

NATIONAL ASSOCIATION OF SPEEDWAY RACING



SPEEDWAY RACE RULES AND REGULATIONS

APPLICABLE FOR ALL RACE CAR DIVISIONS

August, 2001

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PART 1. ADMINISTRATIVE AND GENERAL REQUIREMENTS

1.1 ENFORCEMENT AUTHORITY

- 1.1.1 The National Association of Speedway Racing, referred to from here as 'NASR', shall be the sole authority for the interpretation and enforcement of these rules and regulations, referred to from here as 'these rules'. At any NASR sanctioned race meeting, this authority is delegated to the Chief Steward.
- 1.1.2 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 a NASR 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, nor any supplementary rules and regulations approved pursuant to section 1.4 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 NASR 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 VARIATION 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 SUPPLEMENTARY REGULATIONS

- 1.4.1 Supplementary rules and regulations, referred to from here as 'supplementary regulations', required for any long distance race, championship race or feature race not covered by these rules must be submitted by the event promoter to the NASR state office at least 60 days prior to the event to allow time for NASR 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 Following NASR 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 driver's briefing.

1.5 SUPERSEDED RULES

- 1.5.1 Adoption of these rules implies the annulment or supersession of any and all pre-existing rules that pertained to speedway racing previously conducted or regulated by NASR or other governing or regulatory body.
- 1.5.2 Such annulment or supersession 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.

1.6 LICENCES

- 1.6.1 All drivers, pit crew members and officials participating in any NASR sanctioned race meeting must be in possession of a relevant NASR issued photo licence that is free of unpaid fines and current suspensions.
- 1.6.2 A Driver's Infringement Card must be appended to each Race Driver's Licence, this card carrying a record of infringements that resulted in a fine or period of suspension. Upon service of an Infringement Notice, the Chief Steward must fill in the Driver's Infringement Card.
- 1.6.3 Photo licences must be available for inspection by the Chief Steward, Scrutineer, Race Secretary or other authorised NASR race meeting official.
- 1.6.4 No driver is permitted to compete while receiving payments under any Workers Compensation scheme or benefits from any accident insurance policy.
- 1.6.5 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, will order that the driver not compete for the remainder of the meeting.
- 1.6.6 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.

1.7 PERSONAL ACCIDENT INSURANCE

- 1.7.1 All drivers, pit crew members and officials participating in any NASR sanctioned race meeting must be in possession of personal accident insurance cover that specifically covers all risks relevant to speedway race meetings. Any person not in possession of such cover may be admitted to the pit area, but must not actively participate in the race meeting in any way.
- 1.7.2 The personal accident insurance cover may be through a policy brokered by arrangement with the Federation of Australian Speedway and linked to the NASR photo licence or otherwise, may be an alternative personal accident policy of equal or better cover, approved of by NASR.

1.8 RACE CAR REGISTRATIONS AND LOG BOOKS

- 1.8.1 All race cars competing in NASR sanctioned race meetings or events must be registered by NASR or a NASR affiliated body or other body approved of by NASR for this purpose.
- 1.8.2 Upon registration, a Race Car Log Book must be issued for each car. The log book must remain with that car for the season and is not transferable.
- 1.8.3 Before competition, each registered car must have a registration decal affixed in a prominent but protected location on the car, such decal clearly showing the period of validity of the registration.

1.9 INFRINGEMENT NOTICE

- 1.9.1 An Infringement Notice is a written notice served by the Chief Steward on any NASR licence holder to notify of an offence punishable by a fine or a period of suspension or both. An Infringement Notice is to be served within 30 minutes of the completion of the event in which the alleged offence occurred, or for non-race offences, within 30 minutes of the alleged offence being committed.
- 1.9.2 The fine and/or period of suspension will normally be determined by the Chief Steward and nominated on the Infringement Notice, but for charges pursuant to sections 1.11, 1.12 and 1.13 of these rules, or for such other offences that the Chief Steward may decide, the notice will require a mandatory appearance before the state Race Control Tribunal, in which case the matter will be determined and any fine and/or suspension will be set by the tribunal.
- 1.9.3 The matter can be finalised by payment of the fine and/or serving the period of suspension, as applicable. Any fine nominated on the Infringement Notice must be paid to the Race Secretary, host club or other relevant authority, before any further competition, even if the competitor intends to dispute the matter or has a dispute hearing pending.

- 1.9.4 If a period of suspension is nominated on the notice, further competition at that race meeting is permitted only if the competitor gives verbal notification to the Chief Steward or Race Secretary of his or her intention to dispute the matter and the dispute fee of \$500 has been paid. Competition (pending a dispute hearing) at any later race meeting is permitted only after rule 1.10.2 has been satisfied.
- 1.9.5 If an Infringement Notice is served for any offence pursuant or contrary to sections 1.11, 1.12 and 1.13 of these rules, or any other offence where the notice requires a person to appear before the state Race Control Tribunal, further competition by that person is not permitted until the matter has been dealt with by the relevant tribunals and all judgments have been satisfied.

1.10 RIGHTS OF DISPUTE AND APPEAL

- 1.10.1 No avenue of protest, dispute or appeal is available against any decisions of the Chief Steward or any other official during a race meeting, unless the matter is notified by an Infringement Notice served by the Chief Steward. Any offences punishable by a fine and/or suspension will be notified by the Infringement Notice and the recipient will have the right to dispute the matter before the Race Control Tribunal. In these rules the word 'dispute' and its derivations will be used to refer to the disputing of an Infringement Notice before the Race Control Tribunal.
- 1.10.2 Any recipient of an Infringement Notice who wishes to dispute the matter must, within 48 hours of its service, give verbal or faxed notification to the NASR state office of his or her intention to do so. A written dispute notification, on the NASR Schedule 2 form, and accompanied by a fee of \$500, must be received by the NASR state office within seven days of the original service of the Notice.
- 1.10.3 Any decision of the Race Control Tribunal can be appealed to the Speedway Appeals Tribunal by giving verbal or faxed notification to the NASR national office within 24 hours. A written appeal, on the NASR Schedule 3 form, and accompanied by a fee of \$1500, must be received by the NASR national office within 14 days of the conclusion of the Race Control Tribunal hearing. In these rules the word 'appeal' and its derivations will be used to refer to the appealing of a decision of the Race Control Tribunal to the Speedway Appeals Tribunal.

1.11 INTOXICATING LIQUOR

- 1.11.1 A participant (driver, pit crew or official) at a race meeting shall not partake of any intoxicating liquor for at least 12 hours prior to first official event.
- 1.11.2 At the request of the Chief Steward or local police service, individual, random or group specific breath testing may be carried out in the pit area at any time during a race meeting and it is a requirement that all persons tested return a zero breath test result. For the purposes of this rule, the race meeting duration is from one hour prior to the first official event or practice until the completion of the entire race meeting, not just a particular race car division.

- 1.11.3 Any driver returning a positive breath test result shall be disqualified from the race meeting by the Chief Steward and issued with an Infringement Notice requiring the driver to appear before the state Race Control Tribunal, and then required to leave the pit area. Any other person returning a positive breath test result will be required by the Chief Steward to leave the pit area.
- 1.11.4 The possession on one's person or the drinking of intoxicating liquor in the pit area by any person at any time before or during a race meeting is prohibited. The Chief Steward will order the removal from the pit area of any person in breach of this rule, and if that person is a driver, owner or pit crew member, will immediately disqualify the relevant driver from the race meeting. The Chief Steward will also serve an Infringement Notice on the driver and/or crew member concerned requiring an appearance before the Race Control Tribunal.

1.12 PROHIBITED SUBSTANCES

- 1.12.1 A prohibited substance is defined as any substance prohibited by laws of the Commonwealth of Australia or the state or territory in which the race meeting is being conducted.
- 1.12.2 No NASR licence holder shall use, be in possession of, or be under the influence of any prohibited substance at a speedway complex. Any licensed person alleged to be in breach of this rule will be served with an Infringement Notice by the Chief Steward requiring the person to appear before the Race Control Tribunal, and the person will be removed from the pit area.

1.13 VERBAL AND PHYSICAL ABUSE

- 1.13.1 No NASR licence holder at a race meeting shall verbally or physically abuse (assault) any person, or use any intimidating or threatening language or actions during the period defined in rule 1.15.1.
- 1.13.2 Any acts of verbal or physical abuse shall be reported immediately to the Race Secretary, who shall refer the matter to the Chief Steward, who may, if he deems a charge is warranted, serve an Infringement Notice on any NASR licence holder requiring an appearance before the state Race Control Tribunal.
- 1.13.3 Where any race official receives any form of abuse from a driver, race car owner or pit crew member, this shall be reported to the Chief Steward who may, if he deems a charge is warranted, disqualify the relevant driver from the race meeting and serve an Infringement Notice on the driver and/or crew member concerned requiring an appearance before the state Race Control Tribunal.
- 1.13.4 Where any driver or pit crew member reports verbal or physical abuse from any other person, unless the abuse has been witnessed by a race official who can give an accurate report to the Chief Steward, the aggrieved person will be advised to lodge a Charge of Misconduct and therefore have the matter dealt with by the state Race Control Tribunal.

1.14 MISCONDUCT

- 1.14.1 Misconduct is defined as any action or behaviour contrary to these rules and furthermore, includes other non-specific conduct judged to be unbecoming to the sport of speedway racing or the activities of NASR or its affiliated bodies.
- 1.14.2 Any NASR licensed person (race official, driver, race car owner or pit crew) may prefer a Charge of Misconduct against any other NASR licensed person alleging an act of misconduct as defined above.
- 1.14.3 A Charge of Misconduct shall be submitted in writing on the NASR Schedule 1 form and received by the NASR state branch office within seven days of the alleged misconduct occurring. To minimise frivolous or vexatious charges, a fee of \$200 must accompany a Charge of Misconduct, with the exception that the fee will be waived where a charge is brought by a NASR licensed person who was acting in an official capacity for the relevant race car division at the time of the alleged misconduct.
- 1.14.4 The NASR State Secretary shall refer the Charge of Misconduct to the Race Control Tribunal for determination in accordance with Annexure 'A' to these rules. The \$200 fee will be reimbursed in the event of the person charged being found guilty of the charge by the tribunal, regardless of whether or not an appeal has been lodged, and regardless of the result of the appeal.
- 1.14.5 Any decision of the Race Control Tribunal pertaining to a Charge of Misconduct can be appealed by any aggrieved party to the Speedway Appeals Tribunal by giving verbal or faxed notification to the NASR national office within 24 hours. A written appeal, on the standard NASR Schedule 3 form, and accompanied by a fee of \$1500, must be received by the NASR national office within 14 days of the conclusion of the Race Control Tribunal hearing.

1.15 CONTROL OF PIT CREW

- 1.15.1 A driver shall be held responsible for the actions of his or her pit crew and the race car owner from the time they enter the speedway complex (including public areas and car parks) until the time they leave the complex.
- 1.15.2 So that the pit crew members for which a driver is responsible are known and documented, at scrutineering a driver shall submit a list of pit crew members. All listed pit crew members must be in possession of a current NASR licence as required by rule 1.6.1 and personal accident insurance cover as required by rules 1.7.1 and 1.7.2. NASR licence numbers must be included on the list.
- 1.15.3 A driver is responsible for ensuring that, during a race meeting, no person shall act as a pit crew member unless that person complies with rule 1.15.2.
- 1.15.4 Conduct by any race car owner or pit crew member that is contrary to these rules may lead to action by way of disqualification of the driver and/or an Infringement Notice being served upon the crew member or the driver or both.

1.16 RECIPROCAL CONDUCT

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

1.17 RACE CONTROL TRIBUNAL

1.17.1 A Race Control Tribunal is a state based tribunal appointed by each NASR state office to hear and determine any of the following :

- (a) a dispute lodged by an aggrieved person in respect of an Infringement Notice with a nominated penalty, served by the Chief Steward of a race meeting ;
- (b) charges for conduct contrary to sections 1.11, 1.12, and 1.13, and for any other offence where an Infringement Notice requires a person to appear before the Tribunal for determination of the matter ;
- (c) Charges of Misconduct preferred pursuant to section 1.14.

1.17.2 A Race Control Tribunal has the power to :

- (a) dismiss or uphold a dispute with respect to an Infringement Notice or reduce or increase the severity of penalties set by such notice ; and
- (b) determine outcomes and penalties for charges for conduct contrary to any rule where an Infringement Notice has been served requiring a mandatory appearance before the tribunal ; and
- (d) determine outcomes and penalties for Charges of Misconduct preferred pursuant to section 1.14.

1.17.3 Procedures pertaining to the conduct of the Race Control Tribunal, including the rights and responsibilities of the Tribunal and the defendant or plaintiff as applicable, are fully detailed in Annexure 'A' to these rules.

1.18 SPEEDWAY APPEALS TRIBUNAL

1.18.1 The Speedway Appeals Tribunal is appointed by the NASR National Executive to hear and determine appeals brought by any aggrieved person arising out of a decision of a state Race Control Tribunal.

1.18.2 The Speedway Appeals Tribunal is the final avenue of appeal with the power :

- (a) to dismiss or uphold an appeal with respect to a decision of a Race Control Tribunal ; or
- (b) to reduce or increase the severity of penalties set or upheld by a Race Control Tribunal decision.

1.18.3 Procedures pertaining to the conduct of the Speedway Appeals Tribunal, including the rights and responsibilities of the Tribunal, the appellant and any other respondent party are fully detailed in Annexure 'B' to these rules.

PART 2. OFFICIALS AND THEIR DUTIES

2.1 CHIEF STEWARD

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

2.1.2 Duties and responsibilities of the Chief Steward include, but are not limited to :

- (a) the control of all drivers and their race cars, pit crew and officials from the time they enter the speedway complex (including public areas and car parks) until the time they leave the complex ;
- (b) the briefing of drivers prior to the commencement of competition. Details of the driver's briefing are shown in section 2.2 below ;
- (c) the interpretation and enforcement of these rules ;
- (d) 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 ;
- (e) the right to inquire into the circumstances of any incident and to ask any NASR licence holder (driver, pit crew or official) to report to him, and this includes the requirement to act upon any information brought to notice ;
- (f) the power to order the removal from the speedway complex of any person who is interfering with the efficient running of the race meeting ;
- (g) the sole authority to exclude, disqualify, suspend or fine any person, or issue Infringement Notices ;
- (h) the checking of lap scoring sheets, approval of any alterations to those sheets, the confirmation of any disqualifications and/or relegations, and the final approval and signing off of all race finish placings.

2.2 DRIVER'S BRIEFING

2.2.1 Prior to competition in NASR sanctioned race meetings or events, all drivers must attend a briefing by the Chief Steward. In exceptional circumstances, and only with the consent of the Chief Steward, the race car owner or crew chief may attend the briefing in place of the driver and be responsible for taking notes and then relaying all relevant information to the driver.

2.2.2 The scheduled time for the driver's briefing must be notified so that all drivers can ensure to be present. Unless arrangements have been made in accordance with rule 2.2.1, any driver who fails to attend the driver's briefing will be penalised by being required to start rear of field in all heats, or other suitable penalty that the Chief Steward may impose.

- 2.2.3 The driver's briefing is to include the following :
- (a) introduction of key officials, particularly the Race Secretary, grid marshals and Duty Infield Scrutineer ;
 - (b) location of fire fighting areas and emergency fire procedures ;
 - (c) details of any supplementary regulations pursuant to section 1.4 ;
 - (d) explanation of any driver introductions or parade laps ;
 - (e) any other information that the Chief Steward thinks is relevant.

2.3 CHIEF SCRUTINEER

2.3.1 For these rules, the Chief Scrutineer is defined as the NASR licensed scrutineer or technical officer who is in charge of the relevant race car division for the applicable meeting. At any NASR sanctioned race meeting, the Chief Scrutineer is the sole authority for the interpretation of the class specification manual for the relevant race car division. All other scrutineers, assistant scrutineers and technical officers, are responsible to the Chief Scrutineer who has the power to direct or instruct such officials in the conduct of their duties. However, any dispute between the Chief Scrutineer and a race car owner or driver is to be referred to the Chief Steward for resolution.

2.4 SCRUTINEERING

2.4.1 Prior to competition in NASR sanctioned race meetings or events, all race cars must be scrutineered by a NASR licensed scrutineer or technical officer, who may be the Chief Scrutineer or an assistant scrutineer or technical officer who is responsible to the Chief Scrutineer. In these rules 'Scrutineer' refers to any such NASR licensed scrutineer or technical officer.

2.4.2 During scrutineering, the Scrutineer's duties and responsibilities are to check :

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

2.4.3 Upon passing scrutineering, the Scrutineer will endorse the Race Car Log Book accordingly and then return it to the car owner or driver, or if preferred, retain it until the completion of the race meeting.

2.4.4 Any race car that is not presented for scrutineering at least one hour prior to the first official event or qualifying will be required to start rear of field in the heats, or other suitable penalty that the Chief Steward may impose.

- 2.4.5 During competition, the Chief Scrutineer or an Assistant Scrutineer will be stationed on the infield as Duty Infield Scrutineer to advise upon the serviceability of race cars either during a race or following a crash. In respect of race car serviceability, the Duty Infield Scrutineer's opinion will be final.
- 2.4.6 At any time during a race stoppage, a driver may enter the infield to enable the Duty Infield Scrutineer to check car serviceability, and then restart the race without penalty, but if a push start is required, the car will go rear of field.
Work on cars may be carried out in accordance with sections 3.6 and 3.7.
- 2.4.7 At any time during a race meeting the Duty Infield Scrutineer or Chief Scrutineer may request that, following repair work, a car involved in a crash be re-presented for check scrutineering before further competition in that meeting.

2.5 INDEMNIFICATION OF SCRUTINEERS

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

2.6 CLERK OF THE COURSE

- 2.6.1 The Clerk of the Course shall be responsible directly to the Chief Steward for the safe and efficient 'on track' operation of the race meeting with duties including, but not limited to :
- (a) the responsibility to ensure that prior to race starts or restarts, ambulance or approved paramedic personnel, flag marshals, track and grid marshals, suitably attired and equipped fire fighters, and push and tow vehicles are at their stations and are ready ;
 - (b) the supervision and co-ordination of the various on track personnel, particularly during driver rescue and wreck removal operations ;
 - (c) the declaration of the race track to be 'clear' when all obstructions and debris from a prior stoppage have been removed from the track ; and
 - (d) the performance of other infield duties as requested by the Chief Steward.

2.7 RACE SECRETARY

- 2.7.1 The Race Secretary shall be responsible directly to the Chief Steward for the 'off track' operation of the meeting, with duties including, but not limited to :
- (a) being available to drivers and crew chiefs throughout the meeting to help with queries or concerns relating to the conduct of the meeting ;
 - (b) being the first point of contact between drivers, car owners and crew chiefs with the Chief Steward ;
 - (c) the responsibility for the supervision of grid draws, the calculation of heat points, determination of grid positions for subsequent races and the notification of all drivers of their grid positions and amendments to these ;
 - (d) the duties of, or supervision of, the pit marshal whose duties are to position cars on the dummy grid, advise drivers of late changes to grid positions, and then to marshal race cars onto the race track ;
 - (e) being available to drivers and crew chiefs to advise on responsibilities and options relating to Infringement Notices, disqualifications, Charges of Misconduct, and rights of dispute, and the supply of official NASR forms ;
 - (f) being available to receive payments for fines and disputes fees, and the endorsing of Driver's Infringement Cards accordingly.

2.8 ASSISTANT STEWARDS AND OFFICIAL OBSERVERS

- 2.8.1 These are NASR licensed officials, or drivers who are not driving in that race meeting, who 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.
- 2.8.2 Drivers, car owners and pit crew shall not enter into discussions about any on track incident with the Assistant Stewards or Official Observers, who are responsible only to the Chief Steward and not answerable to competitors.

2.9 LAP SCORERS

- 2.9.1 Lap scorers shall record the position of each car as it crosses the start/finish line, regardless of whether it is lapped or not.
- 2.9.2 During a stoppage, lap scorers shall provide the grid marshal with a list of cars scored as at the last completed lap, or part thereof. Cars on the current lap will be scored in that order and cars on the previous lap will be scored in their position at the end of the previous lap. Lap scorers derive this from the lap-scoring sheets by using all of the current line plus the tail of the previous line.
- 2.9.3 Although partially scored laps will be used for determining a race restart order, partially scored laps will not count as laps completed.
- 2.9.4 Lap scorers must ensure that lap-scoring sheets are not altered except by direction of the Chief Steward. Lap scorers must also ensure that the Chief Steward signs off any alterations and the final placings.

PART 3. TECHNICAL

3.1 GENERAL

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

3.2 SAFETY EQUIPMENT AND PROTECTIVE CLOTHING

- 3.2.1 Every driver participating in any race, time trial, hot laps, official or unofficial practice, must wear all approved safety equipment and protective clothing as required by the class specification manual for the relevant race car division. These requirements may be relaxed for grand parades and driver presentations, as may be authorised during the driver's briefing.
- 3.2.2 For any race, time trial, hot laps or official practice session, ambulance or paramedic personnel approved by the responsible state police or sport and recreation authority, and suitable trained, attired and equipped firefighters must be in attendance.
- 3.2.3 For any private or unofficial practice or training session, the minimum safety requirements are two persons other than the driver, a suitable fire-extinguisher for which they are familiar with its use, an industrially acceptable first aid kit and a serviceable telephone.

3.3 MIRRORS AND COMMUNICATION EQUIPMENT

- 3.3.1 No rear or side view mirrors or highly polished panels intended for this purpose are permitted on any race car.
- 3.3.2 No radio, or communication equipment is permitted on any race car or driver.

3.4 NOISE CONTROL

- 3.4.1 The maximum permissible race car noise level is 95 dB, unless a lower limit is specified by local government authorities or the police.
- 3.4.2 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. A car may be disqualified from a race for exceeding maximum permissible noise levels, but will always initially receive a noise flag warning and then only be disqualified for a continued high noise level.

3.5 MECHANICAL DEFECTS

- 3.5.1 Whether by the Chief Steward's own judgment or by advice from the Duty Infield Scrutineer, it is determined that a car cannot safely continue to race, or for any reason is judged to be a potential hazard to other competitors, the driver will be shown the Mechanical Defect flag, together with the car number if confusion is possible.
- 3.5.2 Upon receiving the Mechanical Defect flag, a driver must immediately withdraw from the race, using utmost caution. The Chief Steward will serve an Infringement Notice on any driver refusing to withdraw when directed.
- 3.5.3 If it is possible for infield officials to rectify the problem, the car may rejoin the race at the rear of the field in any subsequent restart.

3.6 WORKING ON CARS - sprintcars and speedcars only

- 3.6.1 During a red light/flag stoppage, pit crews may work on a car, but on the infield or designated area only. The driver may get out of the 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. For a wheel change, refer to rule 3.6.2.
- 3.6.2 A wheel change (whether due to a flat tyre or not) is only permitted during a red light/flag stoppage, or during a yellow light/flag stoppage on the first lap of a feature event when two minutes only will be given for the wheel change. Any car that has had a wheel change will go rear of field in the restart.
- 3.6.3 Following a red light/flag stoppage, the yellow light/flag and then six laps of the pace car will be given to grid up. Cars delaying the restart will be sent rear of field. If work has not been completed in time to restart with the field, the car may rejoin the race at the rear of the field in any subsequent restart.

3.7 WORKING ON CARS - all other race car divisions

- 3.7.1 The only work permitted on race cars after they enter the racing arena is to be done by infield officials and is limited to the removal of damaged body panels using basic tools such as hammers, chisels, hacksaws and crowbars, and the effecting of repairs using race tape, cable ties or similar. The driver must not get out of the car unless requested to do so by the Clerk of the Course or Duty Infield Scrutineer, otherwise the car will be disqualified.
- 3.7.2 If a car requires repairs pursuant to rule 3.7.1, a time limit of two minutes will be given. Cars delaying the restart beyond the two minutes will be sent rear of field. If work has not been completed in time to restart with the field, the car may rejoin the race at the rear of the field in any subsequent restart.

3.7.3 A wheel change (due to a flat tyre) is only permitted during a red or yellow light/flag stoppage on the first lap of a state or national title, or for other major or feature events where this is approved by a supplementary regulation. Two minutes only will be given for the wheel change, which may be assisted by infield officials. Any car that has had a wheel change will go rear of field in the restart.

3.8 REFUELLING - sprintcars only

3.8.1 On track or infield refuelling is only permitted during a red light/flag stoppage. Before refuelling, firefighters must be alerted, the engine must be switched off and extreme caution must be exercised to avoid spillages.

3.9 REFUELLING - all other race car divisions

3.9.1 Infield refuelling is only permitted when approved by a supplementary regulation pursuant to section 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 driver's briefing.

PART 4. RACE PROCEDURES

4.1 FLAG, LIGHT AND BOARD SIGNALS

- 4.1.1 All flags shall be at least 600 mm x 600 mm. Stripes on flags shall be 80 mm wide and spots shall be 300 mm 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 race car divisions :

CROSSED YELLOW and GREEN FLAGS	Field to form up for a start or a complete restart in accordance with section 4.9.
GREEN LIGHT and FLAG	Start - or restart of race, or race is in progress.
YELLOW LIGHT and FLAG	Caution - hold position at reduced safe speed.
RED LIGHT and FLAG	Stop - while exercising due caution.
BLACK FLAG with WHITE DIAGONAL STRIPE	Warning - due to rule infringement. Driver may be penalised for further infringements.
BLACK FLAG	Disqualification - driver to withdraw from race.
BLACK FLAG with WHITE SPOT	Mechanical defect - driver to withdraw to infield where fault may be rectified. Refer to section 3.5
RED FLAG with WHITE DIAGONAL STRIPE	Fire - driver to stop on infield as closely as possible to a designated fire fighting area.
YELLOW FLAG with RED VERTICAL STRIPES	Slippery surface - may be shown during roll up laps after race track has been watered.
YELLOW FLAG with BLACK DIAGONAL STRIPE	Noise flag - driver may continue to race, but if noise level remains high, black flag will result.
BLUE FLAG with YELLOW SPOT	Lapping flag - car is soon to be lapped. Lapped car to hold line and not impede lapping traffic.
WHITE FLAG (or light)	One lap to go.
BLACK AND WHITE CHEQUERED FLAG	Finish of race - reduce speed gradually.

- 4.1.4 Where any confusion is possible as for which car a flag signal is intended, the flag should be shown in conjunction with a board showing the race car number.
- 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 section 4.9 ;
SINGLE FILE RESTART - for a restart in accordance with section 4.10.

4.2 PUSH STARTS

- 4.2.1 Each race car (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.
- 4.2.2 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.
- 4.2.3 Any car involved in a red light stoppage, whether or not a contributing cause, and has become stationary before the red light is shown, and for whatever reason requires a push start, will be required to go rear of field in the restart.

4.3 RACE STARTS

- 4.3.1 Drivers are responsible for knowing their grid positions and maintaining these positions until the green light/flag. Any car that is not ready when the field is gridded up will be given two minutes to do so. Any car that delays the start more than two minutes will go rear of field. Any car still not ready by the time the green is shown will be excluded from the race.
- 4.3.2 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 for the purpose of chasing and joining the field. The correct method is to slow down and allow the field to catch up, and then merge into position.
- 4.3.3 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.
- 4.3.4 The pole car determines the speed of the start, but must bring the field to the acceleration zone at a constant moderate pace. The acceleration zone is defined as the zone between the exit of turn four (which may be marked by a white line) and the start/finish line. As the pole car reaches the acceleration zone, or somewhere within this zone, the green light/flag will be shown.
- 4.3.5 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.

4.4 BREAKING FORMATION OR JUMPING THE START

- 4.4.1 All drivers must hold their correct positions and not accelerate until the green light/flag is shown. Any car, including the pole car, that breaks formation or jumps the start will be shown the warning flag for the first offence and will go rear of field for the second offence. A car that baulks or slows down will also be considered to have broken the start.

4.4.2 If a car breaks formation or jumps the start from within the field, but the Chief Steward wishes the race to continue, the offending driver will be put back at least one position. If the jumped start enabled cars to be passed unfairly, the driver will be put back **two** positions for each car so passed. This penalty will be applied at the next stoppage, or if no stoppage, will be applied in the results.

4.5 RECKLESS OR NEGLIGENT DRIVING

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

4.5.2 Anyone driving contrary to rule 4.5.1 will be sent rear of field as a minimum penalty, and a black flag or exclusion from the results as a standard penalty. For serious offences the driver could also be subject to an Infringement Notice. As it is not possible to be certain whether contact between cars has been deliberate, and so that it cannot be argued in a driver's defence at a dispute hearing or a subsequent appeal, an Infringement Notice relating to reckless or negligent driving will not use the word 'deliberate'.

4.6 PASSING

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

4.6.2 Any driver who becomes aware that another car is making a passing move must not change line so as to inconvenience the passing car, nor deprive that car of adequate space on the race track. However, unless the car being passed is a lapped car, there is no obligation for this car to facilitate the passing move, the only obligation being not to change line in a such away that is intended to impede or to make the passing move more difficult.

4.6.3 If the Chief Steward believes that any passing move has been contrary to rules 4.6.1 and 4.6.2, the offending driver will be subject to a warning flag. This applies to both a driver trying to pass and a driver trying to impede the pass. For a second warning flag offence a car will be put back **two** positions, or for any driver who makes gains, **two** positions for each car carelessly passed. This penalty will be applied at the next race stoppage, or if no stoppage, will be applied in the results.

4.6.4 No driver shall put one or more wheels on the infield to attempt or to facilitate a passing move. Any driver who uses the infield will be subject to a warning flag. For a second warning flag offence the car will be put back **two** positions. Any driver who passes by using the infield will be put back **two** positions for each car passed. This penalty will be applied at the next race stoppage, or if no stoppage, will be applied in the race results.

4.6.5 For persistently careless passing, aggressive blocking, or for a driver who repeatedly uses or passes on the infield, a rear of field penalty will be applied at the next stoppage, or if no stoppage, applied in the race results. At the Chief Steward's discretion an offending driver may be disqualified by black flag.

4.7 RACE TRACK RE-ENTRY

4.7.1 Any driver who loses control to the infield or who otherwise leaves the race track for any reason and wishes to rejoin the race may do so only with the utmost care and consideration for the safety of other drivers. To avoid conflict, cars must re-enter the track at the most acute angle possible and track re-entry on corners should be avoided.

4.7.2 If the Chief Steward believes that any race track re-entry has been careless or reckless, the driver will be subject to a warning flag, a rear of field penalty or a black flag disqualification, depending on the severity of the offence.

4.8 RACE INCIDENTS AND STOPPAGES

4.8.1 Following a race crash or incident for which the Chief Steward orders yellow caution lights and flags, all cars not directly involved in the incident must slow down to a safe speed and hold their position.

4.8.2 Following a more serious race crash for which the Chief Steward orders red stop lights and flags, all cars not already involved in the crash must come to a stop as quickly and safely as possible.

4.8.3 Any car stopping due to a red light, but not involved in the incident and not judged to be a contributing cause, will be reinstated in the restarting order, regardless of whether a push start is required.

4.8.4 Any car judged by the Chief Steward to be the absolute and sole cause of any stoppage will go to the very rear of field in the restart, regardless of whether the car stopped and regardless of whether other cars required a push start.

4.8.5 Any car involved in an incident, but judged by the Chief Steward to be completely blameless, will not go to the rear, unless a push start is required.

4.8.6 If the Chief Steward is unable to determine the primary cause of an incident, or judges more than one driver to be at fault, two or more cars will be sent to the rear of the field, with the car suspected of being most at fault placed at the very rear. This is to be applied regardless of whether any particular car stopped or required a push start.

4.8.7 Any work on cars during a yellow or red light stoppage may be carried out pursuant to sections 3.6 and 3.7 of these rules.

4.8.8 Any laps under yellow caution lights/flags will not be lap scored.

4.9 COMPLETE RESTARTS

- 4.9.1 If a stoppage occurs before the entire field has completed one full lap, a complete two wide restart (or three wide if applicable for a particular division) will be ordered with grid positions as for the initial start, but modified by exclusions and cars sent rear of field.
- 4.9.2 If a first lap stoppage has no obvious cause, except for too many cars on the same area of race track, the Chief Steward may order a complete restart with no rear of field penalties applicable, except for cars requiring a push start.

4.10 SINGLE FILE RESTARTS

- 4.10.1 If a stoppage occurs after the entire field has completed one full lap, a single file restart will be ordered, with the starting order as for the previously recorded lap, but modified by exclusions and cars sent rear of field. The grid marshal will verify the single file when the correct order is received from the lap scorers.
- 4.10.2 In all restarts, lapped cars will retain their positions in the line up as per the previously recorded lap, that is, they will not be put rear of field.

Rule 4.10.2 does not apply to sprintcars for which the relevant SCCA lapped car rules apply.

- 4.10.3 Any driver refusing to accept the restart position directed by the grid marshal will be shown a warning flag for the first refusal, will be sent rear of field for the second refusal and will be black flagged for the third refusal.
- 4.10.4 When the single file is correctly formed up and a start is imminent, the yellow lights and flags will be switched off and withdrawn. The lead car determines the speed of the start, but must bring the field to the acceleration zone (this is defined in paragraph 4.3.4), at a constant moderate pace. A cone marker will be located somewhere in the acceleration zone as nominated by the Chief Steward. As the leader reaches the cone marker, the green light/flag will be shown.
- 4.10.5 When the leader accelerates, the remainder of the field may do so also, but no passing move may be commenced until the cone is passed. Any car who jumps the start, hits the cone or passes it on the inside will be sent rear of field at the next stoppage, or if no stoppage, at the end of the race.

4.11 WARNING FLAG

- 4.11.1 Any driver who is judged by the Chief Steward during a race to be driving in an overly aggressive manner, has made careless contact with any other car, has changed line to impede a passing move or any other act of driving contrary to these rules, will be shown the warning flag (black with white diagonal stripe).
If confusion is possible, the race car number will be shown with the flag.

4.11.2 Having received a warning flag, if a driver continues to drive in a careless or contrary manner, the car will be put back **two** positions for a second warning flag offence and will be sent rear of field for a third offence, or at the Chief Steward's discretion, may be given the black flag. These penalties will be applied at the next stoppage, or if no stoppage, will be applied in the results.

4.12 REAR OF FIELD

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

4.12.2 When a car on the lead lap goes rear of field, it goes to the rear of the line up, but will show on the lap scoring sheets as having completed more laps than the lapped cars, and therefore a car going rear of field effectively goes to the rear of the cars on the same lap as itself.

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

4.12.4 Any driver who wishes to protest a rear of field order or refuses to go rear of field when ordered will be shown the black disqualification flag.

4.13 BLACK FLAG

4.13.1 Any driver who is shown the black disqualification flag, either during the race or at a race stoppage must immediately and safely withdraw from the race. If any confusion is possible, the race car number will be shown with the flag.

4.13.2 Any driver who wishes to protest 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 a three months suspension.

4.13.3 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.

4.14 DROPPING OF DEBRIS

4.14.1 Any race car that drops any body part, suspension component or other debris on the race track, and this leads to a race stoppage, must go rear of field in the restart. Any car that stops after running over another car's debris will not be penalised.

4.15 LAPPED CARS

- 4.15.1 When a car receives the lapping flag (blue flag with yellow spot) the driver of that car must expect to be lapped sometime within the next lap or soon after. The lapped car must hold line (high line or low line) and must not race or impede the lapping car or cars. The lapping flag will continue to be shown to a driver on each lap that being lapped by any other car is likely.
- 4.15.2 If the Chief Steward believes that a lapped car is ignoring the lapping flag by impeding lapping traffic or otherwise not complying with rule 4.15.1, the lapped driver may be shown a black disqualification flag.
- 4.15.3 In all restarts, lapped cars (except sprintcars) will retain their positions in the line up. Refer to rules 4.10.2 and 4.12.2.

4.16 STOPPING ON TRACK TO FORCE A STOPPAGE

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

4.17 GETTING OUT OF CAR

- 4.17.1 Following a race stoppage, until wrecked cars are removed to the infield, drivers are required to remain in their cars, except pursuant to rule 3.6.1, unless there is the fear of fire, or there is a specific request to get out by the Clerk of the Course or Duty Infield Scrutineer.
- 4.17.2 Any driver who gets out of a car to protest 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.
- 4.17.3 After cars have been removed to the infield, drivers may get out, but may not approach any official or other driver for the purpose of abuse or protest. Any driver behaving contrary to this rule will receive an Infringement Notice.

4.18 FEATURE RACES DECLARED SHORT

- 4.18.1 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.

- 4.18.2 If a feature race is declared with less than one-third of the scheduled laps completed, all prize-money and series points will be divided equally amongst all starters, except for any already disqualified drivers.
- 4.18.3 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 be divided equally amongst all starters (except those disqualified) and the remaining 50% will be paid as half of the advertised prize-money payout for placings scored as at the last completed lap, or part thereof, modified by any exclusions or rear of field relegations. Series points will be allocated in the same 50/50 manner.
- 4.18.4 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 be fully allocated for placings scored as at the last completed lap, or part thereof, modified by any exclusions or rear of field relegations.
- 4.18.5 Where a race is declared following a stoppage with a partially completed lap, the placings shall be determined in accordance with rule 2.9.2.

PART 5. SUMMARY OF OFFENCES AND PENALTIES

5.1 INFRINGEMENT NOTICE OFFENCES

5.1.1 Offences for which an Infringement Notice will be served requiring a mandatory appearance before the state Race Control Tribunal for determination include, but may not be limited to :

- (a) a driver returning a positive breath test - refer to rules 1.11.2 and 1.11.3.
- (b) a person in possession of or drinking liquor in the pits - refer to rule 1.11.4
- (c) a NASR licence holder under the influence of or in possession of any prohibited substance - refer to rule 1.12.2.
- (d) acts of verbal or physical abuse - refer to rules 1.13.2 and 1.13.3.

5.1.2 Offences for which an Infringement Notice will be served with a nominated fine and/or suspension include, but may not be limited to :

- (a) seriously reckless or negligent driving - refer to rules 4.5.1 and 4.5.2.
- (b) refusal to accept a black flag disqualification - refer to rule 4.13.2
- (c) getting out of car to protest - refer to rule 4.17.2.

5.2 DISQUALIFICATION (BLACK FLAG) OFFENCES

5.2.1 Offences for which a driver may be shown a black disqualification flag include, but may not be limited to :

- (a) persistently reckless or negligent driving - refer to rules 4.5.1 and 4.5.2.
- (b) persistently careless driving during passing - refer to rule 4.6.5
- (c) driver repeatedly passing on the infield - refer to rule 4.6.5.
- (d) reckless race track re-entry - refer to rule 4.7.2.
- (e) driver persistently refusing to accept restart position - refer to rule 4.10.3
- (f) persistently careless driving - refer to rule 4.11.2
- (g) driver refusing to go rear of field when directed - refer to rule 4.12.4.
- (h) lapped car impeding lapping traffic - refer to rule 4.15.2
- (i) driver stopping on the race track to force a stoppage - refer to rule 4.16.1.
- (j) car continuing to exceed maximum noise level - refer to rule 3.4.2

5.3 REAR OF FIELD OFFENCES

5.3.1 Offences for which a driver may be sent rear of field include :

- (a) additional push starts required - refer to rule 4.2.1, 4.2.2 and 4.2.3
- (b) driver delaying the start by more than two minutes - refer to rule 4.3.1
- (c) second occasion breaking or jumping the start - refer to rule 4.4.1
- (d) reckless or negligent driving - refer to rules 4.5.1 and 4.5.2.
- (e) careless driving during passing move - refer to rules 4.6.5.
- (f) driver repeatedly passing on the infield - refer to rule 4.6.5.
- (g) careless race track re-entry - refer to rule 4.7.2.
- (h) sole or contributing cause of a race stoppage - refer to rules 4.8.4 and 4.8.6.
- (i) hits or passes on the inside of a cone during a restart - refer to rule 4.10.5.
- (j) persistently careless driving - refer to rule 4.11.2

ANNEXURE 'A' - RACE CONTROL TRIBUNAL

1. GENERAL

The Race Control Tribunal (the Tribunal) is a state based tribunal appointed by each NASR state office to hear and determine outcomes for the following types of matter :

- * Disputes lodged by persons aggrieved by an Infringement Notice served by the Chief Steward of a race meeting, such notice nominating a penalty determined and set by the Chief Steward. For procedures, refer to section 3 of this annexure.
- * Charges for conduct contrary to sections 1.11, 1.12 and 1.13 of the NASR Race Rules and for any other offence where the Infringement Notice served by the Chief Steward of a race meeting requires a person to appear before the Race Control Tribunal for determination. For procedures, refer to section 4 of this annexure.
- * Charges of Misconduct preferred by any person pursuant to section 1.14 of the NASR Race Rules. For procedures, refer to section 5 of this annexure.

2. TRIBUNAL REGISTER AND APPOINTMENT OF TRIBUNAL MEMBERS

Each NASR state office shall keep a register of suitable persons who may be called upon to sit on their local state Race Control Tribunal. Registrants may be speedway officials, administrators or competitors, must be highly regarded as being persons of undisputed integrity and must have unanimous approval of the NASR state board.

For any specific hearing, the Race Control Tribunal shall consist of three members, each drawn from the register by the NASR State Secretary, and shall include at least one member who is familiar with the relevant race car division. The appointed Tribunal members shall select one of their number as chairperson.

Persons not eligible to sit on a particular Tribunal include any person from the racing division involved who was participating at the applicable race meeting as an owner, driver, pit crew or licensed official, and any person who may have a real or perceived interest or conflict of interest with any party, or the matter under consideration.

3. DISPUTES PROCEDURES

Any offence or penalty shown on an Infringement Notice may be disputed through the NASR state office to the state Race Control Tribunal. The recipient of an Infringement Notice who wishes to lodge a dispute (the defendant) must within 48 hours of its service, give verbal or faxed notification to the NASR state office of their intention. This notification must include the Infringement Notice number.

A written dispute notification, on the NASR Schedule 2 form, including a brief outline of the grounds of the dispute, and accompanied by a fee of \$500, must be received by the NASR state office within seven days of the original service of the Notice.

The NASR State Secretary shall check the dispute documentation for compliance and if deficient in respect of lodgement time or fee payment, the dispute will not be heard and any fee submitted will be refunded or returned. The State Secretary shall not pre-judge the merits of the dispute nor discuss its likely outcome with the defendant.

If dispute documentation is in order, the NASR State Secretary shall serve written notice on the defendant, giving at least seven days notice of the place and date of the hearing, such date being within 28 days of lodgement of the documentation. Included in this notice shall be information on the rights of the defendant at the hearing.

4. PROCEDURES FOR CHARGES REQUIRING TRIBUNAL DETERMINATION

For charges pursuant to sections 1.11, 1.12 and 1.13 of the NASR Race Rules, or for such other offences that the Chief Steward may determine, the Infringement Notice will require a mandatory appearance at the Race Control Tribunal, in which case the matter will be determined and any fine and/or suspension will be set by the Tribunal.

Within seven days of service of the Infringement Notice, the NASR State Secretary shall serve written notice on the person charged (the defendant), giving at least seven days notice of the place and date of the hearing of the charge. Included in this notice shall be information on the rights of the defendant at the hearing. Failure to receive this notification within seven days is not grounds for having the charge dismissed.

5. PROCEDURES FOR CHARGES OF MISCONDUCT

Any NASR licensed person (race official, driver, race car owner or pit crew member) may prefer a Charge of Misconduct against any other NASR licensed person alleging an act of misconduct as defined in paragraph 1.14.1 of these rules.

A Charge of Misconduct shall be submitted in writing on the NASR Schedule 1 form and received by the NASR state office within seven days of the alleged misconduct occurring. A fee of \$200 must accompany a Charge of Misconduct, except that the fee is waived where the charge is brought by a NASR licensed person who was acting in an official capacity for the relevant race car division at the time of the alleged misconduct.

The NASR State Secretary shall check the charge documentation for compliance and if deficient in respect of lodgement time or fee payment, the charge will not be heard and any fee submitted will be refunded or returned.

If the Charge of Misconduct documentation is in order, the NASR State Secretary shall, within seven days of lodgement of the charge, serve written notice on both the person preferring the charge (the plaintiff) and the person being charged (the defendant), giving at least 14 days notice of the place and date of the hearing of the charge by the Tribunal. On these notices shall be information on the rights of the plaintiff and defendant, as applicable, at the hearing. Failure to receive notification within seven days is not grounds for having the charge dismissed.

Included in the notice to the defendant shall be a copy of the NASR Schedule 1 form submitted by the plaintiff, giving details of the charge and a description of the incident that led to the charge. There is no obligation on the defendant to provide details of his or her defence prior to the Tribunal hearing.

6. RESPONSIBILITIES AND RIGHTS OF THE TRIBUNAL

The Race Control Tribunal has the responsibility to hear the matter in a fair and impartial manner and to accord the defendant and/or plaintiff, as applicable, every opportunity to present evidence in accordance with their rights.

The Tribunal chairperson has the responsibility to maintain control and decorum in the hearing room and to remove any person not behaving in a suitable manner.

The Tribunal has the right to call upon any person to give evidence which it deems is necessary to reach an unbiased and lawful decision and Tribunal members have the right to question the defendant and/or plaintiff and witnesses called by any party.

The Tribunal may adjourn a hearing to a later time that day or to another date, if it considers that this is necessary.

Following an adjournment to consider its determination, the Tribunal chairperson shall address the defendant and/or plaintiff, as applicable, as to the Tribunal decision and the reasons for reaching such decision.

Where a person has been found guilty of a charge, the Tribunal shall allow that person to address it on the question of an appropriate penalty.

The Tribunal shall cause a tape recording of the hearing to be taken and retained by it and also shall maintain a record of matters heard and within seven days, advise the NASR State Secretary of the Tribunal decision, and the reasons for the decision.

7. RIGHTS OF THE DEFENDANT AND PLAINTIFF

At the Tribunal hearing, the defendant and/or plaintiff, as applicable, have the right to state their case, call witnesses, present any other relevant evidence including video evidence, and to question or cross-examine witnesses called by any other party, but any legal advisors present do not have the right to cross-examine.

Where a Charge of Misconduct is being heard, the defendant and plaintiff both have the right to question each other, but any legal advisors present do not have this right.

Except for questions of Tribunal procedure, the defendant and/or plaintiff do not have the right to direct questions to Tribunal members.

The defendant, or his or her legal advisor, has the right to address the Tribunal with respect to pleading a lesser charge and at this time, or following a guilty decision, may make a submission on the question of an appropriate penalty.

8. DECISION OF THE TRIBUNAL

8.1 Disputes

The Race Control Tribunal may decide that a dispute may be dismissed or upheld or substituted by another decision, and further, may decide that any previously imposed penalty be waived, varied, or its severity reduced or increased.

The Tribunal may order that the \$500 dispute fee be forfeited, reimbursed, or partly forfeited and partly reimbursed. Other than ordering forfeiture of the dispute fee, the Tribunal shall not make an order with respect to costs incurred hearing the dispute.

8.2 Charges requiring Race Control Tribunal determination

Where an Infringement Notice required a mandatory appearance before the Race Control Tribunal, the Tribunal may determine the outcome by dismissing the charge, declaring the charge proven or substituting the charge by another decision, and further, may set an appropriate penalty by way of a fine and/or period of suspension.

Where a person has been found guilty of a charge, the Tribunal may make an order with respect to reasonable costs incurred hearing the matter, these costs being in addition to any fine payable.

8.3 Charges of Misconduct

Where the Race Control Tribunal has considered a Charge of Misconduct, the Tribunal may determine the outcome by dismissing the charge, declaring the charge proven, or substituting the charge by another decision and further, may set an appropriate penalty by way of a fine and/or period of suspension.

Where the defendant has been found guilty of the charge, the \$200 lodgement fee will be reimbursed to the plaintiff. The Tribunal may also make an order in respect of reasonable costs incurred in hearing the matter. These costs may be apportioned to the tribunal and the plaintiff, as the Tribunal will determine.

Where a Charge of Misconduct has not been proven, the plaintiff will forfeit the \$200 lodgement fee, and the Tribunal may order the plaintiff to pay reasonable costs of any other party where it judges the charge to have been vexatious or frivolous or brought without reasonable grounds.

Notwithstanding an order for costs, the Tribunal has no authority to make an order in respect of damages to any party as a result of the Tribunal's decision.

9. FURTHER APPEAL

Any decision of the Race Control Tribunal can be appealed by any aggrieved person to the national Speedway Appeals Tribunal by giving verbal or faxed notification to the NASR national office within 24 hours.

A written appeal, on the NASR Schedule 3 form, and accompanied by a fee of \$1500, must be received by the NASR national office within 14 days of the conclusion of the Race Control Tribunal hearing.

Refer to Annexure 'B' for details of appeals to the Speedway Appeals Tribunal.

10. REIMBURSEMENT OF COSTS

The NASR state office may pay or reimburse reasonable travelling costs and out of pocket expenses to Race Control Tribunal members, where such costs were legitimately incurred in the execution of Tribunal duties.

ANNEXURE 'B' - SPEEDWAY APPEALS TRIBUNAL

1. GENERAL

The Speedway Appeals Tribunal (the Tribunal) is a tribunal appointed by the NASR National Executive to hear and determine appeals brought by a person (the appellant) aggrieved by a decision of any state Race Control Tribunal. Any party, if applicable, in opposition to the appellant at the Tribunal hearing is referred to in this annexure as the 'respondent'.

2. TRIBUNAL REGISTER AND APPOINTMENT OF TRIBUNAL MEMBERS

The NASR national office shall keep a register of suitable persons who may be called upon to sit on the Speedway Appeals Tribunal. The registrants may be speedway officials, administrators or competitors, must be highly regarded as being persons of undisputed integrity and must have unanimous approval of the NASR National Executive.

For any specific hearing, the Speedway Appeals Tribunal shall consist of three members, each drawn from the register by the NASR National Secretary or General Manager, and shall include at least one member who is familiar with the relevant race car division. The appointed tribunal members shall select one of their number as chairperson.

No person who was a member of the Race Control Tribunal for any matter is eligible to sit on the Speedway Appeals Tribunal for that same matter. Persons also ineligible include any person from the racing division involved who was participating at the applicable race meeting as an owner, driver, pit crew member or licensed official, and any person who may have a real or perceived interest or conflict of interest with any party, or the matter under consideration.

3. APPEALS PROCEDURES

Any decision of a state Race Control Tribunal can be appealed by any aggrieved person to the national Speedway Appeals Tribunal by giving verbal or faxed notification to the NASR national office within 24 hours of the Race Control Tribunal decision.

A written appeal, on the NASR Schedule 3 form, including a brief outline of the grounds of appeal, and accompanied by a fee of \$1500, must be received by the NASR national office within 14 days of the conclusion of the Race Control Tribunal hearing.

The NASR National Secretary shall check the appeal documentation for compliance and if deficient in respect of lodgement time or fee payment, the appeal will not be heard and any fee submitted will be refunded or returned. The National Secretary shall not pre-judge the merits of the appeal nor discuss its likely outcome with the appellant.

If appeal documentation is in order, the NASR National Secretary shall serve written notice on the appellant, and the respondent, if applicable, giving at least seven days notice of the place and date of the hearing, such date being within 28 days of the lodgement of the documentation. Included in this notice shall be information on the rights of the appellant, and the respondent if applicable, at the hearing.

4. RESPONSIBILITIES AND RIGHTS OF THE TRIBUNAL

The Speedway Appeals Tribunal has the responsibility to hear the matter in a fair and impartial manner and to accord the appellant, and the respondent if applicable, every opportunity to present evidence in accordance with their stated rights.

The Speedway Appeals Tribunal shall have access to all NASR files and records, the Race Control Tribunal findings and decisions, and the reason for those decisions.

The Tribunal chairperson has the responsibility to maintain control and decorum in the hearing room and to remove any person not behaving in a suitable manner.

The Tribunal has the right to call upon any person to give evidence which it deems is necessary to reach an unbiased and lawful decision and Tribunal members have the right to question the appellant, and respondent if applicable, and witnesses called by any party.

The Tribunal may adjourn a hearing to a later time that day or to another date, if it considers that this is necessary.

Following an adjournment to consider its determination, the Tribunal chairperson shall address the appellant, and the respondent if applicable, as to the Tribunal decision and the reasons for such decision.

Where a person has been found guilty of a charge, the Tribunal shall allow that person to address it on the question of an appropriate penalty.

The Tribunal shall cause a tape recording of the hearing to be taken and retained by it and also shall maintain a record of matters heard and within seven days, advise the NASR National Secretary of the Tribunal decision, and the reasons for the decision.

5. RIGHTS OF THE APPELLANT AND OTHER PARTIES

At the Speedway Appeals Tribunal hearing the appellant, and the respondent if applicable, have the right to state their case, call witnesses, present any other relevant evidence including video evidence, and the right to question or cross-examine witnesses called by any party. Legal advisors for any party do not have the right to cross-examine.

Evidence presented at the Race Control Tribunal is admissible at the Speedway Appeals Tribunal, but unless it can be shown that a Race Control Tribunal decision was flawed, a successful appeal will be dependent upon new or additional evidence.

Where a Charge of Misconduct decision is being appealed, both the appellant and respondent have the right to question each other, but legal advisors present do not have this right.

Except for questions of Tribunal procedure, neither the appellant nor respondent, if applicable, have the right to direct questions to Tribunal members.

The appellant, or the respondent if applicable, or relevant legal advisor, has the right to address the Tribunal with respect to pleading a lesser charge and at this time, or following a guilty decision, may make a submission on the question of an appropriate penalty.

6. DECISION OF THE TRIBUNAL

The Speedway Appeals Tribunal may decide that an appeal may be dismissed or upheld or substituted by another decision and further, may decide that any previously determined penalty be waived, varied, or its severity reduced or increased.

The Speedway Appeals Tribunal may uphold an appeal if it decides that a Race Control Tribunal decision was flawed, or it decided in favour of new or additional evidence.

The Tribunal may order that the \$1500 appeal fee be forfeited, reimbursed, or partly forfeited and partly reimbursed. Other than ordering forfeiture of the appeal fee, the Tribunal may not make an order with respect to costs incurred hearing the appeal.

7. NO RIGHT OF FURTHER APPEAL

The decision of the Speedway Appeals Tribunal is final and no recourses to further avenues of appeal are available.

8. REIMBURSEMENT OF COSTS

The NASR national office may pay or reimburse reasonable travelling costs and out of pocket expenses to Speedway Appeals Tribunal members where such costs were legitimately incurred in the execution of Tribunal duties.

