.4.5 Cage frame must extend a minimum of 4"/100 mm above the driver's helmet when seated in an upright position and ready to race. This measurement to be taken from the top of the helmet to the top of the roll cage side rails. 4"/100 mm clearance applies to all domestic and imported cars.
- 6.4.6 Chassis must not encroach upon an imaginary cylinder extending upwards from cockpit opening. Top opening of chassis to be no less than 2903 sq. cm (450sq. ins).

- 6.4.7 Head Protection bar (HPB) straight or a bent raised bar maximum 2"/50mm high with 18"/400mm straight between bends. Minimum radius of 3½" to bends. (See photo). With 2 off braces to rear of cage member minimum 300mm apart, only after chassis opening meets all other specifications as above. A minimum measurement of 380mm (15") is required between the HPB or raised bar and the front chassis member. Main bars to be minimum 1⅝" x .095" and braces to be minimum of 1¼" x 0.83". The Head Protection Bar is optional.



- 6.4.8 Main chassis must be gusseted in four (4) opposite corners of top section by a minimum ¾" (19mm) x .065 material, fitted externally to extend at least 4"/100mm from the joint of the tubing.
- 6.4.9 All bent sections of chassis frame to be 4"/100mm minimum internal radius, bent sections must extend along mating section of frame as far as possible to allow maximum weld area.

- 6.4.10 Chassis tubes must be braced to chassis tubes in a manner to keep the chassis in an upright position. An inverted "V" bracing to be fitted to the rear aperture of chassis frame. This inverted V' bracing is to be a minimum of 1" x .095" on all cars built after 5-6-1996. (This also includes replacements done after this date).
- 6.4.11 The padding of all chassis bars in the head rail section is mandatory unless a full containment seat is fitted. The padding shall be high density foam rubber, preferably vinyl covered. Padding to be of at least ½"/13mm thickness.
- 6.4.12 Side Bars (Sissy bars) are optional, but strongly recommended in a minimum of 1" x 0.095" wall thickness and must be padded as above.
- 6.4.13 Upright cage protection bars (Murphy Bars) to be of same size tube as roll cage.
- 6.4.14 Curved style front roll cage bracing is only permitted on high bar design chassis.
- 6.4.15 No holes whatsoever are permitted in any part of the roll cage or bracing.

6.4.16 No attachments to the roll cage are permitted with the exception of the following:

- (a) Head rest (see high back seats).
- (b) Side head support nets are optional on cars fitted with full containment seats.
- (c) Quick-change top up tanks.
- (d) Visors.
- (e) Rock shields.
- (f) Shock Absorber mounting brackets are permitted on the lower portion of the rear roll cage members. Shock absorber may include suspension unit.
- (g) Oil Tanks and Coolers may be mounted to the base of the roll cage providing they are mounted below the lowest point of the cockpit and all breathers directed away from square of the cockpit so as no oil can reach the driver.
- (h) Exhaust pipe and weight jack mounting brackets are also permitted on the lower portion of the roll cage rear upright.
- (i) Front and Side Dzus Tabs on underside only. No tabs to be protruding outwards or upwards of roll cage or frame.
- (j) Removable camera mount/s or mounting points.

6.4.17 Extensions on top of roll cages are Strictly Forbidden except for rule 6.4.7 Head Protection bar (HPB).



6.5 WHEELS, RIMS AND TYRES

- 6.5.1 Rims front and rear only 13"/330.2mm diameter permitted.
- 6.5.2 Width of rims not to exceed 10"/254mm If external bead locks are fitted, maximum rim width overall permitted 11"/280mm.
- 6.5.3 All wheels to be bolted together using all boltholes as made by the manufacturer. If wheel halves are fully welded together no bolts needed
- 6.5.4 Carbon Fibre wheels not permitted.

6.5.5 Wheel Rim Offsets

- (a) 6-pin hub minimum 25 mm (1") inward offset from inner rim bead flange
- (b) Flat splined centre, Spline must not extend beyond the inner rim bead flange.
- (c) Cone splined centre, spline must not extend beyond a maximum of 67 mm (2 5/8") measured outward from the inside rim contact of spline to checked bead flange.

6.5.6 Wheel Centres

- (a) All to be of an approved design and material.
- (b) Sheet alloy centres to be a minimum of 8 mm thickness.
- (c) All new fabricated steel wheels (centre to rim) may be skip welded with a 50 mm x 4 mm fillet on alternate sides with a 13 mm gap separating welds. Full circle welded wheels are acceptable.
- (d) Slotted type wheel centres to be fully welded both sides.

6.5.7 Securing Wheels

- (a) Wheels having a solid centre must have locating pinholes through drilled permit visual inspection of wheel mounting hub
- (b) All steel rims to be free of sharp edges and to be rolled or reinforced with tube or round bar.
- (c) Spun sheet metal (Satinex) rims etc, fabricated bolt assembled type rim to centre wheels shall be assembled with no less than ten (10) x 5/16" (6mm) diameter grade 8 bolts and nyloc or cone lock nuts equally spaced around the rim to centre interface. All aluminium faces of this type, to have flat steel washers fitted on contact surfaces.

6.5.8 **Front Wheels, Knock-On**

To have a minimum of three (3) locating dowels, minimum diameter of 10 mm with pressure plate and centre nut.

6.5.9 **Front Wheels**

Bolt-On - To have a minimum requirement of three (3) x ½"/13mm studs and nuts. Studs must be retained on opposite side of hub flange with lock nut. Coarse threads are recommended in aluminium hubs, with either studs or locating dowels. Broach type wheel studs are permitted. Minimum distance from stud centre to hub flange perimeter 16 mm.

Spindle Mount Hubs - Must use all mountings as manufactured. Minimum of 3 x 3/8"/10mm Studs and Nuts.

6.5.10 **Rear Wheels, Knock-On**

Must have a minimum of six (6) drive dowels, minimum standard of grade 8 x 10 mm diameter, with pressure plate and centre nut or proprietary splined centre and nut.

6.5.11 **Wheel Inserts**

The use of foam, resilient plastic or alloy wheel inserts is permitted only when bead lock type rims are fitted. Alloy (metal) inserts to be a minimum of 1 mm to a maximum of 1.6-mm thickness and must be held by a minimum of two (2) x 3/8" diameter shank Dzus type fasteners.

6.5.12 Tyres

All tyres must be designed specifically for automobile racing and must be approved by the manufacturer for its intended use.

- (a) Recapped tyres will not be permitted.
- (b) Any device(s) used for warming the tyres prior to competition is prohibited.
- (c) Any solvents or chemicals applied to the tire that have the effect of altering the tire durometer will be cause for disqualification.

6.6 AXLES, HUBS AND KING PINS

6.6.1 Rear Axles Knock-on hubs must have left and right hand application, and threads must be tighten contra to the wheel direction.

6.6.2 Retaining pin (R clip or similar) must be a minimum of 3mm diameter and stainless steel Double HH clip is preferred (example - refer image right) through rear axles for the purpose of containing axle nut, wheel and hub assembly in case of failure.



6.6.3 Front Axles must be of tubular construction, minimum of SAE 4130 chrome moly, 0.095" wall thickness x 1-3/4"/44.5mm or Seamless drawn mild steel x 1-3/4"/44.5mm x 3 mm or 10g. or 2"/50mm x 2.5 mm or 12g.

- 6.6.4 No fitting whatsoever shall protrude beyond the outer edge of the wheel rim (such as stub axles, nuts or caps, etc) with the exception of bead lock retaining bolts, Dome head bolts are recommended to be used where bead lock bolts protrude beyond wheel rim.
- 6.6.5 Axle eyes must be wrapped by parent metal of tube by at least two thirds of the circumference. Original axle may be let into tube axle by at least 4"/100mm, only if machine fitted, welded and securely pinned by at least 5/16"/8mm pin.
- 6.6.6 Aluminium alloy or Titanium tubular front axles are not permitted.
- 6.6.7 Whereas chrome plating will be permitted, it is not desirable on stress points due to the effect electrolytic action has on the structure of metal, i.e. if chromed, hydrogen embrittlement relief is mandatory, and a certificate of approval is required.
- 6.6.8 Front Stub Axles to be proprietary brand with a minimum 5/8' – 16mm Kingpins, and must be a split pinned or have a suitable OEM tab washer or grub screw locking device installed and welding to stubs is not acceptable.
- 6.6.9 Composite design stub axles, consisting of a spindle of forged or wrought alloy steel suitably incorporated into aluminium king pin carriers are permitted.

6.7 STEERING

- 6.7.1 Steering wheels must be made of metal and fitted with a proprietary quick release hub.
- 6.7.2 Steering lock to be a minimum of 3/4 of a turn to a maximum of 1 1/4 turns, lock to lock.
- 6.7.3 All pressure hoses fitted to power steering systems shall have a minimum burst pressure of not less than 1500 psi.
- 6.7.4 NO welding or brazing of steering components is permitted, except in the case of chrome moly proprietary components, radius rods, steering arm and drag links to be accepted with welded spuds.
- 6.7.5 Steering pitman arm (drop arm) to be of one-piece construction, splined and securely clamped to sector shaft of steering box.
- 6.7.6 Aluminium drop arms are to be a minimum of 3/4"/19mm in thickness and of high-grade quality, grade 6061 T6.
- 6.7.7 Steering box alloy proprietary threaded drop arm with a steel pinch bolt to be a minimum of a grade 8 - 3/8"/10mm diameter. If the alloy proprietary arm is not threaded a through bolt with a nyloc nut must be fitted. The pinching clamp slot in the drop arm is preferred on the full material side of the internal spline. A Steering box end cap must be fitted to retain the alloy arm from coming off.

- 6.7.8 Any welded components of the steering assemblies are to be crack tested at the request of the affiliated Speedcars Australia Inc. state tech official.

6.8 BRAKES

- 6.8.1 Speedcars must have an effective braking system.
- 6.8.2 Master cylinders not fixed to the frame must have flexible lines.
- 6.8.3 Copper tubing is not acceptable.
- 6.8.4 Brake discs are limited to being manufactured of steel, ferrous or aluminium alloy or titanium.
- 6.8.5 The use of carbon fibre or other composite material in the braking system is not allowed.
- 6.8.6 Brake pad material is open.
- 6.8.7 If at any time during competition it becomes evident that a car is without brakes, the necessary repairs must be completed before the car can continue in competition.

6.9 TRANSMISSION

- 6.9.1 Driveline offset to be a maximum of 25 mm (1") either side of chassis centre line.
- 6.9.2 Torque Tube restraining straps or hoops is mandatory.
- 6.9.3 Straps to be a proprietary product and be fitted to the manufacturer's specifications.

- 6.9.4 Torque Tube Hoop to be of tubular steel construction, a minimum diameter of 22.25 mm (7/8") x 0.065" 4130 material or 10g carbon steel. To be integral to the frame or securely fastened i.e. as per nerf bar mounting. To be angled forward approx. 45 deg and as near to front edge of seat as possible.
- 6.9.5 Open clutch or flywheel not permitted.
- 6.9.6 All vehicles to be fitted with positive neutralizing device other than friction clutches. A quick release locking device must be incorporated in addition to selector rail ball and spring and must be operable by one hand.
- 6.9.7 Only torque tube drivelines, utilising only one U-joint will be permitted.
- 6.9.8 Four wheel drive or Front wheel drives or Open twin universal drivelines are not permitted.

6.10 FUEL

- 6.10.1 Two independent sets of throttle springs are to be fitted to the throttle linkages, so that either spring independent of the other will return the throttle to a closed position.
- 6.10.2 Throttles return toe clip must be fitted to the throttle pedal.
- 6.10.3 Push-pull, fully sealed accelerator cables of marine or earthmover standards are permitted.

- 6.10.4 Grommets to be fitted to all points where fuel lines pass through any metal portion of the vehicle.
- 6.10.5 Alcohol fuel only permitted. Fuel containing petroleum based additives; nitro methane or other oxygen producing additives are NOT permitted. Specific gravity permitted is 0.800 maximum.
- 6.10.6 All fuels are subject to testing at any time and any deviation or violation of these specifications will result in immediate disqualification.
- 6.10.7 Fuel filters must be metal. NO GLASS bowls to be used.
- 6.10.8 A fuel tap must be fitted between the fuel tank and the engine within easy reach of the driver. A second fuel shut off tap or valve is to be fitted as close to the fuel tank as possible between the tank and fuel filter. Both the fuel tap positions shall be marked on the vehicle adjacent to the actual tap with "ON" "OFF" positions clearly marked 50mm x 50mm in a contrasting colour on the body of the vehicle and must be accessible from the outside of the Speedcar with easy.
- 6.10.9 When mounting the fuel cell to the chassis, all mounting points must have inner and outer plates attached to the shell. These plates must be of adequate size to ensure the tank is secured safely to the chassis. Mounting fuel tanks using any portion of the access plate or nut plates bonded into the fuel bladder is STRICTLY prohibited.

- 6.10.10 Fuel cell/tail tank must have a minimum of four mounts to the chassis. Min. bolt size to be 8mm.
- 6.10.11 Fuel cell/tail tank must be centre-line mounted and to be within the confines of the chassis or frame in a position so that the driver sits between the engine and the tank. Centreline is measured between the lower chassis rail tubes at the engine plate.
- 6.10.12 Fuel cell/tail tank must be fitted with Positive locking cap. Flush type cap or a device approved by the Technical Committee is mandatory on all fuel cell/tank fill points.
- 6.10.13 Fuel cell/tail tank requires a breather or check valve to be fitted in such a manner as to stop fuel escaping in the event of an accident or rollover.
- 6.10.14 All fuel line hose to be of fire resistant hose.
- 6.10.15 All Speedcars must be fitted with a proprietary bladder in the fuel cell/tail tank, which must be a minimum of 18 U.S. gallons. Fuel cell/tail tank must stay as a plastic moulded construction with a fuel bladder. Current shape and design by approved manufacturer.

6.11 IGNITION

- 6.11.1 All vehicles must be fitted with ignition switch within easy reach of the driver and should be clearly marked "IGN" and the "ON/OFF" positions.
- 6.11.2 Batteries must be dry cell and securely bolted with a minimum of 2 x 1/4" Inch size steel bolts with locking nuts and washes holding the battery box to the chassis. Battery must be bolted into the box an alloy/metal strap or cross bolt with a locking nut. NO rubber/plastic straps or hose clamps are permitted.

6.12 COOLING

- 6.12.1 All radiator hoses and clamps must be of an approved design.
- 6.12.2 Overflow tube from radiator must not pass through cockpit.
- 6.12.3 An optional manual lever operated pressure relief valve to be fitted at the highest practical point in the cooling system, with the outlet directed at the ground.

6.13 SUSPENSION

- 6.13.1 Torsion bar arms and torsion bar stops,- Only a pinch bolt is necessary providing it is a 3/8" bolt grade 8 or titanium. The arms and stops are to be a recognised brand of at least 6061T alloy.
- (a) **Studs**, - When used in the chassis to locate radius rods and shocks to be a minimum of 1/2" dia.
- (b) **Bolts**, - When used in the chassis to locate radius rods and shocks to be tie wired or have a nyloc or similar locking nut to fasten.
- (c) **Tie Wire**, - the following bolts are to be tie wired unless they are a counter sunk bolts or have a secondary device to lock them. Tie wire must a minimum of .032"/0.813mm aircraft stainless steel
- 1) Brake Calliper mounting bolts and mounting bolts,
 - 2) Rear birdcage top and lower bolts,
 - 3) Front axle steering arms stub bolts,
 - 4) Radius rod extension plate bolt.

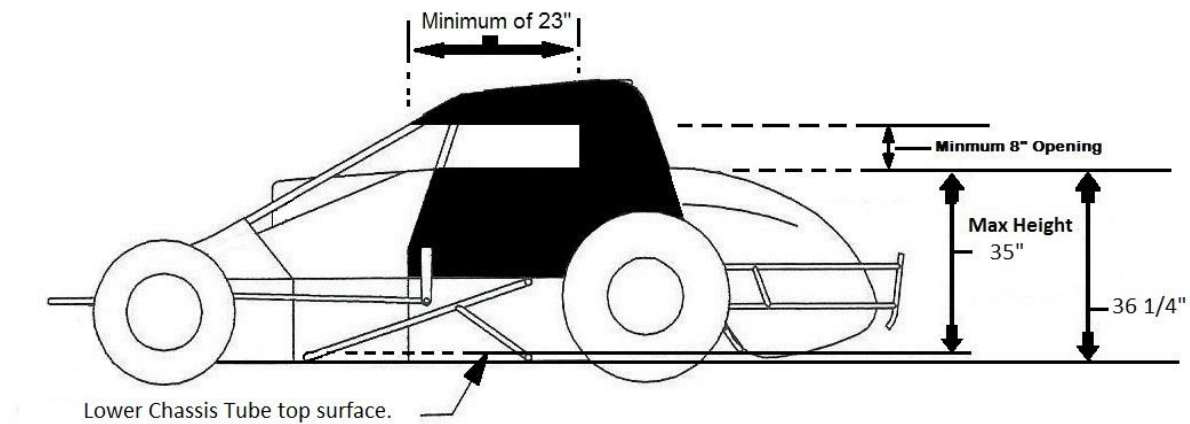
- 6.13.2 Minimum size 1/2" steel heim joints to be used on rear torsion bar arms, chrome molly recommended to birdcage or hub.

6.14 BODY

- 6.14.1 The front part of the body, known as the nose assembly, shall not be wider than the parallel lines of the body and may not exceed the width of the frame. The nose assembly may not extend forward beyond the confines of the front bumper.
- 6.14.2 Any item added to resemble imitate and/or specifically designed to deflect, trap and/or form a pattern for air to travel in a directed manner,

except for those used to cool and/or protect engine and brake system will not be permitted.

- 6.14.3 The engine must be covered with a cowl or hood secured in place by Dzus buttons. The hood or cowl need not enclose the sides of the engine.
- 6.14.4 Side panels covering the sides of the engine and/or vertical spill plates may not extend vertically more than the height of cockpit panels. All parts of engine between frame rails must have a hood covering except for air filter. Downtubes must be of the standard midget type.
- 6.14.5 Side panels that include exit ducts may not extend more than 5 inches from the frame rails and may not extend past the front engine plate. These ducts must start behind the front axle.
- 6.14.6 Both side cockpit body panels may extend to the rearmost down bar of the roll cage but must not extend upwards above 35"/890mm from above the lower standard chassis rail or 36¹/₄" from below, and must project rearward of twenty-three inch 23"/585mm with a minimum eight inch 8"/200mm vertical opening from the engine plate so not to impede the drivers line of sight, the left side is optional, a one piece cockpit panel may incorporate the rear "A" frame panel. (See Picture Below).



- 6.14.7 All panelling must not extend past edge of frame rails more than thickness of material.
- 6.14.8 A maximum One 1"/25mm turnout allowed on all body and sail panel edges and must stay inside the outline of the chassis, except sun visor.
- 6.14.9 The motor plate may not be made from carbon fibre, or any type composite materials.
- 6.14.10 Cockpit lower side panels must extend from top chassis rail to bottom chassis rail and rearward from the firewall to the front edge of the seat.
- 6.14.11 Debris Screens is mandatory and must have a maximum opening of 50 mm in either a square or vertical design. To be made of metal and must be securely attached by a minimum of 3 hose clamps to the front of roll cage, above the dash at all times. Screen must sufficiently cover the open area of the roll cage directly in front of the driver.
- 6.14.12 All firewall/Dash are to be of metal or carbon fibre only. Above the engine plate.

6.14.13 Mandatory cockpit floor pan to be a minimum thickness of 2mm metal/alloy construction and securely bolted to the chassis with a minimum of six (6) x 1/4"/6mm bolts and nyloc nuts. Must extend from the forward most foot position and sufficiently rearwards beyond the front edge of the seat at a minimum of 50mm to preventing feet or legs from protruding through the underside of the car and must incorporate provision for draining of any fluid leakage.

6.14.14 The Chief Steward or National Technical Body of Speedcars Australia Inc. may have any part removed which in their opinion is not within the spirit and/or intent of these rules and/or the safety of their members.



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6.15 SEATS

- 6.15.1 High back seats are mandatory and are to be of contoured form affording support to upper thighs and base of spine. Back support to be a minimum of shoulder height. Full containment seats are recommended providing that they are a proprietary manufactured seat.
- 6.15.2 Seats must be constructed from metal, min. thickness of 1.6mm and Kevlar/Carbon fibre seats are optional and must meet SPEEDWAY AUSTRALIA safety council approvals.
- 6.15.3 The seat must provide lateral support on both left and right sides.
- 6.15.4 The seat bottom must be mounted on the centre line of the chassis.
- 6.15.5 All seats must be fitted with under seat protection plate, extending from the front edge, rearwards and up seat back by approx 8"/200mm. Plate to be a minimum thickness of 3mm and minimum width of 4"/100mm. Where under seat protection bar is fitted, this 3mm plate is optional.
- 6.15.6 All seats are to be secured by a minimum of four (4) x 5/16"/8mm dia. cup head bolts with nyloc nuts. Fixed in four (4) positions, two (2) in the base and two (2) in the back at approximately shoulder height. All seats are to be reinforced around the fixing holes with washers.

6.15.7 Clearance between the driver's seat and the torque tube or differential housing must be sufficient to prevent contact between the two in the event of excessive suspension movement. Suggested 2"/50mm with the car at normal ride height and driver aboard.

6.16 NERFING BARS

6.16.1 All cars must be fitted with front, rear and both side nerfing bars.

The minimum material specification is 22.5mm (7/8") diameter with a wall thickness of:-

5mm 6062 T6 aluminium or,
1.6mm mild steel or,
1.6mm stainless or,
0.065" chrome moly tubing.

6.16.2 Nerfing bars must be of acceptable design and strength.

6.16.3 Side nerfing bars must not extend more than 1"/25mm outwards and 4"/100mm inwards, measured from the outside wall of the tire.

6.16.4 The under tail vertical down bar when fitted, must extend down and forward under the tail as far forward as practical, so as to attach to rear of frame or rear push bar under bow. A minimum clearance from tail to bar of 2"/50mm is recommended.

6.16.5 Rear nerfing bar tail must not be higher than 5"/125mm tall.

- 6.16.6 Front nerf bar to be of one piece construction only (not butterfly type) and should not extend forward more than 21"/533mm from the leading edge of the front axle.
- 6.16.7 All nerf bars are to be securely mounted and retained with minimum 3/16" High Tensile Bolts with locking nuts fitted.
- 6.16.8 With the exception of Air Cleaner, Exhaust protection plates being a height of nerf bars safety chains and/or multi stainless cable. Nothing is to be attached to the nerf bars.

6.17 EXHAUSTS

- 6.17.1 All Speedcars must be fitted with an exhaust system designed as an effective silencer, which must comply with the individual track regulations on noise levels and be a minimum fire hazard and a minimum hazard to other competitors.
- 6.17.2 All silencers are to have a safety restraint chain attached to the silencer so as to prevent it from falling downwards. The minimum standard of the chain required is a welded link of 3 mm steel. Alternatively a clevis arrangement where the muffler and the exhaust pipe have welded tabs bolted together (two off at 180 degrees, minimum ¼"/6mm high tensile bolts with steel locknuts can be used.

6.17.3 Where exhausts exit over the top of the side nerf bar, the exhaust must point rearwards. Exhaust is not to protrude outside line of crash bar. Any exhaust pointing upwards more than 24"/609mm above the lower chassis rail must be securely restrained and shielded to protect the driver.

6.18 SAFETY EQUIPMENT

6.18.1 Every driver participating in a race, time trial or warm up event must wear all approved safety equipment as required by the Speedcars Australia Inc. & Speedway Australia minimum safety requirement.

6.18.2 All crews and attendants must wear suitably attired whilst in the pit area or on the racetrack.

6.18.3 Thongs or sandals are not permitted as footwear.

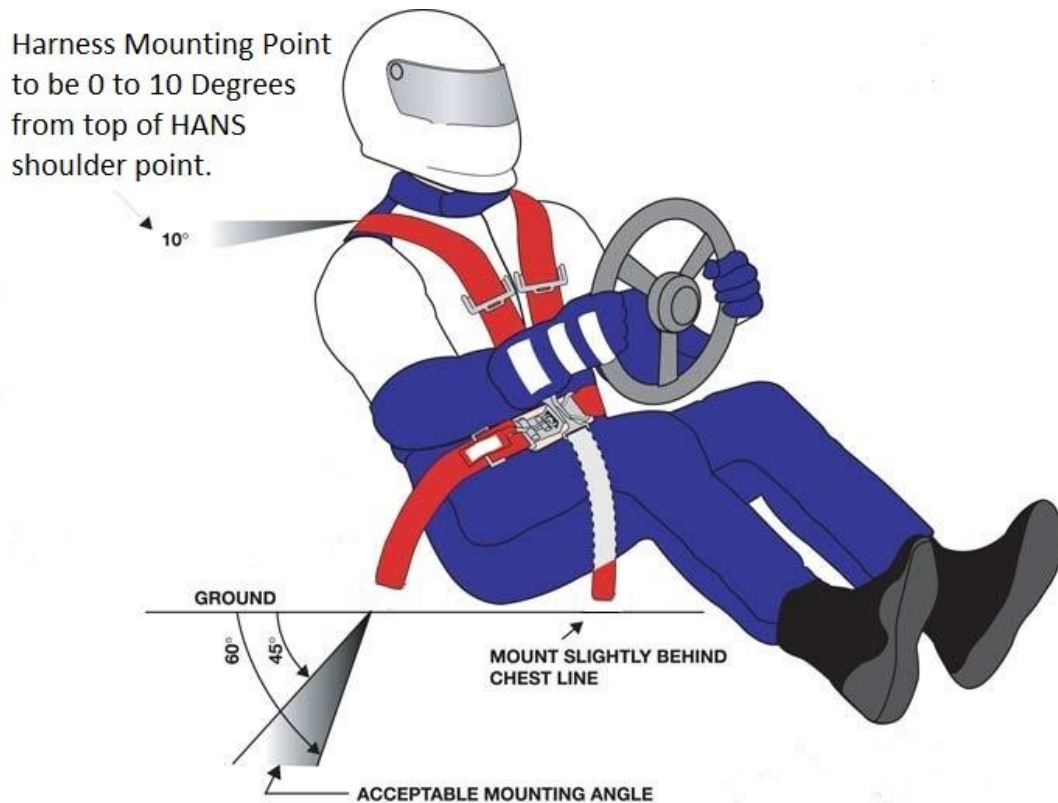


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6.18.4 All seatbelt/harnesses must meet SFI 16.1 or 16.5, must be lever latch-type mechanism and be fitted as per manufacturer's guidelines.

The use of the above approved five or six-point fully adjustable racing type harness including crutch strap to be worn at all times is mandatory. Rotary locking centre buckles are not permitted.



6.18.5 ALL Seat belts must be replaced after major accident regardless of appearance.

6.18.6 Life of seat belts is two years from date stamped by the manufacturer for SFI 16.1 and 16.5.

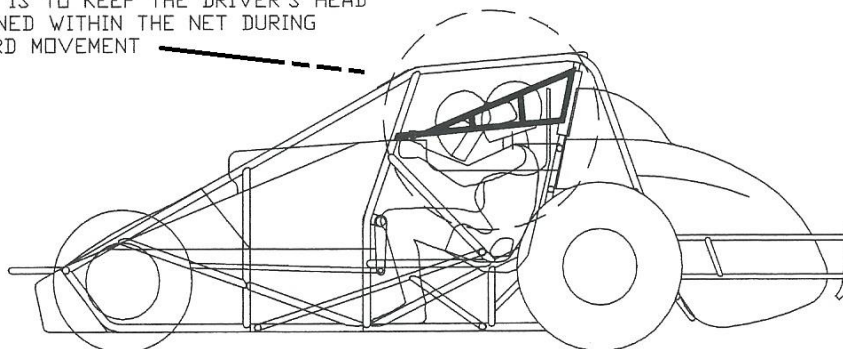
6.18.7 Both the fastening design and condition of the belts are subject to the inspection of the Technical Committee.

6.18.8 Arm Restraints are mandatory for both arms and meet SFI 3.3 approvals. Arm Restraints built into the race suit by the manufacturer are acceptable. No Velcro fastening permitted. Arm restraint to be fitted under the shoulder belts of the safety harness.

6.18.9 If a full containment seat is used, side nets are optional. For all other seats, side nets on both sides are mandatory.

Must be fitted with the lower strap to be parallel to the lower chassis rail at shoulder height. A tag may be welded to the front chassis down tube to retain the strap at this position. See diagram for installation of side nets.

INTENT IS TO KEEP THE DRIVER'S HEAD
CONTAINED WITHIN THE NET DURING
FORWARD MOVEMENT



RECOMMENDED / PROPER ROLL CAGE NET MOUNTING

6.19 HELMETS and RACE SUITS

Refer to Speedway Australia Race Rules and Regulations – Annexure – Minimum Speedway Safety Standards for Apparel and exceptions below

6.19.1 Helmets will be subjected to an inspection at each event by the Technical and/or medical representative.

6.19.2 Where optical lenses are used, they must be of shatterproof material.

6.19.3 Socks must meet SFI 3.3 or FIA approval.

6.20 IDENTIFICATION NUMBERS

6.20.1 All vehicles must display the correct number as issued by the member association. Numbers to be used will be 0 – 99. Duplicate numbers may be used only by the original car owner issued the number.

The second Speedcar to have the same number must have a single letter after the number at 100mm tall.

le NSW6 – NSW6s. Any duplicate may be at the same track and the same time.

6.20.2 The number and State of Origin must be displayed in contrasting colours on each side of the tail section of the body and must be clearly visible.

6.20.3 The Australian Speedcar Champion is permitted to display "Australia 1" only on the Current National Champion's driver's Speedcar, on both sides on the tail tank and front nose panel for the period that the title is held.

Each State title-winning driver may run the number 1 with an outline of the state as a background on the nose panel on their Speedcar only and rear tail tank numbers must stay as the registered cars numbers.

6.20.4 The minimum height of identification numbers to be 14"/350mm and the minimum width of each identification number to be 2-1/2"/65mm. It is mandatory to have the numbers on the nose of the car.

6.20.5 Numbers always remain the property of the respective member association and are not transferable to drivers or owners.

6.20.6 Drivers may be required to change their Registered Number when conflicting numbers arise.

6.21 LICENCING

Refer to Speedway Australia Race Rules & regulations.

6.21.1 It is mandatory for drivers to have their license at all race meetings.

6.21.2 All Speedcars shall be registered with Speedcars Australia Inc. annually. Speedcars registered after April 1st in current season is deemed to have paid registration fee for the next season and must be re-inspected in the new season prior to any event.

6.21.3 All SPEEDCARS AUSTRALIA Inc. registration fees and lodgement of the paper work from the Speedcar owners to be paid to their local clubs. Local Clubs to forward all forms and money to Speedcars Australia by the 29th of each month.

Send to –

Brendan Sexton

1 Longford Crescent,

Ferryden Park, S.A, 5010. or

Email - brendan99@internode.on.net

6.21.4 Prior to the commencement of the racing season the registered owner shall submit their Speedcar and racing apparel for annual inspection and/or at any time where requested by either the Member Club or Speedcars Australia Inc.

6.21.5 Affiliated Speedcar Club or Speedcars Australia Inc. may at any time disqualify or suspend a registered car from competition if in their opinion the car or cars do not meet the specification standards of the Speedcars Australia Inc. rules and regulations.

6.22 MEDICAL CERTIFICATES

Refer to Speedway Australia Race Rules & Regulations.

6.23 AUTHORITY TO EXCLUDE

6.23.1 Notwithstanding anything contained in these specifications a *SPEEDCARS AUSTRALIA* appointed Chief Steward, Machine Examiner and/or Technical Committee shall have the right to exclude any vehicle from competition at any time, if in their opinion, a vehicle is not track worthy and/or could become a danger to the driver or other competitors.

6.24 UNCONVENTIONAL DESIGNS

6.24.1 These specifications apply to conventional Speedcars, i.e. a Speedcar with two (2) beam axles, a chassis width not exceeding 685 mm (27") externally, with the driver being seated upright behind the engine with the drive line passing between the driver's legs and the body profile conforming to the majority of Speedcars in Australia currently competing. UNCONVENTIONAL DESIGNS ARE NOT PERMITTED.

6.24.2 All phases of design and construction are subject to the approval of the Speedcars Australia Inc. appointed Technical Committee.

6.24.3 Speedcars Australia Inc. or their appointed Technical Committee may exclude any car, design or construction, which they deem unsafe or not meeting the specifications, the spirit and/or the intentions of the rules contained herein.

6.25 IMPOUNDING OF SPEEDCARS

6.25.1 Speedcars that have been involved in serious accidents or accidents that result in serious injury may be impounded for inspection.

6.25.2 The Chief Steward of a meeting may order any Speedcar or vehicle to be inspected, sealed or impounded. Any such vehicle may be retained as directed by the steward for such time as may reasonably be necessary for its examination. Any person who refuses and removes his vehicle from the meeting is deemed to have failed the relevant inspection and the vehicle is deemed illegal.

6.25.3 Any vehicle declared illegal must be inspected as directed by the technical committee at the competitor's expense before it can be used again in competition. This rule also covers suspected illegal vehicles. The above is subject to conformance with state laws.

6.26 INTERNATIONAL CARS and DRIVERS

6.26.1 All visiting International cars are to conform to all Speedcars Australia Inc. rules and specifications.

6.26.2 Exhaust systems on visiting International cars must comply with all Speedcars Australia Inc. specifications and local noise regulations.

6.26.3 All International Drivers and Cars are to be affiliated with Speedcars Australia Inc. before any competition takes place.





2017/18
Australian Speedcar Championship
February 9th & 10th
At Murray Bridge Speedway.



Part 7. Australian Speedcar Championship

7.1 Format

- 7.1.1 Australian Speedcar Championship events to be run over two consecutive nights at the one track.

7.2 HOST CLUB

- 7.2.1 The host club is the club of the State or Territory in which the Championship event is being held.
- 7.2.2 The host club will be responsible for arranging a social event preceding the Championships and any other tasks requested of them by these rules, Speedcars Australia Inc. or the Championships Promoter.

7.3 SUBMISSIONS

- 7.3.1 Promoters are required to lodge submissions for the Australian Speedcar Championship directly to Speedcars Australia Inc.
- 7.3.2 Annual Championship allocation will go to the most suitable venue that meets the minimum or better acceptable requirement of Speedcars Australia Inc.
- 7.3.3 The minimum submission value to conduct the running of an Australian Speedcar Championship is to be reviewed annually by Speedcars Australia Inc.
- 7.3.4 All nominated Speedcar drivers and three (3) crew members are to receive free entry into the speedway complex conducting the Australian Speedcar Championship event, including official practice.

- 7.3.5 An official practice session forms part of the Australian Speedcars Championship format. It is requested that practice be held in the evening, 24-48hrs prior to the first Championship heat. A minimum of four (4) hours track time. Practice track to be prepared to championship race conditions.

7.4 PAYMENTS and FEES

- 7.4.1 The Promoter conducting the Australian Speedcar Championship shall be required to lodge with Speedcars Australian Inc. a 10% Deposit within 7 days of completing negotiations.
- 7.4.2 Total payment to Speedcars Australia Inc. shall be finalized on/or before 6.00pm on the first night of racing.

7.5 RACE DISTANCE

- 7.5.1 All Championship events shall be run no less than the full number of programmed laps, so that an absolute result is obtained.
- 7.5.2 Programmed laps shall mean the minimum number of laps required for all events
- 7.5.3 All race distances are to be qualified by the official lap score sheets or transponder records only, which will be the conclusive evidence of racing laps completed.
- 7.5.4 All Championship finals will be run over a distance of 40 laps, or a distance sanctioned by Speedcars Australia Inc. at the time of the championship proposal.

7.6 POINTS ALLOCATION

7.6.1 The points system for qualifying heats to determine starters for the final is as follows: - 1st, 25. 2nd, 20. 3rd, 16. 4th, 13. 5th, 11. 6th, 10. 7th, 9. 8th, 8. 9th, 7. 10th, 6. 11th, 5. 12th, 4. 13th, 3. 14th, 2. 15th, 1. DNF's receive no points.

7.6.2 Preliminary Feature Race Points - Should a preliminary feature race be run the points will be allocated as follows:

1st – 25	13th – 19
2nd – 24.5	14th – 18.5
3rd – 24	15th – 18
4th – 23.5	16th – 17.5
5th – 23	17th – 17
6th – 22.5	18th – 16.5
7th – 22	19th – 16
8th – 21.5	20th – 15.5
9th – 21	21st – 15
10th – 20.5	22nd – 14.5
11th – 20	23rd – 14
12th – 19.5	24th – 13.5
All non-starters to receive 12 points.	

7.7 NOMINATIONS

7.7.1 To qualify for nominating in the Australian Speedcar Championship meeting, all drivers must race at one Speedcar Australia Inc. sanctioned race meeting (attendance at a rain-out meeting included), in the current race season prior to the Australian Speedcar Championship Title (Australian Speedcar Championship meeting not included). Clubs to verify that the nominee has raced the required meeting.

- 7.7.2 Nominations with appropriate fees are to be forwarded through State Secretaries to the Speedcars Australia Inc. Secretary no later than the due date on the nomination form.
- 7.7.3 Any car or driver not nominated by 5.00 pm, Monday prior to the Championships will start the first two rounds of heats ROF.
- 7.7.4 All spare cars must be nominated prior to the event as per the supplementary regulations.

7.8 HEAT DRAWS

- 7.8.1 Speedcars Australia Inc. delegates will seed competitors into heats with equal representation from each State.
- 7.8.2 Drivers will take part in a marble draw to determine their grid positions preceding the start of the Championships.
- 7.8.3 The third round of heats is to be reseeded by placing the highest points scorer from the first two rounds of heats into heat one of round three so on and so on until all heats have a even amount in each. Then the official will draw a marble for the starting positions for round three and invert and swap a row for round four as per normal.
- 7.8.4 In the event competitors are tied on qualifying points from heat races the higher qualifying position will be determined based on the fastest lap from all heats completed unless a marble draw is allowed by the Chief Steward.

7.9 EXTRA STARTERS

- 7.9.1 Defending Champion should he/her fail to qualify can start from the rear of the A-Main at his/hers discretion.
- 7.9.2 The 1st, 2nd and 3rd reserves will come from positions 3, 4 and 5 in the B Main event and are permitted to wait on the dummy grid after the final field has entered the racetrack. See sup regs.
- 7.9.3 In the event of a qualified car failing to start or complete the first lap, due to accident or exclusion, and a complete re-start is necessary, the reserves at the Speedcars Australia Inc. Steward's direction shall start at the rear of the field.

7.10 CHIEF STEWARD

- 7.10.1 Speedcars Australia Inc. will appoint a Chief Steward and assistants to attend all events pertaining to the National Championships.

7.11 DISPUTES COMMITTEE

- 7.11.1 A Disputes Committee shall be formed prior to the running of the Australian Speedcar Championship. This Committee shall comprise of one Speedcars Australia Inc. delegate from each affiliated state.
- 7.11.2 Nominees for the Disputes Committee shall be forwarded to the Speedcars Australia Inc. Secretary, no later than 14 days prior to the Championships.

7.11.3 It is suggested the nominated delegate be a member ordinarily attending the event, as all cost associated with providing the delegates are the responsibility of the individual clubs.

7.11.4 Any dispute arising from the Championship that may affect the final placing's will be determined by the Disputes Committee after due process of the Rule Book has been carried out.

7.11.5 A maximum time frame of 24 hours shall apply should it be necessary to arbitrate on a matter of rules to finalise a result.

7.11.6 The Decision of the Disputes Committee will be final and binding.

7.12 SCRUTINEERING

7.12.1 At the completion of all National Title events, the first four placed cars are to be checked for compliance with Speedcars Australia Inc. specifications.

7.12.2 Australian Speedcar Championship Scrutineering to be carried out by the host club and the national technical advisors to adjudicate if called upon by the host club and is mandatory to all nominated Speedcars.

7.13 RAIN DATE

7.13.1 If through circumstances beyond any control, a Australian Speedcar Championship meeting should be postponed, and then a re-scheduled meeting should be held within 48 hours. If the meeting cannot be completed within this 48 hour period, the championship event for that season will not be completed and recorded as a non-event.

7.14 ELIGIBILITY and QUALIFYING

7.14.1 International drivers are required to obtain a Speedway Australia driver's license prior to competing in Australia.

7.14.2 Visiting International cars must conform to all Speedcars Australia Inc. rules and specifications.

7.14.3 International drivers and Speedcars must be affiliated with Speedcars Australia Inc. before competing.

7.14.4 Any driver can qualify, in any Speedcars Australia Inc. sanctioned Speedcar in the Australian Speedcar Championship.

7.14.5 No two (2) drivers can qualify in the same car.

7.14.6 If a driver uses a spare car in heat races, the driver will lose all points prior to changing Speedcars and can start in their starting positions in the remainder of the heats.

7.14.7 A driver having already qualified for a race or a Championship final may substitute another car, forfeiting all qualifying points and starting ROF.

7.15 DRIVER BRIEFING

7.15.1 All drivers must attend drivers briefings on all racing nights for the Australian Speedcar Championship. Any driver not attending will incur a loss of 25 racing points per offence. A roll will be called at all briefings. Drivers may have one (1) crew member in attendance with them.

7.16 HEAT DRAW FORMAT

The example shown below is based on 80 cars with 20 Speedcars in each heat. The first four heats are drawn to include every entrant as shown below.

<u>Heat 1</u>	<u>Heat 2</u>	<u>Heat 3</u>	<u>Heat 4</u>
1 - 2	21 - 22	41 - 42	61 - 62
3 - 4	23 - 24	43 - 44	63 - 64
5 - 6	25 - 26	45 - 46	65 - 66
7 - 8	27 - 28	47 - 48	67 - 68
9 -10	29 - 30	49 - 50	69 - 70
11 -12	31 - 32	51 - 52	71 - 72
13 -14	33 - 34	53 - 54	73 - 74
15 -16	35 - 36	55 - 56	75 - 76
17 -18	37 -38	57 - 58	77 - 78
19 -20	39 - 40	59 - 60	79 - 80

For heats 5 - 8 these rows are swapped around. The rows are turned upside down and matched with another row from another heat. If you had an inside start on your first heat then you have an outside start in your second as below,

<u>Heat 5</u>	<u>Heat 6</u>	<u>Heat 7</u>	<u>Heat 8</u>
20 - 39	40 - 59	60 - 79	80 - 19
18 - 37	38 - 57	58 - 77	78 - 17
16 - 35	36 - 55	56 - 75	76 - 15
14 - 33	34 - 53	54 - 73	74 - 13
12 - 31	32 - 51	52 - 71	72 - 11
10 - 29	30 - 49	50 - 69	70 - 9
8 - 27	28 - 47	48 - 67	68 - 7
6 - 25	26 - 45	46 - 65	66 - 5
4 - 23	24 - 43	44 - 63	64 - 3
2 - 21	22 - 41	42 - 61	62 - 1

Heats 9-12 are re-drawn as was done for heats 1-4. Heats 13-16 inverted and swapped per heat 5 into 8. This format works for any number of cars and/or heats.

NOTE: Refer to rule 7.8.3 for reseeding of the third round of heats.

7.17 Entry into the Feature Race

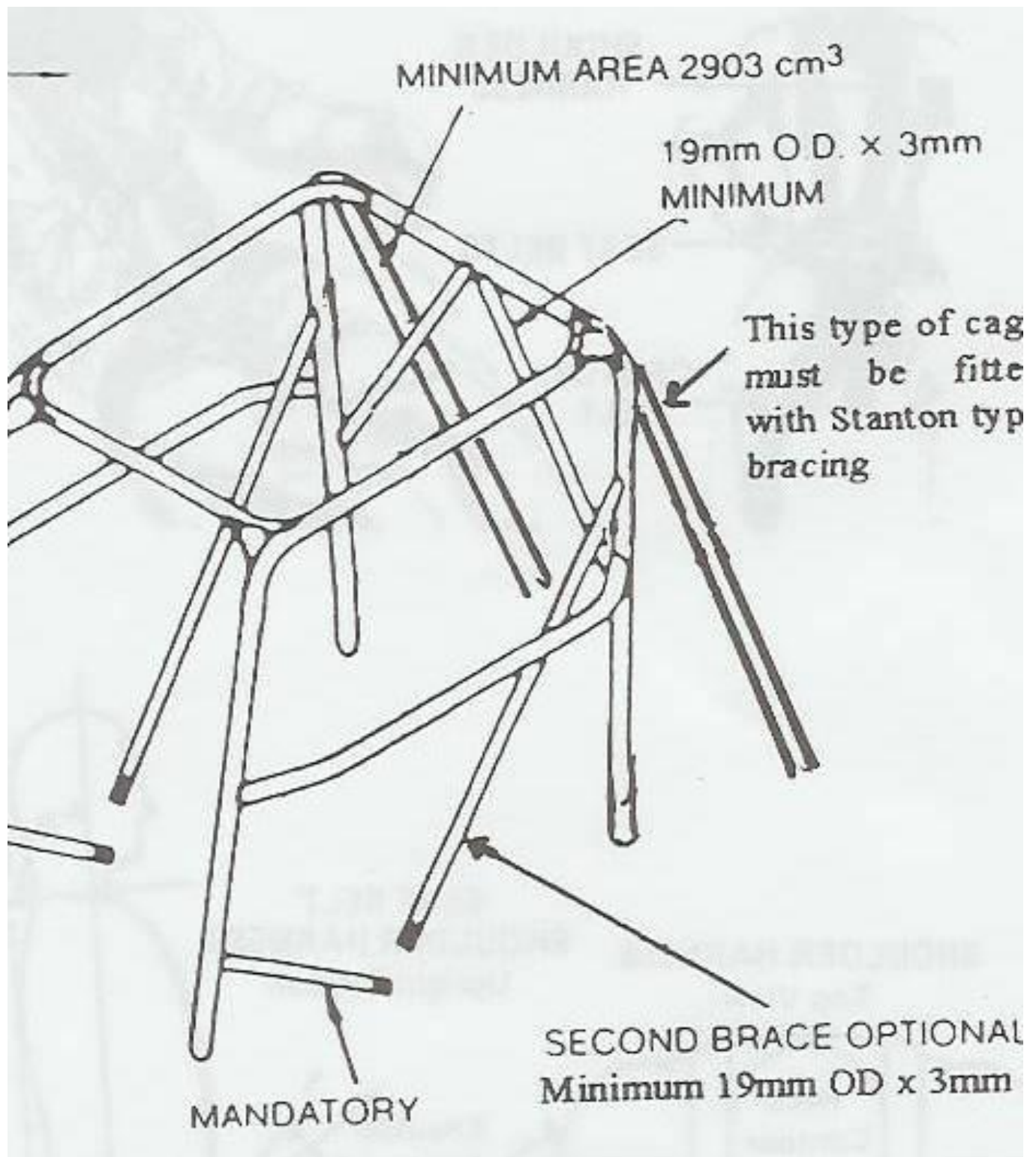
The Australian Speedcar Championship feature race (A main) will consist of 20 Speedcars, entry into the feature race is determined by heat results points score, the first 18 highest scoring cars will qualify and 2 cars will be from 1st and second placing in the B Main.

The top eight positions in the A main will then be decided by a pole shuffle.

If the track is licensed to run more than 20 Speedcars in the feature race and the promoter, race director and chief steward agree to do so then the format can be changed to allow additional cars to come from the B main.

Rule to be read in conjunction with 7.9 Extra Starters, this rule can then be varied for reserves from B Main for A main to be amended on the night.

Please read the supplementary regulation prior to nominating.



[illegible]



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