SPRINTCAR CONTROL COUNCIL

Sprintcar Control Council of Australia Inc.

Racing Rules, Regulations and Specifications

August 2016

C1SPEED.com
ELECTRIC INDOOR KARTING

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Hours of Operation

Monday to Saturday:
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Sunday:
10am to 6pm

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Front Cover

Australian 410 Sprintcar Champion Kerry Madsen – (2016)
Photo by Phil Jordison - Jordison Photography

Australian 360 Sprintcar Champion Luke Dillon – (2016)
Photo by Steve Rice - SPR Photos

All Sprintcar racing, for SCCA Inc. registered sprintcars, in Australia will be conducted under the current Sprintcar Control Council of Australia Inc, Racing Rules, Regulations and Specifications Rulebook.

The SCCA Inc. will enforce the Speedway Australia Pit Rules and Occupational Health and Safety Rules at Speedway Australia affiliated venues where SCCA Inc. registered Sprintcar competition is being conducted through the SCCA Inc. and their State/Territory member Clubs and other affiliated bodies.

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Award of Excellence

Bob Tunks
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Peter Craft

DUTY OF CARE STATEMENT:

"IT IS MY DUTY TO ADVISE YOU:

THAT MOTOR RACING CAN BE DANGEROUS;

YOUR EQUIPMENT COULD BE DAMAGED OR DESTROYED; AND

YOU MAY SUFFER SERIOUS PERSONAL INJURY OR WORSE..

IF THERE IS ANY ASPECT OF THIS RACE MEETING THAT CAUSES YOU CONCERN FOR YOUR PERSONAL SAFETY OR FOR THAT OF ANY MEMBER OF YOUR CREW, WHETHER THAT CONCERN BE WITH THE TRACK, THE VENUE OR THE MANNER IN WHICH THE MEETING IS BEING CONDUCTED, IT IS YOUR OBLIGATION TO BRING THOSE CONCERNS TO THE ATTENTION OF THE CLERK OF THE COURSE.

IF AFTER DOING THIS THOSE CONCERNS ARE NOT ADDRESSED TO YOUR SATISFACTION, YOU ARE ADVISED TO WITHDRAW FROM THIS RACE MEETING.

DOES EVERYONE UNDERSTAND THEIR OBLIGATIONS AND RIGHTS IN THIS REGARD?

IT IS ALSO MY DUTY TO ADVISE YOU THAT AT ANY TIME DURING THIS RACE MEETING RANDOM DRUG AND OR ALCOHOL TESTING MAY TAKE PLACE. IF YOU HAVE ANY DOUBTS AS TO YOUR ABILITY TO PASS SUCH A TEST AT OR BELOW THE STATED LIMITS YOU SHOULD WITHDRAW FROM THIS RACE MEETING IMMEDIATELY.

DOES ANYONE HAVE ANY QUESTIONS?

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SECTION A - BEFORE RACING

PREFACE

These rules shall come into operation on the first day of September 2016, but any annulment shall not:

a. Affect the previous operation of any rule so annulled or anything duly done or suffered there under; or

b. Affect any right, privilege, obligation or liability acquired, accrued or incurred under any rule so annulled; or

c. Affect any penalty or disqualification incurred in respect of any offence committed against any rules so annulled.

d. Local rules are not permitted except tyre rules. Any Member Club utilising local rules will incur a fine of $1,000.00 for the first infringement and $5,000.00 for each further infringement.

e. In these rules, words importing the singular include the plural and the plural the singular, unless the context requires otherwise; and words importing the masculine gender shall be deemed and taken to include females unless the contrary is expressly provided.

1. NOMENCLATURE AND DEFINITIONS

The Council - Shall mean the Sprintcar Control Council of Australia Inc.

Member Club - Shall mean any Association, Club or Body which is a member of the Council.

Affiliate - An affiliate is approved by means of a signed affiliation agreement that is accepted by the council to administer the current Racing Rules, Regulations & Specifications of the SCCA.

Sprintcar - A motor vehicle which complies with the sprintcar specifications of the Council for the time being in force.

Promoter(s) - Any person, incorporated or unincorporated association or body proposing to hold or organise or which is holding or organising a competition or race event under the auspices or approval of the Council.

Championship - A major meeting which has been designated by the Council as a Championship.

Course, Track or Race Track - The route to be followed by

the competing vehicle(s).

Control - All members are under the control of the Member Club conducting the meeting from the time they enter the speedway complex until the time they leave it. **Drivers** - The holder of a permit or licence to drive in a competition or race event.

Duration of Meeting - A meeting or competition is deemed to open 1 hour before the scheduled Sprintcar drivers' briefing and will finish 1 hour after the provisional placings of the sprintcar event are posted.

Hot Laps - Car/Cars circulating under racing conditions without competition.

Licence - A permit to drive a sprintcar in a competition or race event issued by the Council.

Major Meetings - any meeting which is not a minor meeting.

Minor Meetings - Minor meetings consist of local cars and drivers which normally compete at that track for normal prize money.

Participant - means any person, whether a member of the club to which these rules apply or otherwise, who drives, co-drives, owns, officiates or participates in any capacity as Chief Steward, steward, or delegate of the Chief Steward, pit crew, mechanic, time keeper, marshal, crowd controller or in any other capacity associated with the conduct of motor sport racing.

Protected Date - A date allocated by the Council on which nothing other than a minor meeting can occur.

Sanction Meeting - Is a major meeting designated as a sanction meeting by Council.

Speedway - The track, the area enclosed by the track, the pits and surround areas, the viewing area, parking areas and any other area within the perimeter of the arena traversed by the drivers or the public in the usual course of a race event.

Track Clear - The track is deemed clear when the last obstruction involved in a stoppage has been removed from the track.

2. DISCLAIMER

The rules and/or regulations contained herein are designed to provide for the conduct of Sprintcar racing events, and to establish minimum acceptable requirements for such events. It is the responsibility of each participant in any race meeting

to have a copy of, or be aware of, the content of these rules and/or regulations. These rules shall govern the condition of all events and by participating in these events, all participants are deemed to have complied with these rules.

No express or implied warranty of safety shall result from publication of or compliance with these rules and/or regulations.

They are intended as a guide for the conduct of the sport, and are in no way a guarantee against injury or death to a participant, spectator or official. The Chief Steward shall be empowered to permit minor deviation from any of the specifications herein, or to impose any further restrictions that in his opinion do not alter the minimum acceptable requirements.

No express or implied warranty of safety shall result from such alteration of specifications.

Any interpretation or deviation of these rules is left to the discretion of race officials. Their decision is final.

(i) Neither the Council or any Member Club nor any official of the Council or any Member Club shall be liable to prosecution or to any action for damages or breach of contract or to an injunction order or any judgment of a court at the instance of any member, driver, mechanic or person admitted to a race track or for anything:

  (a) done in pursuance of the Rules or intended or purported pursuance of the Rules or other power or authority;

  (b) omitted to be done which by the Rules or by reason of some other power or authority should have been done;

  (c) done as a Council or Member Club or as a committee or in their individual capacity.

(ii) Neither the Council or any Member Club nor any official of the Council or any Member Club shall be liable for any loss or damage:

  (a) arising on the race track of the Council or Member Club concerned or which it was the licensee or lessee or was in occupation at the time;

  (b) in connection with the custody or possession of any chattel whether such loss or damage be due to any act or omission or to negligence and whether it

arose through the state or condition of the land or fixture or to any movable property on the land or to any other cause whatsoever.

3. SUPPLEMENTARY REGULATIONS

May be used for local issues such as, but not confined to; pit entry requirements, timings, heat seeding, time trial draw and trophy presentations. The supplementary regulations must be in writing and available to all entrants prior to the first event of the race meeting but shall not alter in any way the racing rules, regulations and specifications within this rulebook.

4. SCCA PREFERRED MINIMUM TRACK RATING STANDARDS

The State/Territory Member Club, in conjunction with the SCCA Executive and insurer will determine the maximum size of fields for each track.

5. REGULATIONS

5.1 SCCA POLICY

(i) To conduct a race meeting under these rules, the Promoter(s) must submit an application, including all requested documentation, to the State Member Club in a timely manner. Council or the State Member Club will not recognise, sanction or assist a race meeting conducted by a promoter/entity for which approval has not been granted by the State Member Club, in conjunction with the Council, or has not met the minimum standards set out under Clauses 5.1 (v) and 5.2, or has outstanding prize, tow money and or debt owed to the current Council licence holders (State Member Club). The SCCA licence, log book and Racing Rules, Regulations and Specifications are only valid at an approved SCCA event.

(ii) It is recommended three (3) persons, plus driver, minimum to be admitted free to the Speedway or be refunded.

(iii) Sprintcars are to be paid a recommended towage figure of 50 cents per kilometre one way from the nearest Capital or Main City of residency, whichever is the lesser amount. Any amount above this figure is classed as appearance money and is negotiable between the competitor and promoter. It is recommended that the Australian Sprintcar

Title Holder(s) to be paid appearance money of a minimum $200.00 by every track he/she attended including his/her home track.

(iv) Any race meeting with $8,000 or more to win may have a rain date.

(v) All clubs running sprintcars will ensure the following paperwork is completed for each race meeting:

(a) A copy of the nominations for each week;

(b) All owners/drivers/pit crew have personal accident insurance (proof of which, i.e. certificate of currency, should be kept by the State/Territory Club Secretary);

(c) All owner/drivers have a current copy of the SCCA Rules and Regulations;

(d) All drivers are using a current SCCA Log Book and SCCA competitors licence that is signed off correctly for each meeting;

(e) All drivers sign a correctly dated release and indemnity. A guardian's signature is required for under age drivers;

(f) The Duty of Care is read and signed by each driver at the drivers' briefing;

(g) A copy of the weights chart showing the correct weight for each car from the scales;

(h) A copy of the timing chart from the transponders and or manual lap score sheet;

(i) A copy of any infringement notice issued on the night.

(vi) Membership Protection Policy

The full document is available on the SCCA website (www.scca.com.au) in the drop-down box in the 'Information' icon.

5.2 POWERS AND DUTIES OF STEWARDS

(i) The Steward/s, Clerk of Course and Chief Steward shall be duly appointed by the Member Club conducting the competition or the Council and are responsible to the Committee of their respective Member Club or the Council for the general conduct of a meeting in accordance with these rules and any supplementary regulations.

(ii) Chief Steward to have complete control over meeting including lap scorers. Prior to any racing, Chief

Steward inconsultation with promoter will inspect all safety equipment described under criteria used for specifications, safety equipment and lighting as per this rule book.

5.3 DISQUALIFICATION

Drivers, owners, pit crews and officials will conduct themselves as professionals. A sprintcar driver, owner or official can be disqualified at any time by the Chief Steward after consultation with club, track, or Council officials for the breach of the rules and regulations of the Council, or its members, or for conduct unbecoming to the sport of sprintcar racing. The driver or owner forfeits all points and prize money earned as determined by the relevant rule or penalty imposed.

5.4 EXCLUSION

A sprintcar cannot participate in any race, event or meeting from the time the penalty is imposed as determined by the relevant rule until the penalty is served and the sprintcar forfeits all points and prize money earned.

5.5 ASSAULT

(i) Any member, official of a member club who strikes, attempts to strike, or any way physically assaults a member, owner or official of a member club whilst within a speedway shall be liable to the following penalties.

First offence a minimum of $500 and/or 3 month suspension.

Second offence $2500.00 and/or 12 month suspension.

Third offence $5000.00 and/or 2 years to "life suspension" (depending on seriousness of offence).

Any person under suspension will be denied entry to competition area of a race track and will not be allowed to race or officiate until fines are paid. This penalty may be in addition to the conduct and penalty referred to in Rule 7.6.

(ii) Any member, official of a member club who verbally assaults/abuses a member, owner or official of a member club whilst within a speedway shall be liable to the following penalties.

First offence a minimum of $500 and/or 3 month

suspension.

Second offence $2500.00 and/or 12 month suspension.

Third offence $5000.00 and/or 2 years to "life suspension" (depending on seriousness of offence).

Any person under suspension will be denied entry to competition area of a race track and will not be allowed to race or officiate until fines are paid. This penalty may be in addition to the conduct and penalty referred to in Rule 7.6

5.6 ANTI DOPING POLICY/LIQUOR POLICY

ANTI DOPING POLICY

(i) The SCCA Inc. Anti Doping Policy, under the ASADA Act 2006 and the NAD scheme established under that Act shall apply to each Participant in the activities of SCCA Inc. or any of its Member organisations by virtue of the Participant's membership, accreditation, or participation in SCCA Inc., its Members, or their activities or Events.

This Anti-Doping policy shall apply to all Doping Controls over which SCCA Inc. has jurisdiction.

(ii) ASADA Act 2006 means the Australian Sports Anti-Doping Authority Act 2006 (Cth) as amended from time to time.

NAD scheme means the National Anti-Doping scheme as defined under the ASADA Act 2006 as amended from time to time.

Participant is defined in the Anti Doping Policy and this rulebook.

(iii) Saliva Testing Procedure

(a) Anti-Doping/Drug Testing Organisations with Testing jurisdiction shall conduct such Testing in conformity with the Australian and International Standards for Testing in force at the time of Testing.

(b) Phase 1 Participants will be subjected to an Australian Standards (AS4760) saliva test.

(c) Phase 2 Participants returning a positive result in Phase 1 will be stood down immediately from the event, be issued with an approved SCCA infringement notice and will be immediately exluded

from entering all authorized areas.

(d) If a participant refuses to provide a sample for testing, the Chief Steward will issue an approved SCCA infringement notice and the participant will be subjected to the penalty of two (2) years suspension and a $2000.00 fine.

LIQUOR POLICY

(i) Interpretation of this rule

(a) "Duty Period" means the time period between the commencement of a Participant's duties, driving or other role, in the course of a race meeting, until the removal of all powered vehicles from the race track at the end of the last race of the meeting;

(b) "Suspension" means suspension from any and all activity as a Participant;

(c) "Aggravated Offence" means:

(i) An offence under rule 5.6 Liquor Policy (ii) (b), 5.6 Liquor Policy (ii) (c), where the Participant is a driver and has a percentage of alcohol in his/her blood exceeding 0.02%; or

(ii) A refusal to provide a sample pursuant to sub rule 5.6 Liquor Policy (iii).

(ii) Presentation and Ingestion Offences

A Participant shall not:

(a) Consume alcohol neither within a Duty Period nor within 12 hours preceding a duty period.

(b) Commit any offence against sections 59, 59A, 60, 61, 64, 64A, 64AA, 66, 67 or 67A of the Road Traffic Act 1974 (WA), in the course of travelling to or from a race meeting, and Participants place of residence, lodging or employment.

(c) Have a percentage of alcohol in his/her blood equalling or exceeding 0.02% during the Duty Period.

(iii) Participants to provide samples for random testing:

The Chief Steward, or up to three persons nominated in advance in writing by the Chief Steward being members of good standing and experience, or any of these persons may require a Participant, at any time during the Duty Period, to provide a sample of his/her breath, blood or urine for analysis, for the purpose of

detecting the presence of alcohol. If unable to comply immediately,drivers and officials must complete before entering the race track arena, and crew at a convenient time within 15 minutes after being approached.

(iv) Method of providing breath, blood or urine samples:

(a) Breath samples:

The Chief Steward and/or his/her nominees as referred to in the preceding sub rule shall not require a Participant to provide a sample of his/her breath for analysis unless the Chief Steward provides self testing breath analysing equipment as defined by the relevant state legislation.

(b) Blood Samples: The Chief Steward and/or his/her nominees as referred to in the preceding sub rule shall not require a Participant to provide a sample of his/her blood for analysis unless the Chief Steward provides the services of a medical practitioner or a registered nurse and such other equipment as may be required by such medical practitioner and/or registered nurse to take a sample of the Participant's blood, and in this event, the Participant shall be entitled to receive, at the time a sample of his/her blood is taken, a sample of the Participant's blood for the purposes of the Participant conducting his or her own testing on that sample.

(c) Urine Samples: The Chief Steward and/or his or her nominees shall not require a Participant to provide a sample of urine unless the Chief Steward has provided facilities for the taking of that sample in accordance with Australian and New Zealand Standard 4308:2001: "Procedures for the collection, detection and quantitation of drugs of abuse in urine", or such other standard professional practice or best method as may be adopted from time to time.

(d) In all such cases the cost of collecting, transporting and testing any breath, blood or urine samples shall be borne by the club or clubs conducting the race meeting who will not be entitled to contribution by any Participant for any testing conducted.

(v) Investigation and Referral for Disciplinary Purposes: The Chief Steward upon receiving the results of any sample testing or other evidence implicating a Participant in a

breach of these rules shall forthwith refer the matter to the Secretary of the Member Club in accordance with rule 7.6.

(vi) Penalties

(a) Not withstanding any other rule, a Participant found to have breached any of the foregoing sub rules shall be liable to the following penalties:

First Offence: Up to three months disqualification, a $500.00 fine, (or both); Second Offence: Up to two years disqualification, a $1,000.00 fine, (or both); Third Offence: 10 years disqualification.

(b) Penalty for Aggravated Offences.

First Offence: Up to two years disqualification, a $1,000.00 fine, (or both); Second Offence: Ten years disqualification, a $5,000.00 fine, (or both); Third Offence: Up to life disqualification, $10,000 fine or both.

5.7 OWNERS

The owner of a registered sprintcar must be a member of a Member Club of the Council.

5.8 TRACKWORTHY CERTIFICATES AND REGISTRATION

(i) Prior to the commencement of each racing season, and at any other time that a Member Club may direct, the owner/driver of every sprintcar shall submit his sprintcar and safety helmet for inspection.

(ii) The Member Club committee if satisfied that the sprintcar is mechanically in proper order and complies with Council specifications and is not dangerous or unwieldy, shall issue a trackworthy and registration certificate in respect to same.

(iii) All sprintcars, upon change of ownership and before racing, must be registered and all fees paid.

(iv) A Member Club committee may at any time, revoke or suspend any trackworthy certificate.

5.9 LOG BOOK

(i) The log book is to accompany the Sprintcar at all times and shall be passed to the new owner on sale of the Sprintcar. Replacement of the book will be made when

it is full or beyond reasonable use. Old log books will be returned to the issuing club.

(ii) Logbooks to be issued annually.

(iii) Scrutineering

(a) It is the responsibility of the Owner and Driver to correctly complete the log book page for each race meeting and present to the scrutineer or designated official. This signifies that they have checked all listed items and their Sprintcar and apparel comply with the relevant rules. All Owner and /or Drivers may be required to present their Sprintcar and apparel to a scrutineer for acceptance prior to the start of competition or any random time when requested.

(b) Logbook to be signed by Driver and Owner after scrutineering is complete. Failure to sign means that scrutineering is incomplete and driver/car is ineligible to compete in any event.

(c) All non compliances relating to structure and/ or safety on any Sprintcar entered in the log book by the Scrutineer will be completed before the car can be entered into any meeting. Any other minor non compliance entered into the logbook by the Scrutineer must have a date for changes/ repair completed before the car can enter any meeting.

(d) It is not a defence to a ruling resulting from inspection after or during an event that the Sprintcar or apparel passed scrutineering

(e) A Sprintcar which has not passed scrutineering on the decision of the Chief scrutineer or designated official cannot take part in the event or section of the event to which the decision relates.

(f) The responsibility for the safety of the Sprintcar and apparel and its adherence to the rules at all times belongs to the Owner and/or Driver

5.10 DRIVERS MEMBERSHIP

(i) No driver shall be entitled to participate in any competition or race event unless he is a member of a member club.

(ii) Any driver may transfer from one Member Club to another with the approval of the transferrer club. A driver wishing to transfer membership, shall notify the transferee club and the Council secretary in writing. The transferee club shall,

upon receipt of the written notice from the driver, confirm to the Council secretary in writing, that it assents to the drivers transfer. Upon receipt by the council of the written notification from the transferee club, the driver will be deemed to be registered with that club.

5.11 MEDICAL FITNESS

A driver shall undergo a medical examination each year and receive a clearance to race.

In the event of a driver being concussed/unconscious it is mandatory for that driver to obtain a written medical clearance before racing again.

Further examinations maybe required if requested by the Council/Steward. Any driver obtaining an SCCA/Speedway Australia licence must supply the State Member Club with the original medical certificate. Where a dual licence is required, the Licensing Club will verify medical certificate with original issuing association. If an overseas driver comes to race in Australia, no medical required if he has raced in the last six months.

5.12 DRIVERS LICENCE

All drivers must hold a current SCCA Inc. licence, during the period 1 July to 30 June, issued in the State or Territory he/she is a resident unless written permission is granted by the resident's state member club.

The age of consent is to comply with respective State or Territory laws.

All licence applicants must hold adequate personal accident insurance (proof of which, i.e. certificate of currency, should be kept by the State/Territory Club Secretary).

New drivers will be subject to fifteen (15) questions written test prior to a licence being granted by the state member club. All questions must be answered correctly.

Any other driver will be subject to a random test as required by the Member Club. This test will change per annum and be written by the SCCA.

The purchase of a rulebook is mandatory with the issue of every licence. i.e. no rulebook, no licence.

Overseas drivers must join a Member Club of their choice and hold a current SCCA Inc. licence and Australian insurance.

Any driver who competes, or attempts to compete at a race

event with other SCCA licensed drivers whilst not the holder of a current SCCA Licence will be fined $500.00, such fine to be paid when the offender next applies for an SCCA Licence.

Any State Member Club, Sprintcar owner or other SCCA member who organises or allows a driver to compete against SCCA licensed drivers without an SCCA licence will be liable to be fined a minimum of $500.00.

Medical assessments shall be carried out at State or Territory level. The name and address of the assessor shall be forwarded to Council. If a SCCA Inc state member club refuses to issue a SCCA Inc. drivers licence to an applicant, the applicant may apply in writing to the SCCA Inc. for a review of the application.

The SCCA Inc. Licence Review Panel (LRP) shall compromise of up to three independent persons who will assess the evidence of both the applicant and member club, to reach an unbiased and lawful decision. The decision of the LRP will be final, unless new evidence is submitted or circumstances alter. Only applications in writing to the SCCA Inc. will be considered.

Licence is not valid unless it has current photo of the driver.

5.13 NEW DRIVERS

(i) A driver shall at the request of the Chief Steward, satisfy race officials of:

  (a) Their driving ability;

  (b) Their knowledge of flag and light signals;

  (c) Their physical condition; before taking their position in a race draw.

(ii) Upon written request to a member club, a prospective new driver may practice with licensed drivers at official practice sessions only. Approval may be given for a maximum of two practice sessions.

(iii) New drivers are to be placed at the rear of the field for 3 race nights as a minimum. The chief steward may extend or reduce the number of meetings if deemed necessary. New drivers may start in their appropriate point's qualified position in the main feature event if the Chief Steward deems the drivers are capable.

(iv) New drivers must complete one race meeting prior to competing in a State Title.

A new driver is initially to be given a provisional (P) licence

only until the Chief Steward signs off and feels he or she can produce consistent lap times and race competently with other competitors.

Whilst on a P licence this driver is unable to compete at Australian Sprintcar Championship®, WSS events, the Classic or other major events (as designated by the SCCA) including State Titles.

5.14 CONTROL OF PIT CREW

A driver shall be held responsible for the actions of his pit crew and sprintcar owner in respect to these regulations at race meeting.

5.15 DRIVERS MEETING

(i) Shall be conducted by the Chief Steward prior to any racing.

(ii) Shall be attended by all officials, drivers and Crew Chiefs.

(iii) Chief Steward shall notify meeting of any supplementary regulations relating to the meeting or the track and read Duty of Care Statement.

(iv) Each driver, on each night/day of racing, must sign a Release and Indemnity form suitable to the State/Territory laws before being permitted to compete in any event.

(v) Any driver late shall contact race officials to ascertain any supplementary regulations, acknowledge Duty of Care Statement and sign the Release and Indemnity Form before being permitted to compete in any event.

5.16 STARTING OPTION

In race formats where highest point scorer starts on pole, he will be given the option of starting inside or outside.

5.17 CHANGING SPRINTCARS

A driver cannot transfer points from one sprintcar to another in heat races or qualifying events. If a driver has qualified for a race and cannot start in their own sprintcar, they may substitute another sprintcar but must start from the rear.If a driver cannot take his position in a time trial event he/she may substitute his/her sprintcar and has one lap at the end with 15th best possible.

If more than one sprintcar is used by one driver in one meeting, they are all subject to engine or fuel checks. When a multi day/ night meeting is conducted, chassis may be changed after each day/nights racing has been completed and retain points.

5.18 SAFETY EQUIPMENT

(i) Inspection It shall be the responsibility of the Technical Committee to inspect all safety equipment prior to each event. All uniform and footwear worn by drivers must meet SFI or FIA standards.

(ii) Helmets

(a) All Helmets must be a full face design, and comply with a minimum of either of the 2 most recent "Snell Memorial Foundation" "SA" ratings and the manufacturing date shall not be greater than 5 years from date of use OR proof of purchase less than 3 years from date of use.

(b) An approved helmet with an integral balaclava or clip on skirt is acceptable without an additional balaclava having to be worn.

(iii) Uniform

(a) To be of approved one piece double layer fireproof material such as "Nomex" and must be n good condition i.e. no tears or patches. Single layer suits not allowed.

All driving uniforms must have SFI rating 3.2A or FIA 8856-2000.

Each 3.2A/10 or higher level "manufacturer certified" driver suit shall be inspected every five years by the "certifying manufacturer" for re-certification. After inspection, when the suit is determined to be acceptable for continued service, a new conformance label marked with the year of inspection shall be used.

(b) Triple layer suits incorporating sewn in fireproof underwear are approved.

(c) Arms and legs to be tight fitting over wrists and ankles.

(d) Fully protective fireproof underwear (neck to wrist / neck to ankle) will be worn under all driving suits at all times. Must meet minimum SFI 3.3 or FIA 8856-2000 specifications and display a valid SFI 3.3 or FIA label. It is advised that no synthetic attire, under wires in bras or jewellery be worn by a competitor whilst competing.

(e) Approved design arm restraints, balaclava and gloves are mandatory to be worn at all times while

driving on the course. Must meet minimum SFI 3.3 specifications and display a valid SFI 3.3 label.

(f) Speedway Australia approved head/neck style safety devices are compulsory for all drivers and are to be worn in accordance to manufacturer's specifications.

(g) A neck collar is optional.

(h) Head and neck devices must have an in date SFI 38.1 or FIA approved compliance sticker that is within 5yrs of the certification date shown. Details for recertification can be found at www.sfifoundation.com

(iv) Footwear

(a) Socks to be fireproof material only with a SFI 3.3 or FIA 8856-2000 rating.

(b) Boots are compulsory and must have SFI 3.3 or FIA 8856-2000 rating and to be high enough to permit coverage by the cuffs of the driving suit.

(v) Balaclava

(a) Balaclavas are compulsory and must comply with SFI 3.3 or FIA 8856-2000 ratings.

(vi) Gloves

(a) Gloves are compulsory and must comply with SFI 3.3 or FIA 8856-2000 ratings and must be fully intact with no finger or thumb cut outs.

5.19 SAFETY REQUIREMENTS

Drivers are not permitted to participate in any race, official practice, or time trial or warm up event unless one of the following are in attendance.

(i) A State recongnised fully operational ambulance that is fully licensed and certified to treat persons on and off the race track and to transport injured persons to hospital is in attendance, with appropriately skilled personnel: OR

(ii) An alternative provider that can provide medical services at events with a minimum of:

(a) Two event staff that have as a minimum; training & qualifications equivalent to that of a recognized state service; and

(b) At least one vehicle equipped to the standard of an ambulance with equipment that is adequate to deal with the range of injuries likely to be encountered and be commensurate with the skills of, and be

familiar to, the medical or paramedical personnel using it.

If a State recognized fully opertional ambulance that is fully licensed and certified with skilled personnel is not being utilised, then the SMC must obtain a letter of confirmation prior to the commencement of the event that the alternative supplier meets the above rule requirements. This document must be obtained as a part of the SMC's event record.

(iii) Any participant not complying in full with all safety requirements in this Rule Book will not be permitted to compete.

(iv) All drivers are required to remove all dentures before starting an event.

(v) Minimum Safety Standards Sprintcars Practice

(a) Normal approved quantity of fire extinguishers and fire crew.

(b) Minimum of two first aiders. i.e. Paramedics, St John or qualified first aid personnel.

(c) Station wagon capable of transporting minor injury cases.

(d) Appointed person equipped with an operative mobile phone and supplied with the phone number to the nearest road transport ambulance station.

(e) Local Ambulance service notified that you are holding a practice on that day.

(f) A designated person, eg. a steward to be clearly in control of all activities on the day.

(g) It is recommended that One (1) only Sprintcar on the track at any one time unless the requirements of Rule 5.19 (i) are met.

(h) ALL drivers and crews to sign an Insurers Sprintcar Practice Waiver/Indemnity form and to be clearly informed the emergency provisions may not be to the standards of race meetings.

(i) ALL participants must understand that the choice is clearly theirs if they decide to participate under the conditions that exist at the time.

Please note this form is in addition to the Insurance Waiver/Indemnity form to be signed by all participants including Drivers, Crew and Officials upon entry into the pit area.

SECTION B - RACING RULES

6.1 RACE CONTROL

(i) The Stewards shall have absolute control of the course, all racing events and race officials whilst any sprintcar race is in progress.

(ii) The Chief Steward of a race meeting will have personal control over all track signal lighting. When available track signal lighting will take precedence over flags.

6.2 FLAG AND LIGHT SIGNALS

	Red flag or light	Stop.
	Yellow flag or light	Caution, hold position at reduced speed.
	Green flag or light	Start.
	Black flag	Offending car to withdraw from race immediately and is subject to penalty as determined by the relevant rule.
	Black flag with white diagonal	Rule infringement, driver subject to exclusion.
	White flag or light	Last lap.
	Black/white checked	Finish.
	Red with white diagonal	Fire, stop on infield in vacant area.
	Yellow with black diagonal	Excessive noise, back off or risk disqualification.
	Orange with black disc	Mechanical defect, go directly infield and receive drop out points as per laps completed. Failure to obey the mechanical defect flag will result in the offending car being shown the black flag with the car being excluded and driver disqualified from that race.
	Blue with yellow dot	Lapping flag, hold position on the track (used at the discretion of the Chief Steward)

6.3 FAILURE TO OBEY FLAG AND LIGHT SIGNALS:

Failure to obey any flag and/or light signal will result in the offending driver being shown the black flag with the car being excluded and driver disqualified from that race. Failure to obey the black flag will result in a fine of $100.00 per lap.

6.4 RACE STARTS

(i) Each driver is responsible for knowing his/her starting position and maintaining it until the green flag. When a grid draw has been posted and a car withdraws the row will move up.

(ii) A sprintcar or driver not ready when the field is pushed off shall be given a time limit of two minutes. If the driver cannot start within that time he will go to the rear. Once the green flag drops the driver is disqualified from that race.

(iii) Each car is allowed 1 push start per event, this is from the time the car enters the arena until the chequered flag unless for adverse conditions the Chief Steward will use his/her discretion. A car will be deemed to have started when it accelerates away from the push vehicle under its own power. If the car requires a second push start at any time then it will go to the rear of the field, the primary cause to the very rear of the field. In the event of the red light, any sprintcar stopping prior to the red light coming on goes to the rear of the field.

(iv) If a driver passes the pace car he/she will be subject to a fine of $100.00.

(v) When the field has formed up, the yellow light will be switched off when the pole sprintcar enters turn two indicating a start is imminent.

(vi) A single white line is to be placed on the straight 15 metres from the start/finish line, or at the Chief Stewards discretion, at which the front row cars must reach at roll up speed before accelerating.

(vii) The Chief steward will turn on the green light when the lead car is at the white line.

(viii) If a driver breaks formation before the green flag, a rule infringement flag will be shown. If the driver breaks twice he will go to the rear. A sprintcar not keeping up may be considered to have broken the start.

(ix) Any car which jumps before the white line or fails to accelerate will be given a rule infringement flag and sent to the ROF for a second offence. If a driver is considered to have jumped from within or at the back of the field before the green flag has been given, the driver will be put back one position for each sprintcar passed. This will be done in the event of a red or yellow light or at the conclusion of the race.

(x) A yellow light on the back straight of the first lap indicates no start.

(xi) Any car unable to do a lap in time trials will automatically start ROF in the heat races for that race meeting.

(xii) Time Trials, Option of 1 or 2 timed laps, Any driver not making time trial position has one lap at the end with 15th best possible.

6.5 RERUNS

(i) If a race is stopped before the last running sprintcar completes the first lap, a complete restart shall be ordered. The Chief Steward may disqualify a driver from that race if he/she was considered to be the primary cause of the stoppage.

(ii) In a main event a driver may change a tyre on a yellow or red light if one lap has not been completed. The driver will have two minutes to complete the work and must then go to the rear. No work is to be done on the sprintcar on the race track and if work is carried out the driver will be disqualified from that race.

(iii) Once the race has started, no switching of sprintcars allowed.

6.6 RESTARTS

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

(ii) Other than the first lap of an event, drivers unable to make a previous start may return to the rear of the field provided a complete racing lap has not been recorded since their withdrawal.

(iii) When the restart order is correct and the field is in single file, the yellow light will be switched off indicating a start

when the lead car enters turn two. The lead car must bring the field around at a moderate pace and may restart the race at any time between entry into turn three and the restart line. Any driver that baulks (speeds up and then slows back down) at the restart will be shown the rule infringement flag as the cars pass the start line, the yellow light will be turned on at turn 2 and the offending driver/s sent to ROF.

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

(v) If a driver is put back for jumping and does not comply with the penalty, the driver will be black flagged and disqualified from that race. (vi) If an event is stopped with one lap remaining the restart will be run over two laps (i.e. green, white, chequered).

6.7 STOPPAGES

(i) Any sprintcar considered by the Chief Steward to be primary cause of a stoppage, will go rear of the entire field, including lapped cars, but will stay on the current lap they are on.

(ii) Any driver considered by the Chief Steward to have been the primary cause of two stoppages in the same race will be disqualified from that race.

(iii) Any driver stopping on the track to protest or force a caution light will be disqualified from that race.

6.8 YELLOW FLAG/LIGHT

(i) If a driver stops on the race track the driver will go to the rear of field. Once a driver has been push started, he cannot delay the start and offenders will go to the rear.

(ii) No work is to be done on the sprintcar on the race track and if work is carried out the driver will be disqualified from that race.

(iii) If a driver runs over debris which becomes attached to his sprintcar and officials consider it dangerous, the driver will be stopped and restarted in his race position. If a driver causes a yellow light resulting from his own debris then that driver will go to the rear.

(iv) Unless directed by an official, any vehicle travelling on the infield will be considered as dangerous driving.

(v) A Driver is not to break their belts or get out of the Sprintcar unless directed by an official, or in the case of a dangerous situation (e.g. fire). The Driver will be disqualified for a breach of this rule.

6.9 RED FLAG/LIGHT

(i) In the event of a sprintcar rolling over, or the ambulance appears necessary for any accident, then the race will be stopped.

(ii) Once a red/flag has been instigated all drivers will bring their cars to an immediate safe stop and are not to pass the accident. Any driver failing to do so will incur a minimum fine of $100.00 and or disqualification from that race/meeting.

(iii) Pit crews may work on a Sprintcar on the infield or designated area only under an Open Red Light. Failure could be disqualification from the event.

(iv) A driver may get out of a sprintcar if necessary.

(v) The yellow light indicates a driver must restart. If a driver has not completed work he will be given two minutes from the time the restart has been ordered. If a driver delays the start he will go to the rear.

(vi) When the last car stops on a red light, and the accident scene is cleared of all danger, the gates may be allowed open. Other than 1 crew member at the crashed car/s crews will not be permitted within 10 metres of the crash site at the discretion of the chief steward.

(vii) The chief steward has the right to call an open or closed red.

(viii) If any 'outside assistance' is received other than a designated official on a Closed Red Light, then the driver/car will be disqualified from that event.

(ix) After a race has commenced, and the race is then stopped due to extraordinary circumstances (eg rain etc) which results in an extended delay to the restart of the race, at the discretion of the Chief Steward, drivers may make, without any penalty, any such changes to their sprintcar that they deem necessary to accommodate the changed track conditions.

6.10 FLAT TYRE

(a) Any car with a flat tyre, except LHF must go rear of field at any yellow/red light stoppage. With exception of rule 6.10 (b) the driver will be shown the mechanical defect flag at the earliest opportunity if the car is deemed to be unsafe at the restart.

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

6.11 REFUELLING

No refuelling permitted except on a red light.

6.12 DISABLED SPRINTCARS

Any damaged or disabled car rolling around at a considerable slow speed is to be shown the mechanical defect flag.

6.13 PASSING ON INFIELD

If it is considered a driver has gained a position or advantage by passing or driving on the infield (anything more than the left hand front wheel under the pole line), the driver may be shown the rule infringement flag and a board displaying the car number and the driver will be put back 2 positions. This will apply to each sprintcar passed. This penalty will be applied at the first available opportunity, ie, race stoppage or on the race results.

6.14 NOISE REQUIREMENTS

The measurement of noise levels is the sole responsibility of the promoter, and should be conducted according to the latest Local, State or Federal Government guide-lines. Member Clubs will give full support to noise control procedures undertaken by the promoter. Any sprintcar deemed to have exceeded noise levels will be shown a noise flag. If the car continues to exceed requirements, a mechanical defect flag shall be shown. Mufflers are mandatory.

6.15 PROTESTS

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

track to protest will be disqualified from that race.

6.16 RACE DISTANCE

(i) Races will be run over the full number of laps as nominated before the start and recorded electronically whenever available. A race will only be declared if it is not possible for it to continue. The Chief Steward may declare an event due to weather or track conditions or by order of the promoter due to time or noise curfew, A race will be deemed finished when the lead car crosses the finish line and is shown the chequered flag.

If a race is declared by stewards due to a stoppage, then the final placing's will go back to the last fully completed/ recorded lap, including any additional penalties/fines handed down by the Chief Steward including rule 6.6 (i) and (ii) if deemed necessary. All cars involved in the incident/s must be cleared by the Machine Examiner to be capable of restarting the balance of nominated laps.

(ii) Half race distance to be completed to declare placing's and a prize money payout. Anything less then prize money to be divided equally among all starters if the race is not rescheduled. If a race is declared by Stewards, due to a stoppage, then final placing's must go back to the last fully completed/recorded lap including any additional penalties/fines handed down by the Chief Steward including rule 6.6 (i) and (ii) if deemed necessary. All cars involved in the incident/s must be cleared by the Machine Examiner to be capable of restarting the balance of nominated laps.

6.17 PLACINGS

When the lead car crosses the finish line and is shown the chequered flag other cars who cross the finish line will be placed in order behind the winner, if on the same lap, or in order of the number of laps completed. If required for prize money payment, non finishers will then be placed in order of the number of laps completed. Cars to be paid points where they fall out in feature events only.

SECTION C - AFTER RACING

7.1 INSPECTIONS

(i) Engines will be checked at the completion of all State championships and sanctioned events and may be checked at any other time by race officials.

(ii) Sealed engines need not be rechecked unless specified in the entry conditions for that event with the exception of Australian and State Titles.

(iii) When engines are checked, it will be with an SCCA approved engine capacity checker or similar operated per the SCCA procedure.

(iv) If an engine is measured with an SCCA approved engine capacity checker and found to be over 6.715 litres, the owner/driver will be given the opportunity to remove the heads within a time limit of one hour.

(v) The placegetters in all sanctioned events, State and Australian Titles to have their fuel checked for illegal additives.

(vi) The width of wings will be checked on all cars after all sanctioned events.

7.2 FINES AND PENALTIES

(i) Should any driver be fined or in any other way penalised, such fine or penalty shall be noted in the drivers licence and vehicle log book and the approved Council Infringement Notice issued. Verbal notice must be issued at the first available opportunity but no later than 60 minutes after the last event of the race meeting at which the fine or penalty was incurred. Where a misconduct breach of rules (including assault) occurs after the last event of the race meeting, a 1 hour time limit will apply to the issuing of infringement notices. Verbal notification can occur via the raceceiver as the cars leave the track.

(ii) Drivers or owners who have incurred a fine, fines or penalty for infringement of any of these rules shall not be allowed to compete or have their vehicle compete in any subsequent race meeting sanctioned by a Member Club until such time that the fine, fines or penalties are paid in full to the satisfaction of the Member Club that issued the

fine, fines or penalties.

(iii) Dangerous Driving - penalty to be at Chief Steward discretion.

(iv) Any sprintcar driver and car owner that prescribes the use of any engine, car or other component which offends against the SCCA's published specifications, uses traction control, uses illegal fuel or additives, refuses to have his/her engine checked, damages or destroys Council property will be disqualified from the meeting and will be suspended for a minimum of 9 months to a maximum of 12 months from that date.

(v) Penalty for wing infringement will be disqualification for the driver from that race.

(vi) Penalty for a positive result to a prohibited substance in conjunction with Rule 5.6 (iii)

(a) Participants returning a positive result in Phase 1 will be stood down immediately from the event, be issued with an approved SCCA infringement notice and will be immediately excluded from entering all authorized areas.

(b) The participant will remain stood down until the results of the mandatory laboratory test of the second saliva sample are received.

(c) Follwing the assessment of the laboratory results of the second saliva sample, the SCCA will impose any santion it deems appropriate which may include, but not be limited to, repaying the cost of the laboratory test, being placed on notice, a suspended sanction, a full sanction and/or fine.

7.3 DISPUTED PRIZEMONEY

All prize money must be held until the Chief Steward in charge of the meeting has given the all clear on the results.

7.4 PROVISIONAL PLACING'S

Provisional placing's of feature races to be posted on board after conclusion of racing and when cleared by Chief Steward.

7.5 APPEAL AGAINST A CHIEF STEWARDS DECISION

(i) An owner, or driver may appeal to the Appeal Tribunal against a penalty imposed by a Chief Steward upon him or her.

(ii) Notwithstanding any other rule or regulation, any breach of the following rules, as determined by Judges of Fact as nominated from time to time, shall be final and binding:

  (a) Section B – Sprintcar Specifications, 6.14 Noise Requirements, 6.16 Race Distance, 7.1 Inspections (I) – (VI) inclusive.

  (b) The Judges of Fact shall be a person or persons nominated by the Member Club conducting the competition or the Council; the Promoter appointed noise measurement officer and the Member Club or Council Technical Committee.

(iii) Appeal Tribunal - appointed by the host Club, World Series Sprintcars or the SCCA Inc. to consist of three members, none of whom participated in the subject meeting as driver, owner, pit crew.

(iv) Procedure for instituting an appeal is on the prescribed form to the Drivers Representative within 15 minutes of being informed of the Chief Stewards decision together with an appeal fee of $500 to be cash only.

(v) (a) The appeal is to be heard immediately after the last race of the meeting during which the appeal arose and shall not operate as a stay of the decision of the Chief Steward.

  (b) Alternatively, an option exists for the Appeal to be heard at 9.00 am on the day following the event during which the appeal arose (i.e. Saturday event – Tribunal to be held on the following Sunday).

  (c) All witnesses will ensure they make themselves available to provide evidence at the Appeal Tribunal.

  (d) The Appeal shall not operate as a stay of the decision of the Chief Steward the appeal relates to.

  (e) It is recommended for all National and State Title/ Championship events, the host club/World Series Sprintcars or the SCCA Inc. will secure a venue (separate to the racing venue) to conduct any Appeal Tribunal.

(vi) It is the responsibility of the appellant to provide to the

hearing, any witnesses or evidence he/she may choose to present.

(vii) The Appeal Tribunal shall hear and determine any appeal and in doing so:

(a) shall not be bound by the usual rules of evidence;

(b) may inform itself in such manner as it thinks fit;

(c) may affirm, quash or vary the decision appealed against in such manner as it shall think fit;

(d) shall not order any competition or race to be rerun;

(e) shall publish reasons for its decisions.

(viii) If an appeal is upheld, appeal fee will be returned to the appellant. If an appeal is dismissed, the appeal fee will be retained by the body convening the Appeal Tribunal.

(ix) The decision of the Appeal Tribunal shall be final, there shall be no further appeal. The finality of the appeal must be acknowledged by all appellants in writing prior to the commencement of the appeal hearing.

7.6 MISCONDUCT

(i) Definitions

For the purpose of this clause, misconduct is defined as any action or behaviour which will bring, or has the potential to bring, the sport of sprintcar racing or the activities of the SCCA or its State and Territory Associations or its affiliated associations into disrepute.

Misconduct under Clause 7.6 includes but is not limitied to:

(a) Being charged with, and/or convicted of, a criminal offence.

(b) Being involved in violence or inciting violence.

(c) Intoxication in public.

(d) Making a detrimental, offensive, threatening, discrimatory or false public statement in any media (including social media) about the chief steward, a participant, another licence holder, the SCCA, SCCA State and Territory Associations, or an affiliated associations and their sponsors, employees or officeholders.

(e) Failure to follow a policy issued by the SCCA.

(f) Failure to follow a reasonable direction of the SCCA, SCCA State and Territory Association or affiliate association.

(g) Conduct unbecoming to the sport of speedway.

(ii) A charge of misconduct during a Race Meeting:

(a) A charge of misconduct shall be preferred in the form of schedule 1a no later than 15 minutes following the conclusion of racing, to an official of the host member club together with a fee of $500 (waived for SCCA and officials) that is non-refundable if charges are dropped, money to be refunded if charge goes ahead.

(b) The official or the host member club shall refer the matter to the Chief Steward, within the above time frame, who shall investigate, and if he deems that a charge is warranted, may:

(i) disqualify and/or

(ii) fine and/or

(iii) suspend

the relevant Licence Holder and serve an Infringement Notice. **The Chief Steward may defer investigation/judgement until the conclusion of racing.**

(iii) A charge of misconduct not during a Race Meeting:

(a) A licence holder, SCCA and/or another official (complainant) may refer a charge of misconduct against another licence holder to the disciplinary tribunal pursuant to these rules.

(b) A charge of misconduct shall be preferred in the form of schedule 1b shall be forwarded to the Secretary of the host member club or affiliated association, who shall refer it to the executive of the said club within 3 days, together with a fee of $500 (waived for SCCA and officials) that is non-refundable if charges are dropped, money to be refunded if charge goes ahead.

(c) The executive of the member club shall appoint a disciplinary tribunal consisting of not less than three (3) persons and not more than five (5) persons to adjudicate the charge within seven (7) days of receiving from the Secretary. The executive shall appoint one of the members to be the chairperson.

(d) Only persons who will act impartially may be on the tribunal.

(e) The tribunal shall set an appropriate date and place for the hearing of the charge within fourteen (14) days of being appointed by the executive.

(f) A charge may only be heard by the tribunal if the person charged has been informed in writing by certified mail lodged within fourteen (14) days prior to the hearing of the charge of the following particulars:

  (i) the nature of the charge

  (ii) the factual basis upon which the charge is preferred against him/her.

(g) The tribunal shall hear the charge in a fair and impartial manner and accord the person charged the right to call evidence, question the person making the charge, question witnesses and make submissions to the tribunal.

(h) The tribunal may adjourn the hearing of a charge if it considers such adjournment appropriate in the circumstances.

(i) Where a member of a member club has been charged with misconduct arising out of a charge of use of a prohibited substance in accordance with these rules and found guilty that member shall be liable to a minimum of two (2) years suspension from officiating, driving, competing, crewing or otherwise participating in any sprintcar competition.

(j) Where a member of a member club has been found guilty of a charge of misconduct he/she will be liable to pay all reasonable costs incurred by the Council or member club in hearing the matter as determined by the tribunal.

7.7 SPRINTCAR APPEALS TRIBUNAL

(i) Any person who wishes to appeal against the decision of a club Disciplinary Tribunal shall:

(a) Give verbal notification to the Council Secretary within 24 hrs of his intention to appeal.

(b) Lodge a written appeal with the Council Secretary in the form of Schedule 2 together with a fee of $1500.00 within 14 days of the conclusion of the club Disciplinary Tribunal; PROVIDED that an appeal may be lodged by another person acting on behalf of the aggrieved party where the aggrieved party is injured or otherwise unable to lodge the appeal himself.

(ii) (a) No person who was participating at a race meeting as an owner, driver, pit crew, steward or registered official, or who is directly or indirectly concerned with the matter under consideration shall be eligible to sit as a member of the Sprintcar Appeals Tribunal.

(b) Where appropriate to the particular appeal, the Sprintcar Appeals Tribunal shall include a person knowledgeable about the conduct of speedway racing or the technical specifications of sprintcars.

(c) The Appeals Tribunal may be appointed for a period of time, or from time to time, although some commonality of membership and consistency of approach is desirable.

(d) The Council shall appoint a chairperson of the Appeals Tribunal.

(iii) Powers of the Tribunal The Appeals Tribunal shall:

(a) Satisfy itself that the appeal is eligible to be heard and proper documentation has been completed within prescribed time limits and accompanied by the appropriate fees.

(b) Dismiss the Appeal if the proper documentation, time limits and fees have not been complied with, unless the default in documentation is of a minor nature.

(c) Ensure that all parties have been given adequate notice of the hearing, such notice being not less than 7 days, including notice of the right to call

witnessesand present any other relevant evidence.

(d) Call upon any person or persons to give evidence which it deems necessary to reach an unbiased and lawful decision.

(e) Ensure that each appeal is conducted in an unbiased manner with adequate opportunity for each party to state his case, present evidence and cross-examine or question witnesses for any other party.

(f) Control the conduct of the hearing, including the persons in the hearing room during the hearing.

(g) Provide any party found guilty of an offence the opportunity of addressing it on the question of appropriate penalty.

(h) Adjourn a hearing, if in its discretion, fairness requires such adjournment.

(i) Cause a tape recording of the hearing to be taken and retained by it.

(j) Maintain a record of the matters heard by the Appeals Tribunal and communicate to the Council any decision of the Appeals Tribunal, including its reasons for decision within 10 days of a decision being given.

(iv) Decision of the Appeals Tribunal

(a) The Appeals Tribunal may decide that a decision appealed against be upheld or dismissed or substituted by another decision and that penalty appealed against be waived, mitigated, increased or a fresh penalty imposed, but it shall not order any competition or race to be rerun.

(b) The Appeals Tribunal may order that the fee paid upon the lodgement of the appeal be forfeited, reimbursed or partly forfeited and partly reimbursed to the appellant.

(c) The Appeals Tribunal may order that an unsuccessful appellant pay the reasonable costs of any other party where it judges the appeal to have been vexatious or frivolous or brought without reasonable grounds.

SECTION D - SPRINTCAR SPECIFICATIONS

8.1 GENERAL

(i) Design and Construction - All phases of design and construction of any car are subject to the approval of the Technical Committee. The Stewards and the Technical Committee may exclude any car, design or construction which they deem to be dangerous.

(ii) The Chief Scrutineer and Machine Examiner have the right to exclude any vehicle from any event if the vehicle is in an unsafe condition or does not comply with these specifications and order the vehicle to be brought to a proper condition before being presented for scrutineering.

(iii) Cars are to be constructed of only top grade materials and built to a professional standard with welding and method of attachment of all parts and components entirely safe and trackworthy. All steel tubing or section used shall not be coated or plated material before welding. No welds to be covered by synthetic filling. The use of carbon fibre in sprintcar construction is not permitted.

(iv) Any existing vehicle not complying with the following specifications may be accepted at the discretion of the Council.

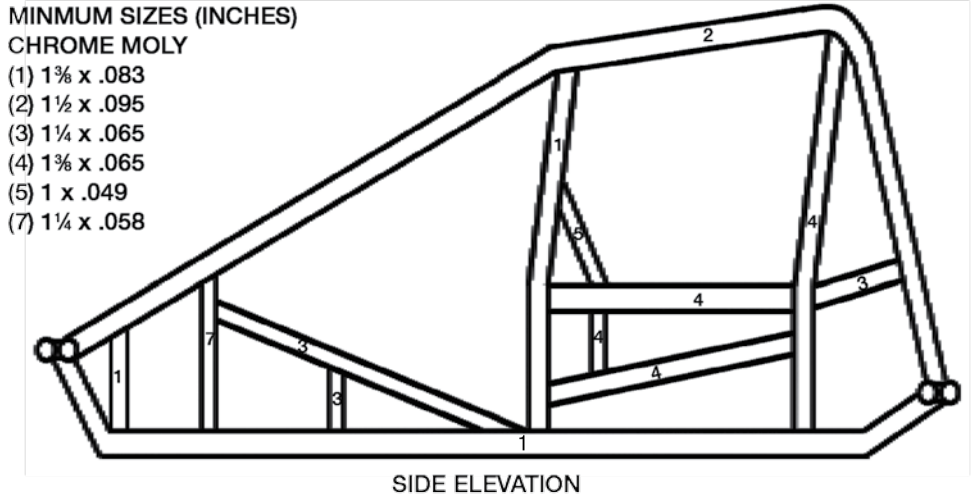
(v) Rear engine, front wheel drive and four wheel drive cars are not permitted

(vi) No mirrors, radio or communication equipment is permitted on any sprintcar or driver except one way Steward to Driver communication system is mandatory for all sprintcar events, and this system is also recommended for infield officials. No remotely operated components permitted on or in any Sprintcar.

Penalty - If you do not respond within two (2) calls over the raceceiver prior to start-up, you will be sent ROF.

Onus is on the driver to make sure that his/her communication equipment is always working.

(vii) Register/recording equipment including instruments that supply “on board only” that only records engine RPM, oil temperature, oil pressure, fuel pressure, coolant temperature and EGT/Lamda information are allowable provided no actuators are used during race meetings. Multiple register/recording and downloadable data logging devices that include programmable and un-

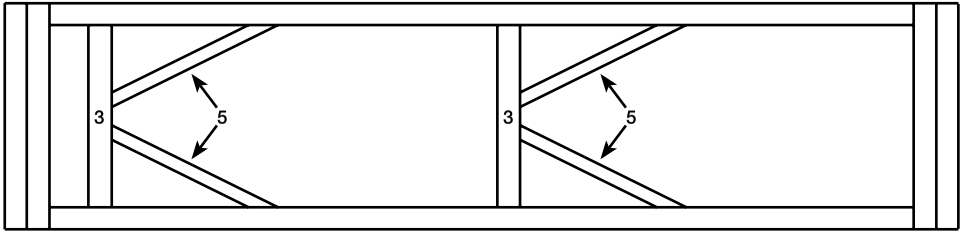


SIDE ELEVATION

CHASSIS SPECIFICATIONS (2003)

MINMUM SIZES (INCHES)

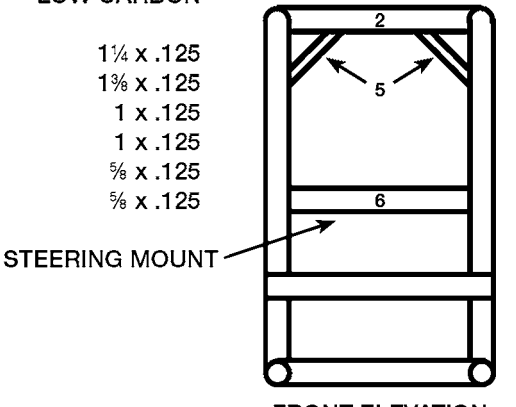
CHROME MOLY	LOW CARBON
(3) 1¼ x .065	1¼ x .125
(5) 1 x .049	1 x .125



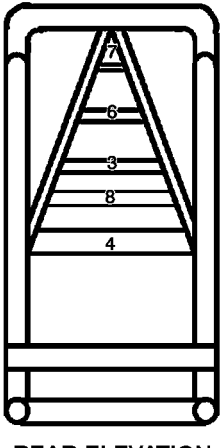
BOTTOM VIEW

CHASSIS SPECIFICATIONS (2003)

MINMUM SIZES (INCHES)	
CHROME MOLY	LOW CARBON
(2) 1½ x .095	
(3) 1¼ x .065	1¼ x .125
(4) 1⅜ x .065	1⅜ x .125
(5) 1 x .049	1 x .125
(6) 1 x .065	1 x .125
(7) ⅝ x .065	⅝ x .125
(8) 1⅛ x .065	⅝ x .125



FRONT ELEVATION



REAR ELEVATION

CHASSIS SPECIFICATIONS (2003)

programmable electronic control units (ECU) and throttle position sensors are not allowed.

(viii) Any Driver found to be having any outside assistance while the vehicle is racing to adjust the performance of the Sprintcar by way of remote control or other device(s) will be disqualified from that event or race meeting and may receive further penalties in the way of fines or suspensions from further competition.

8.2 CHASSIS

(i) Wheelbase

(a) Maximum wheelbase of 2450 mm.

(b) Minimum wheelbase of 2100 mm.

(ii) Track

The track of all cars shall be 1600 mm maximum.

(iii) Weight Rule and Procedures At the beginning of each event, the scrutineer will determine which scales are to be used for the event.

(a) Car cannot weigh less than 659 kg (1450 lbs) with driver when weighed as follows:

(i) Mandatory weigh–in for top four (4) feature finishers immediately after finish as you come off the track.

(ii) Random weigh-in at any time during the program including after feature finish.

(iii) At the discretion of the Chief Steward, the Scrutineer may direct the driver or crew to remove excess mud prior to weigh-in.

(b) Scales to be available at the track prior to any events to allow the opportunity to add weight. Scales to be in attendance before a sprintcar meeting can commence and to be supplied by the Member / Affiliate Club conducting the event.

(c) A maximum of two bolt on ballast units, each single unit of ballast must not exceed a maximum of 11.3kg (25 lb), total combined ballast that can be added maximum of 22.7 kg (50lb). It must be encased in steel or aluminium weldment, bolted to the rear engine plate only and secured by a minimum of 2 x 12.7 mm (½") high tensile bolts with self locking

nuts and 38 mm (1 ½") washers.

(d) No filling of any part of the chassis/car structure or any bolt on components.

(e) Floor pan and body panels may not be thicker than 3.2 mm (⅛").

(f) You cannot sacrifice safety for weight.

(iv) Construction

Chassis must be constructed from steel tubing not car chassis rail.

PENALTIES

(a) If car is found too light after qualifications, your time and points will be scratched and you will be given an opportunity to bring your car up to the required weight.

(b) Once you are re-weighed and pronounced legal, your car starts on the tail of all races that night.

(c) If a Sprintcar does not meet weight after two (2) attempts on the scales, the Sprintcar/driver will be excluded from that event and lose all points and money for that event.

An event is defined as any competition, time trial or race between 2 or more Sprintcars.

(d) Any driver when directed by an official, in any manner, fails to present their Sprintcar for weighing will be disqualified from that event.

8.3 ROLL CAGE

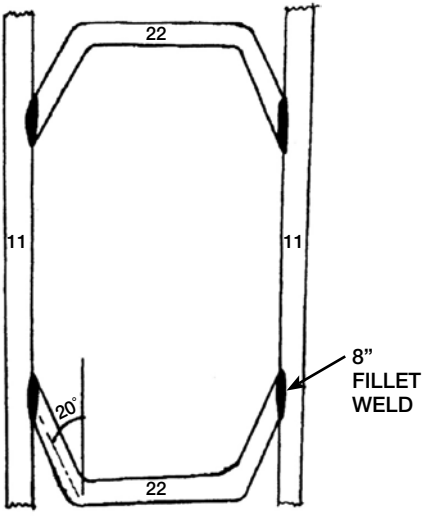
(i) Rear roll bar minimum size 38 mm (1½") O.D. x 3.2 mm (⅛") wall low carbon structural tube or black pipe (not galvanised).

(ii) Front roll bar minimum size 35 mm (1⅜") O.D. x 3.2 mm (⅛") wall low carbon structural tube or black pipe (not galvanised).

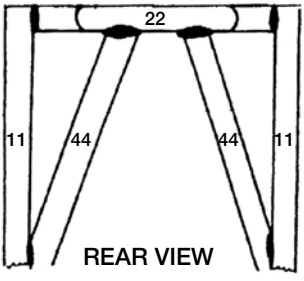
(iii) All other members minimum size 32 mm (1¼") O.D. x 3.2 mm (⅛") wall (not galvanised).

(iv) Chrome moly. steel tubing roll cages S.A.E. 4130 seamless tubing minimum 35 mm (1⅜") O.D. x 2.4 mm (.095 ± .005"). Alternative - 531 Reynolds (CHS) tube.

(v) Cockpit opening at least 32,250 sq. mm (500 sq. in.) located behind engine compartment and measure on a plane parallel to ground and level with uppermost part of body or windscreen. None of the cage structure may



TOP VIEW

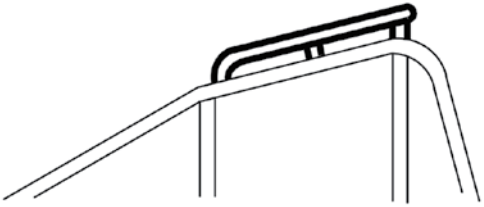


REAR VIEW

CHROME MOLY
(11) 1½ x 0.095
(22) 1½ x 0.095
(44) 1¼ x 0.083

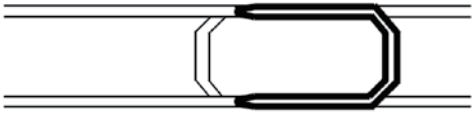
GRIZZLY ROLL CAGE
APPROVED DESIGN (MAY 1997)

HEAD HEIGHT HALO
APPROVED DESIGN (APRIL 2002)



SIDE ELEVATION

Halo – 38 mm (1½") dia. x 2.4 mm (095") w.t.
Spacers – if required to achieve head height:
38 mm (1½") dia. x 2.4 mm (.095") w.t. Maximum length
50 mm (2.0") – 4 required, spaced approx 300 mm apart.



PLAN VIEW

encroach upon an imaginary 20" (500 mm) cylinder extending upward from cockpit opening.

(vi) Minimum clearance between the topside of roll cage (not padding) and the top of the driver's helmet to be 55 mm, when driver is seated in race car and measured from a straight edge placed across left to right of the topside of roll cage to top of helmet. All cars must utilise the use of a minimum 25mm (1") manufactured high density SFI Approved safety padding under the driver between the seat and the drivers body. Cars failing to meet this specification must be fitted with a halo welded to roll cage at a minimum of six points as per side elevation view (refer diagram), 2 head nets - one head net to be fitted to the right side and one to be fitted to the left side of the roll cage and roll cage padding before being allowed to race unless utilising a full containment seat with headrest. If needed padding must be cut to allow measuring of head height clearance. In all circumstances drivers must still use the high density 25mm (1") minimum safety padding. The use of polyester belts is highly recommended.

(vii) Gussets must be fitted in four opposite corners of top section, minimum thickness 3.2 mm (⅛") in a manner

least likely to endanger drivers arms. Gussets to be fitted externally so as to leave a side opening of 25 mm (1") at the joint of tubing and extend at least 100 mm (4") from the joint. Tube gussets may be used. Grizzly design excepted as per diagram.

(viii) Any attachments must first have approval of local Technical Committee.

(ix) Minimum mean radius for bends used in cage to be 150 mm.

(x) It is compulsory that all new cars include the cage as part of the frame.

(xi) The rear roll bar must be braced in the form of a crucifix or an inverted "V". The "V" to extend from the top centre (behind the drivers head) down the sides as far as practicable.

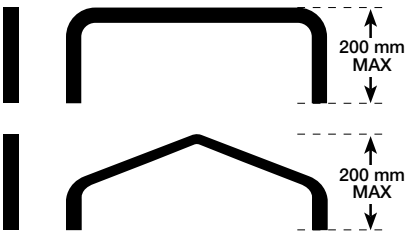
(xii) If the roll cage has an opening greater than 32,250 sq. mm (500 sq. inches), a centre bar may be required. If the roll cage opening is less than 32,250 sq. mm (500 sq. inches), the centre bar is not recommended and is not to be fitted to new cars.

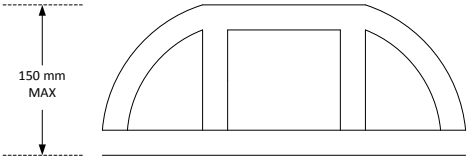
(xiii) No oil coolers to be mounted on the roll cage. All other details, refer to basic sketch.

(xiv) Any car that does not comply to SCCA roll cage/side panel template must have shoulder bar #4 on page 40 as per this rule book.

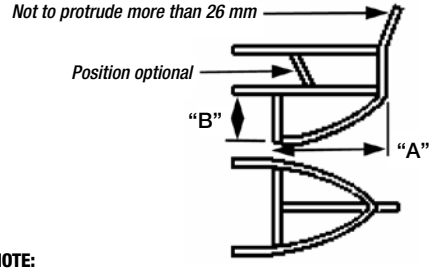
8.4 NERF BARS

SINGLE FRONT NERF BARS





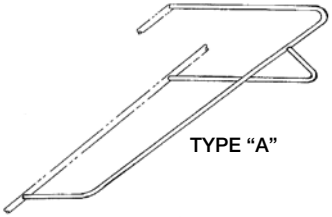
REAR NERF BARS

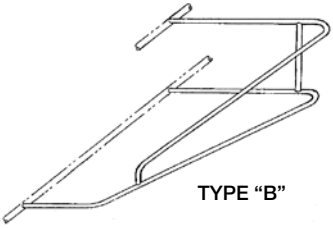


NOTE:

1. Distance "A": The basket bar must cover minimum 50% of fuel tank.
2. Distance "B": Rear nerf basket be maximum 50 mm clearance between tank and basket.
3. Rear nerf must extend at least 80 mm behind the tank.
4. Rear nerf basket optional but if fitted must comply with dimensions pictured.

SIDE NERF
APPROVED DESIGN (MAY 1997)





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8.4 NERF BARS cont...

(i) Design

(a) Nerfing bars must be of acceptable design with no uncovered upright pipes or horns. As long as the upright pipe or horn does not protrude one inch or 26 mm past the rear most point of the rear nerf without a sharp point, it is acceptable.

(b) Single or double front nerf bars are not to extend more than 200 mm past the front edge of the tyre or cross torsion tubes but must extend to the front edge of the tyre and must be as per diagram. Material must be 25.4 mm o.d. x 2.1 mm w.t. max. Double front nerfs are to have 2 only mount points and to be constructed of no more than 4 bars. Overall height not to exceed 150mm (6"). As per diagram.

(c) Rear nerf bars shall comply with approved design as per diagram. Rear nerf bars are mandatory at all times, hence no rear nerf, no race.

(d) Front and rear nerf bars to follow body line.

(e) No other single nerf bar is permitted.

(f) All nerf bars to be kept to as small a size as possible.

(g) No sharp/protruding corners permitted.

(h) Side nerfing bars must be fitted and not extend past the wall of the rear tyre and extend forward to be level with No.1 cylinder exhaust port to minimum level with rear engine upright - to allow short nerfs to be optional.

Right hand side nerf bar must extend a minimum of 508 mm (20") and left hand side nerf a minimum of 437 mm (18") from the chassis.

The side nerf bar construction shall have 3 mounting points and not have any more than 3 bars used in their construction.

Side nerfing bars are mandatory at all times.
No complete side nerfing bar no race

(ii) Protection Height

(a) Centres of front and rear nerf bars to be approx. 450 mm from ground level.

(b) Front and rear nerfs must offer protection at a height of 450 mm.

8.5 FRONT AXLE

(i) Size

Tube front axles to be a minimum of 44.45 mm (1¾") to a maximum of 63.45 mm (2½") O.D. with a minimum of 2.4 mm (.095) wall thickness and eyes must be wrapped as far as possible.

(ii) King Pins

(a) To be of approved automotive design.

(b) To be a minimum of 19.05 mm (¾") diameter.

(iii) Hollow king pins permitted providing they have a minimum wall thickness of 3.3 mm (.130").

(iv) The pan hard rod must have a locknut, lock wire or split pin.

(v) Front and rear axle assemblies, steering components, etc. must meet with approval of the Technical Committee.

8.6 STEERING

(i) Type Any safe form.

(ii) Position of Steering box Steering boxes must be mounted as far away from drivers knees as practical and be adequately padded.

(iii) Turns Lock to Lock

(a) Maximum of two.

(b) Minimum of three quarters.

(iv) All steering pitman arms are to be outside the cockpit.

(v) Quick release steering wheel hubs to be of approved metal design.

(vi) All main steering arms (Main drag link) to have a safety strap attached to the chassis.

(vii) All tie rods and drag links to be fitted with steel bolts/studs (Grade 5 or 8 high tensile bolts/studs highly recommended), with no hollow, light weight, titanium, stainless steel or aluminium bolts or studs permitted. Heime joints to be steel or chrome Moly.

(viii) The following components must have locknuts, lock wires or split pins: steering arms bolted to spindles, and all steering components. Method of retaining pitman arm to steering cross shaft must be used.

(ix) Front and rear axle assemblies, steering components, etc. must meet with approval of the Technical Committee.

8.7 REAR AXLE

(i) All cars must use a locked differential.

(ii) All cars must be fitted with differentials using full floating type axles.

(iii) An approved type live axle may be used.

(iv) Morris J van type rear end not permitted in open sprintcar competition.

(v) (a) Aluminium rear axles to have a maximum I.D. of 52.45 mm (2.0625")

(b) Axles with an I.D. between 48.32 mm (1.9002") and 52.45 mm (2.0625") may only utilise a 'long spline axle'.

CLARIFICATION NOTES:

(i) Spline must be greater than 184.35 mm (7.25") in length.

(ii) Axles with an I.D. of 48.32 mm (1.9002") or less do not have a spline measurement restriction.

(c) The O.D. is not to be machined more than 1% of the original manufacturers standard. No undersized axles are permitted to be sleeved up to size.

(vi) The following components must have locknuts, lock wires or split pins lower bird cage bolts, pan hard rods.

(vii) Front and rear axle assemblies, steering components, etc. must meet with approval of the Technical Committee.

8.8 SUSPENSION

(i) Type Front and rear suspension may be of any type. No cockpit adjustable torsion bar/torsion stop or sway bar implement allowed.

(ii) Shock Absorbers All cars must incorporate an operative shock absorber on each wheel. No coil or conventional shock absorber to be adjusted from the cockpit.

(iii) All sprintcars are to be fitted with torsion stop/bar retainers to front suspension. A suitable rod fitted with a minimum retaining washer size of 1 ½ inch O/D with a minimum thickness of ¼" with nyloc nuts, or suitable locking device on each end, or a spreader bung type is allowed. The scrutineer is to determine if the system is suitable to retain both stop and or arm in the event of coming loose. Note: It is recommended that a

commercially manufacture device be used.

8.9 BRAKES

(i) Method of Operation

(a) Brakes must be operative on both rear wheels at least. Right rear brake optional.

(b) All braking systems must be operated from the left hand side and to be foot operated (combined foot and hand pedal allowable).

(ii) Type Hydraulic only.

(iii) Inboard brake discs to be no larger in diameter than the side plate of the diff. centre.

8.10 WHEELS

(i) Size

(a) Maximum of 406 mm (16 inches) diameter.

(b) Minimum of 305mm (12 inches) diameter.

(ii) Type

(a) Approved full magnesium alloy type wheels may be used.

(b) Approved split rims (alloy or steel) with steel heat treated alloy and magnesium alloy centres may be used.

(c) Wheels with steel plate centres for use on the rear must have a minimum plate thickness of 8 mm (5/16"). Existing 6.4 mm (1/4") plate centres must be reinforced by at least 3.2 mm (1/8") plate.

(d) Dual wheels not permitted on any car.

(e) All imported wheels must have proof of manufacture.

(f) All balancing lugs must be securely fastened.

(g) Fabricated and/or split rim wheels must have the specific approval of the National Technical Committee.

(h) Alloy Wheels - One piece proprietary wheels conforming to Australian specifications to date have been accepted, and are still to be kept under close scrutiny. Custom built composite wheels must meet the approval of the local Technical Committee, but as a guide, the extruded centre plate must be minimum thickness of 12.7 mm (½") 6061T6 attached to the hub by at least 5 lug nuts. Spun rims to be attached

with 6.4 mm (¼") high tensile bolts secured with locking nuts having centre distance no more than 64 mm (2½").

Cast centres CP, AP, BP, 6061T6 must be at least 19 mm (¾") thick at the hub and in case of the spoke type to be no less than 9.5 mm (⅜") thick at any section.

The Technical Committee will, if necessary, revoke any wheel from competition if failure is due to any inadequacy.

NOTE: MRT carbon fibre wheels may be used on SCCA registered sprintcars.

Proof of purchase, post 1991, is required on demand.

(i) Any recognised wheel cover accepted providing they are not fixed by protruding devices.

(iii) Attachment

(a) Front wheels to be secured by no less than three steel studs or bolts of no less than 15.8 mm (⅝") diameter or five steel studs or bolts of no less than 9.5 mm (⅜") diameter. These studs or bolts are to be grade 8 high tensile type. Commercially manufactured 3 spoke/stud front hubs are allowed.

(b) Rear wheel studs to be of high tensile proprietary design of minimum size 12.7 mm (½") National Fine thread. Minimum of five studs are required.

(c) Wheel nuts shall comply with approved design.

(d) Any approved type of "knock on" hub, providing the "knock on" screws on in a counter direction to the wheel rotation, may be used.

(e) Where "knock on" hubs are used a minimum of three (3) drive pins for each front hub to be used of 15.8 mm (⅝") dia. with 12.7 mm (½") thread and a minimum of six (6) drive pins for each rear hub and will be a minimum of 15.8 mm (⅝") dia. with 12.7 mm (½") thread. Pins to be grade 8.

The use of splined centred wheels are permitted for use without the use of drive pins with "knock on" hubs.

(iv) Tyres

(a) All cars must use tyres that are in good condition.

(b) Minimum Right Rear compound equivalent to American Racer SD38, Hoosier WAV-D15, or Goodyear M300.

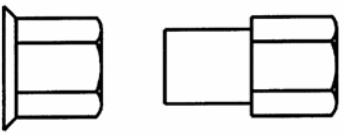
(c) The minimum tyre compound allowed for the left hand rear tyre is a RD12 Hoosier, SD33 American Racer, or a 200 Goodyear. No other brand of tyre is to be used in this position without first submitting the tyre to the SCCA technical committee for evaluation.

(d) Compound markings not to be tampered with or removed.

(e) If a driver is competing at an event (that is not in their home state) that uses a control tyre, then that driver does not have to purchase a tyre from that track, but MUST use the same brand and compound of tyre as being used at that venue.

(v) Hubs Front and rear axle hubs and housings must not extend beyond outer wheel rim. It is recommended that heavy duty front stub axles and hubs be used: e.g. ¾ tonne Ford and International truck type.

WHEEL NUTS
APPROVED DESIGN (MAY 1985)



NOTE: 1. Minimum ⅞" across flats.
2. Washers used under nuts will be minimum 1¾" O.D. × ⅜" thick steel e.g. Dodge 3 ton flared wheel nut.

8.11 TRANSMISSION

Torque Tube

Strap or safety loop compulsory on all cars. A safety hoop, when fitted, is to be mounted on the bottom chassis rail with the brackets angled slightly forward so as not to interfere with submarine seat belt. The hoop shall be a minimum of 300 mm high and 150 mm wide with the tube being 25 mm dia. by 1.5 mm wall thickness. The hoop shall be attached with 5 mm nuts and bolts.

8.12 FUEL SYSTEM

(i) Design and Construction

(a) The smallest size fuel tank possible is to be used.

(b) An F.B.I. type breather or a similar manufacture one - way valve to be used.

(c) Fuel tank caps must be of leak proof: screw, aircraft or approved design.

(d) Plastic fuel filters banned.

(ii) Fuel Lines

(a) All cars must be fitted with copper or steel fuel lines or approved flexible tubing.

(b) Approved flexible connection to fuel pump with screwed connector must be used.

(c) All cars must be fitted with flexible fuel lines within 80 mm of the tank.

(iii) Fuel Tap/s

All cars must have a tap or taps in the fuel line within easy reach of the driver, with easy external access and prominently marked ON – OFF in a contrasting colour. Fuel tap/s must effectively stop the flow of fuel from the tank to the pump and filter and will be mounted on the right hand side of the cockpit. All external access taps must be clearly sign written to show location.

(iv) Fuel

Fuel may be checked at any time by race officials. Alcohol fuel only permitted - fuel containing petroleum based additives, nitro methane or other oxygen producing additives are not permitted. Specific gravity will comply with SO-CAL fuel test procedure table. At any given time a chemical analysis shall be taken of fuel, and if any additive greater than 3% in an oil based competency is found to give added ability to the engine, this will also be classified as a disqualification. The use and fitting of nitrous oxide injection systems are prohibited.

(v) Fuel Bladder

(a) Approved fuel bladders mandatory in all tanks without exception.

(b) Fuel bladders will be completely surrounded by a container to rigidly support the fuel bladder and provide additional protection.

(c) The fuel containers must be constructed of non

combustible resins or plastics.

(d) The manufacturers of fibreglass or plastic fuel bladder containers must provide certified documents that those materials will not support combustion.

(e) Fuel tank vent must have a check valve.

(vi) Fuel Bladder Construction

(a) Physical properties minimum standard:
Tensile strength: 450 lbs.
Spec. MIL-CCC-T-191B Method 5102.
Tear strength: 50 lbs.
Spec. MIL-CCC-T-191B Method 5134.
Puncture strength: 175 lbs.
Spec. MIL-T- 6396c Article 4.5.17.
Seam strength: 450 lbs.

These physical properties must be maintained throughout all areas of the finished fuel cells including seams, joints and fittings.

(b) All fittings will be built into the fuel bladder and bonded and cured as an integral part of the tank encapsulation.

(vii) Approvals

(a) The Saldana polyethylene fuel tank with bladder fitted is approved.

(b) Fuel Bladders Incorporated headrest tank is approved providing:

(i) Certification papers are presented to the scrutineer.

(ii) 3 standard mounting points are used each having a holding area of 75mm square.

(iii) May be used without separate tail panel.

(iv) Tank must be used as manufactured and not modified in any way.

8.13 BODY

(i) Design of Body

(a) All cars are to have a suitably padded upholstered cockpit. All sharp protruding objects to be suitably padded.

(b) All sprintcars must contain a nose, bonnet, cockpit

side panels and tail, at all times.

(c) The side panel must extend from the front fire wall to at least the front edge of the seat and be no higher than the top edge of the firewall.

(d) Body panels fitted to left hand side of car must leave enough room to allow driver to exit car without removing the panel.

(e) Fuel Bladders Incorporated Fuel Bladder housing may constitute a tail providing a tail type hump is professionally fitted.

(f) Limitations of rear most body side panels to conform to a template located by the cars rear axle.

(g) The drivers' right side panel opening must be a minimum of 255 mm vertical opening at any point and a minimum 530 mm horizontal opening at any point.

(h) The drivers Left side opening must be a minimum of 400mm vertical opening at any point and a minimum 400mm horizontal opening at any point, unobstructed.

(i) Rock/Debris Screens, maximum opening of 50 mm vertical design, made of metal (no plastic) must be securely attached by a minimum of 3 hose clamps to the front of roll cage of all cars at all times. Screen must sufficiently cover the open area of the roll cage directly in front of the driver.

(ii) Paintwork and Sign writing

All vehicles are to be presented for racing in a good condition, including paintwork and sign writing.

(iii) Numbers and Contrast

(a) Racing numbers shall not be duplicated in any State or Territory in any division.

(b) Racing numbers may extend past 100 in any division providing numbers 2-99 is in use. State Number 1 Open and 360 Sprintcars: Each State Champion is Eligible to carry Number One on their Sprintcars; the Number 1 must have the state name across it for Open Sprintcars. 360 State Number 1 to have approved 360 and State Logo on it. All Cars must revert back to their State registered number at any Australian Title.

(c) All sprintcar numbers must be on both sides of the

fuel tank and utilise a contrasting colour scheme to ensure that the number is easily identifiable. Rule to also apply to the prefix lettering system

(d) 410 and 360 sprintcars: - All left hand wing panels will have racing numbers to be min. 300 mm high x 50 mm thick and to include first letter of state prefix, (Northern Territory to include NT prefix) which will be min. 150 mm high x 25 mm thick on each side of the panel, be in a contrasting colour and clear from sign writing etc. Previous State Prefixes in use ie. NQ 410 prefix and WX 360 prefix, to be phased out by 30 June 2017.

(e) Winners of the Australian 360 Sprintcar Championships™ are permitted to display the approved 360 Championship™ Logo through their allocated number. Approved 360 Championship™ logo to be provided by the SCCA.

(iv) Bonnet Attachment

All cars must use a strong bonnet strap/s or other quick release method of attachments e.g. Dzus fasteners, but not screws or nuts and bolts.

(v) Ignition, Fuel Pump Switch(es)

All cars must have switches for ignition, fuel pump, etc. fitted in a prominent position surrounded by a square of contrasting colour to be marked ON - OFF.

(vi) Fire Wall

All cars must incorporate a fully protective fire wall between the engine and driving compartments.

(vii) Battery Cover

All cars must have a covering for the battery that will prevent spillage of acid in the event of an accident or shorting of terminals on any metal work. Jelly type battery recommended.

(viii) Floor

(a) All cars must have a floor under the drivers feet extending to the fire wall and to the front edge of the seat.

(b) A bar to be fitted under drivers feet or in close proximity.

8.14 SEATING SYSTEM

(i) (a) All vehicles to use a bucket type seat with raised

sides for sideways support and must be of high back design incorporating headrest. Seats manufactured with rolled edged holes allowed, seats with drilled holes not allowed other than the 3 drain holes. A maximum of three 12.7 mm (½") drain holes only permitted in the seat.

(b) No fibreglass seats allowed.

(c) All seats to be bolted securely in place with a minimum of four (4) 7.9 mm (5⁄16") bolts. If mounting bolts pass through single layer area of seat reinforcing of the area of a minimum of 25.4 mm (1") x 1.6 mm (1⁄16") steel washer required. Protruding bolts to be padded.

(d) Individuals spacers not allowed without reinforcement between spacers and seat.

(ii) All cars to have a device to protect drivers from injury should the diff. centre separate from the driveline and rotate into the back of the seat.

Base and lower back section of seat to be reinforced by fitting extra protective material with a minimum thickness of 2 mm or a chassis support bar, minimum 25.4 mm (1") x 2.1mm (.083"), fitted above the front of the diff. snout or in such a position as to protect the rear of seat and base.

(iii) Safety net of approved design compulsory on right hand side as a minimum. Exception, cars fitted with professionally built full containment seat, safety net is optional.

8.15 SEAT BELTS

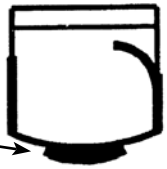
Each car will be equipped with minimum of an SFI 16.5 or SFI 16.1 approved restraint system, until the date of the belt expiration (two years from the date of manufacture).

Seat belt restraint systems shall be installed and used in accordance with manufacturer's instructions. In any type of manufacturer's installation the fsteners must be magnetic steel unless using type of mount in which the seat belt wraps around the roll cage.

The use of an approved lever latch type seat belt with a quick opening clasp is mandatory. Both the fastening design and condition of the belt is subject to the inspection of the Technical Committee.

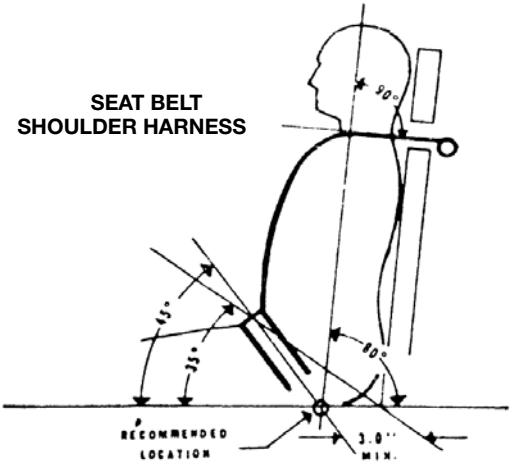
Seat belts must comply with minimum SFI standards (2 year life span). Driver must be able to show proof of age of seat belts if requested. Scrutineers to note in log books that after a

SEAT REINFORCEMENT (MAY 1989)

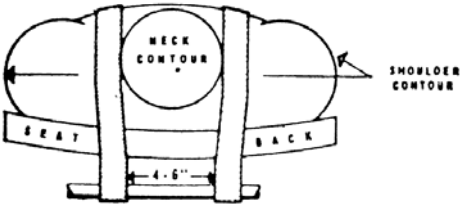


Reinforcement required where individual spacers are used, to be minimum 3 mm thick.

SEAT BELT SHOULDER HARNESS



SHOULDER HARNESS TOP VIEW



major crash, new belts may be needed if deemed necessary.

(i) Construction

(a) Minimum width 70 mm.

(b) Minimum thickness 3 mm.

(c) Minimum tensile strength 3,600 kilograms loop test.

(d) Metal to metal quick release buckle.

(e) Belt material must be as short as practical.

(f) Must be worn as tight as possible.

(g) Must be worn in such a manner that it passes around the pelvic area at a point below the anterior superior iliac spines. Under no condition may it be worn over the area of the intestines and abdomen.

(h) The belt should not pass over the sides of the seat, but come through the seat at the bottom of each side thereby wrapping and holding the pelvic area over the greatest possible area. Where the belt passes through the sides of the seat, the seat edges must be rolled and/or grommeted to prevent chafing or cutting of the belt.

(i) No press button release mechanisms allowed.

(j) Under advice from Speedway Australia the SCCA advises that the SFI Rated 16.1 seatbelts are now accepted under our minimum safety standards, provided that they are used only with a Hans Head and Neck Restraint Device only.

The SFI 16.1 Standard belts can include some 2" width sections, intended to perform more effectively with the HANS Device. These belts must still comply with the lever/latch style of buckle and cannot be plastic Camlock buckle.

(ii) Shoulder Harness (Refer to illustration)

The use of double over the shoulder harness is mandatory. The shoulder harness, like the seat belt, must meet the following requirements and is subject to the inspection of the Technical Committee.

(a) Two individual straps of ADJUSTABLE length with metal ends designed to join the seat belt at the quick release mechanism thereby forming a single release point for the seat belt - shoulder harness system.

(b) Minimum width 70 mm.

(c) Minimum thickness 3 mm.

(d) Minimum tensile strength 1,360 kilograms.

(e) Two belts in a "Y" form, behind the neck, to form one strap NOT be used.

(f) Harness straps be attached directly to a strong structural member of the car that is not drilled for seat mounting.

At the points of attachment they should be attached to or pass over a structural member that is level or a maximum of 25 mm below the drivers shoulder. The straps should pass through the seat cleanly with driver in position.

(g) Where the straps pass through the seat or body structure of the car, the edges of the seat or body must be rolled and/or grommeted to prevent chafing or cutting of the straps.

(h) The harness should be worn as tight as possible.

(iii) Submarine Belt The use of a submarine belt is compulsory. The submarine belt should be mounted so as to ensure that the lap belt offers support to the pelvic area and cannot ride up. It should be noted that the use of the submarine belt is to prevent the body from sliding out under the harness. The belt end should be mounted to a solid chassis member and not to the seat and not forward of the front edge of the seat.

(iv) Anchorage Seat belt anchorage bolts to be of minimum 9.5 mm (⅜") SAE high tensile bolts.

(v) Only SFI Approved 16.1 ratchet system belts may be used. No clamping system is allowed to be used to anchor or secure belts into Sprintcars. Belts must be attached to the Chassis by either:

(a) Wrap around or

(b) bolted with a 3/8 high tensile bolt and full self locking nut through a spudded section of the chassis.

8.16 ENGINES

(i) Engines may be of any type in any stage of tune except engine capacities are limited to 6.715 litres (410 c.i.).

(a) Up and/or down nozzles permitted.

(b) Overhead camshafts not allowed on V8 engines.

(c) Forced induction engines are limited to 3.6 litres.

(d) V8 engines are only permitted in standard configuration, which means the original design

concept. Eg. For small block Chevrolet: a 90° V8 block compromising 2 banks of 4 cylinders in line with camshaft positioned approx. centre of block. 2 cylinder heads with fuel injected through a manifold on the valley side of heads and exhausted through to the outside of heads. 1 inlet and 1 exhaust valve only per cylinder each actuated by a rocker arm, pushrod and camshaft lifter. Ignition spark distribution device by a gear on rear of camshaft and positioned in centre of valley at rear.

(e) Electronic engine management systems not allowed on any engines.

(f) Titanium crankshafts or conrods not allowed. Inspection plug, minimum 25 mm dia., to be fitted to all sumps.

NOTE: Also applies to 360 class.

(g) The top two bolts of the front timing cover must be drilled 1/16" to accommodate SCCA Inc. engine seal. Gear drive / belt drive assembly or base plate of two piece timing covers must run down around the crank in one piece. No removable bottom parts.

NOTE: Also applies to 360 class.

(h) Engines to be positioned vertically and crankshaft to be centre of chassis and engine located in front of driver.

(i) Roll over engines are not allowed.

(ii) Throttle Springs / Linkage

(a) Injection systems to be fitted with 2 independent return springs.

(b) A half stirrup type toe clip must be fitted to the accelerator pedal to enable manual closing of the throttle.

(c) Marine or earth moving equipment flexible cable permitted as approved by the Technical Committee.

(d) All injector ram tubes to be fitted with a suitable means to stop foreign bodies from entering and jamming throttle open.

(e) All external air cleaners are to be fitted with a device to prevent the air cleaner from becoming detached from the car.

(iii) Cooling System

(a) Radiator hoses to be canvas reinforced type.

(b) Hose clips to be screw up type only.

(c) Radiator caps to be covered by either the nose section or bonnet.

(d) All pressurised systems to have a manual pressure relief tap in the cooling system to relieve pressure before loosening or removing the radiator cap. Tap to be fitted with hose to direct steam on to the ground.

(e) A fan guard must be fitted to cars that do not have a fully enclosed bonnet and fan is still visible.

(iv) Exhaust Systems

(a) Exhaust pipe or pipes to extend to a minimum length of halfway along cockpit side, but not extend past rear nerf bars and to be parallel to the bottom chassis when viewed from the top side and designed in such a way as to deflect exhaust gases away from driver and fuel tank area.

(b) All mufflers to be secured to the chassis or side nerf bar.

(c) Noise limits to be 95 DBA as a maximum measured at 30 metres from edge of track. All cars are to have mufflers as mandatory.

(v) Traction Control

(a) Rev. limiter chip must be sealed in with Silastic or the port sealed with Silastic.

(b) Only 1 electronic ignition points box allowed fitted to the car.

(c) Only 1 ignition triggering device allowed to be used with no changeover switch from crank trigger to generator trigger.

(d) Tel-Tac, V-Tac electrical components or other RPM recording devices may be subject to inspection for traction control.

(e) Any ignition system may be seized for inspection at any time.

(f) Penalty will be as per 7.2 FINES AND PENALTIES (iv).

8.17 AEROFOILS

(i) Construction

(a) To be of approved design and construction. No

wooden frames or inflammable material to be used.

(b) Aerofoils are restricted to one overhead wing and one front wing. Overhead wing mandatory.

(ii) Attachment

(a) Attachment of the top wing to be at four points. Front mounting to be 6 mm (¼") locking pin or "R' clip, not split pin. Approved design clamp mounts allowed, e.g., Maxim, Eagle. Rear mounting to use bolts and locking nut of 8 mm (5/16") on slip coupling.

(b) Overhead wing mountings are to be designed so that a driver is not endangered in the event of a breakage.

(c) Overhead wing runners to be a minimum of 38 mm x 38 mm x 4.5 mm thick aluminium angle or 50 mm x 10 mm flat aluminium strip and to be fixed at each end with a 9.5 mm (⅜") diameter minimum high tensile bolts.

(d) Suspension mounted wings not permitted.

(e) Side wings of any description not permitted.

(f) Cockpit adjustable wings permitted.

(iii) Size

(a) Side of overhead wing must not protrude past the outer edge of the rear wheels and width of the plane area is 1.524 metres (60") and the area of the plane area shall be 25 sq. ft.

(b) The overall width (extremity to extremity) of a 1.524 metre (5 ft x 5 ft) wide plane area wing shall not exceed 1.587 metres (62.5")

(c) Overhead wings to have two (2) side panels 762 mm (30") deep maximum by 1.829 metres (6') long maximum - one each side of wing.

(d) Front wing width is not to exceed the inside width of tyres, be a maximum of one (1) metre long including side panels and to be mounted low on the body line of the vehicle so as not to impair vision and to be adequately protected by nerf bars. The centre section of the wing (belly) cannot protrude past the front nerf.

(e) Wicker bill - no more than 2" high and no extensions of the 25 sq ft surface area of the wings.

(f) Wing Infringements. Refer 7.2 Fines and Penalties.

8.18 ASPHALT

Supplementary regulations for asphalt racing only

8.16 Engines - Spill tanks - Catch tanks for oil and water must be fitted. Tanks are to be one litre for oil and two litres for water minimum, fitted inside the chassis forward of the fire wall if possible, and incorporate an open breather and drain tap.

8.9 Brakes - Brakes must be operative on all four wheels i.e. one unit to be fitted to each wheel assembly. All brakes must pass an operational test to the approval of the Technical Committee.

8.19 360 SPRINTCARS

360 class sprintcars must meet all of the SCCA Inc. Racing Rules, Regulations and Specifications as listed in the rule book (unless they are in conflict with these rules), plus meet any additional 360 class rules as listed here.

(1) Engines

(a) Maximum of 360 c.i. +1% displacement including all modifications and reconditioning.

(b) All engines to be of stock configuration.

(c) No Aluminium Blocks.

(d No titanium conrods or crankshafts.

(e) All engines must be sealed by the State/Territory Technical Officer/s in accordance with rule 6.16 (i) (g).

(f) Inspection plug, minimum 25 mm dia., to be fitted to all sumps.

Engines miscellaneous

(a) Roll over engines are not allowed.

(b) Engines to be positioned vertical and crankshaft to be centre of chassis and engine to be in front of driver.

NOTE:

(i) These 360 specifications pertain to Small Block configuration of any type (e.g. Chevrolet, Ford, Mopar etc.

(ii) Standard configuration means the original design concept. Eg. For small block Chevrolet: a 90° V8 block comprising 2 banks of 4 cylinders in line with camshaft positioned approx. centre of

block. 2 cylinder heads with fuel injected through a manifold on the valley side of heads and exhausted to the outside of heads. 1 inlet and 1 exhaust valve only per cylinder each actuated by a rocker arm, pushrod and camshaft lifter.

(2) CYLINDER HEAD

V8 engines must utilise one of the following cylinder heads:

(i) Cast Iron heads Part #223400020A or RHS12322 (new part #) with 220 cc intake runner volume and with SCCA Inc. stamp approval and original manufacturers markings.

(ii) Alloy Brodix heads only Part # 11SPxASCS (Chev.) #27-223ASCS (Ford) and #27-222ASCS (Mopar) with ASCS stamp and logos cast into the ports may be used.

(a) All cylinder heads must remain within 1 degree of the original 23° valve angles, Chev. = 23º, Ford = 20º, Mopar = 18º.

(b) No intake or exhaust port bolt hole or valve centreline relocation.

Valve cover, intake and exhaust faces must remain standard angle.

(c) Intake, exhaust and chamber are open and free to porting. NO adding of any material beyond the size of the original casting.

(d) Brodix Alloy heads must retain the ASCS logo cast into the intake and exhaust ports. Logos must be fully intact which means 100% outline and 50% height.

Cylinder head miscellaneous

No offset bolts.

(3) FUEL/AIR INDUCTION

Injectors: 2 3⁄16 inch maximum inside diameter of injector stack - 2.187 at least 3 inches in length. Note: Larger injectors may be used, but sleeves a minimum of 3 inches in length must be installed in stacks above the Butterflies. No relief hole may be drilled above the Butterfly on any injector. No Alteration of injector manifold mounting holes will be allowed. Due to manufacturing process some injector stacks may be slightly larger. There will be a tolerance of .005 allowed on no more than 3 stacks. No throttle body or plenum type injectors

allowed, No down nozzle injectors.No timed fuel injectors will be allowed. Electronic fuel injection shall not be allowed. Only one injector nozzle and one injector line per cylinder. Injection unit shall have one shaft-operated butterfly per cylinder. The immediate area of the butterfly must be round. No slide or barrel type injectors will be allowed.

No carburettors allowed.

(4) WEIGHT

All 360 Sprintcars utilising ASCS specifications and or SCCA Inc. engines are to remain at a combined driver & car weight of 703 kg's (1550 lbs) All other rules relative to weight are the same as open sprintcars. Refer 8.2 CHASSIS this rulebook. Any variation from these 360 specifications should be considered NOT ALLOWED, unless prior approval has been sought through the SCCA Inc. Technical Committee.

(5) INSPECTION PROCEDURE

Pre Racing

(a) Check engine capacity.
(b) Check head part numbers.
(c) Check 23º valve angle.
(d) Check inside diameter of injector stacks.
(e) Camera check on Brodix alloy heads down intake runner to verify logos.
(f) Remove one exhaust header to verify logo on Brodix alloy head.
(g) Fit approved SCCA Inc. seals and record seal numbers in vehicle log book.

POST RACING

(a) Check in accordance with 7.1 INSPECTIONS plus verify seal numbers, seal attachment and injector stack diameter.

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SECTION E
- AUSTRALIAN SPRINTCAR CHAMPIONSHIP®

9. AUSTRALIAN SPRINTCAR CHAMPIONSHIP®

(a) Rotation order for the Australian Sprintcar Championship®, at tracks supporting sprintcars for a minimum of 6 race meetings per season with the events being conducted as per the Racing Rules, Regulations and Specifications outlined by the SCCA Inc. is:

Victoria, New South Wales, South Australia, A.C.T, Queensland, Tasmania, Western Australia and Northern Territory. Allocation will be 2 years in advance. Written submissions to be submitted to the SCCA by the end of March and tabled at the SCCA Conference.

(b) If a written submission is not received by the end of March, the State/Territory will be deemed to have forfeited the event and the next State/Territory will be allowed to submit a proposal. Closing date for written submissions will be 60 days before the annual SCCA Conference. If a State/Territory sustains from conducting the Title or does not submit a proposal for the event as per the rotation order then that State/Territory will not be eligible until their turn comes around again in the rotation, no deviation from the rotation order will be permitted. The SCCA executive is to send notifications to each member club of when and to whom a tender is sent for each state when tenders are going to be sent out.

(c) (i) The ASPA are allowed first preference for Australian Sprintcar Championship®.

(ii) SCCA Australian Title Tenders

An authorised representative of the venue tendering for the Open and/or 360 Sprintcar Australian Titles must attend the conference with their submission to be accepted and must sign letter of intent at that SCCA Annual Conference if successful in being awarded a SCCA Australian Title event. Any Venue operator tendering for an Australian Title event that does not attend the conference will not have the tender accepted and is ineligible for that event. Final contract shall be signed within seven (7) days of the annual conference.

(iii) Once a National Sprintcar Title event has been awarded any change that may be requested after signing off, must be sent back to the state Member

clubs for voting on and approval.

(d) When a State/Territory is awarded the running of the Australian Sprintcar Championship in their State/Territory, they are to provide at no cost to the SCCA, club officials, equipment - i.e. scales & rescue equipment and the use of any pit box etc.

(e) Video equipment with instant recall facility mandatory at Championship venue.

(f) There will not be any other major meeting permitted to be run on the same dates as the Australian 410 Sprintcar Championship®.

(g) Only Australian Residents/Citizens are eligible to compete in the Australian Sprintcar Championship® who hold a current SCCA licence and have competed with an SCCA Registered State Club in the current season and that the Club Chief Steward deems them to be of a standard eligible to compete in the Australian Sprintcar Championship®.

(h) Nomination fee for Australian Sprintcar Championships® will be $300 with $200 refunded on appearance at event.

(i) If a driver or car owner nominates to attend the Australian Sprintcar Championship® and knowingly fails to fulfil his commitment and does not advise the SCCA Inc. Secretary so that a replacement sprintcar can be sent, he/she will be liable to a fine of $250 by the SCCA Inc.

(j) Council to appoint and pay travelling expenses, if required, for up to four (4) required officials to the Australian Sprintcar Championship®. Lap scorers (2), if required, will be appointed.

Any SCCA or official assisting with the conduct of the Australian Title Events (360 & Open) must be an active official on a regular basis with a State or Territory member club of the SCCA.

(k) All cars entered in the Australian Sprintcar Championship® will be checked for roll cage and chassis wall thickness (w.t.) before any racing commences, using ultrasonic test equipment.

(l) Competitors may be subject to random engine checks at each night of a Title event.

Any competitor that has had their engine pumped and sealed during the Title events and finishes in the top four

of the final will not have their engine re pumped as long as the seal has not been broken or tampered with.

(m) Australian Sprintcar Championship® to run only to SCCA format as accepted by SCCA Inc. conference.

Tied Points

Tied points are split by using drivers' quickest time from the first two rounds of heats.

Heat Races

All drivers to be seeded and contest 4 heats. Cars will be seeded into groups, drawn and inverted for the first two rounds. Final two rounds are seeded by the total points from night one into groups and drawn for the third round of heats and then inverted for the fourth round of heats. On the inversion each competitor will stay in the same heat group. Each competitor is to have an inside and an outside start position in their two heats of the rounds.

Maximum 12 cars per heat.

Heat points

22, 19, 17, 15, 13, 11, 9, 7, 5, 4, 3, 2, DNF to recieve zero points.

Night One A Main

In all format variations, the Preliminary A Main Feature Event grid positions will be determined by allocating points only from the first two heat rounds. A Main is 20 laps. No reserved required.

Night One A Main Points:

18 Car field: 18, 17.5, 17, 16.5, 16, 15.5 down to 9.5 for 18th place.

All other competitors to receive 9 points.

Points to be readjusted for any other size field.

Night Two:

Remaining heats.

C - Feature

Highest points to pole for qualifying cars. First and second place transfer to tail of B - Feature. C Feature is 15 laps unless there are 10 cars or less.

B - Feature

Highest points to pole for qualifying cars. First four cars to transfer to tail of A-feature. B feature is 20 laps.

A - Feature

Highest points to pole for qualifying cars as determined by points (from four heats and Night One A Main) plus four transfers from B Feature.

(n) The field will be limited to the sprintcars that qualify plus the defending Championship® holder if he/she doesn't qualify with a minimum of 20 cars.

(o) After the feature field is decided the 5th and 6th place getters from the B Feature will be reserves if required in a complete re-run.

(p) Race distance will be 40 laps.

(q) Australian Sprintcar Championship® prize and tow money will be set at $120,000 for 2013 (plus an annual CPI increase) and no Championship® tender will be accepted for any less than the previous year. This fee is based on the two night race format The CPI Increase determined on 31st March 2013 was 1.6%.

(r) Qualification for tow money, is by the Residential Address of the car owner (Proof of residence must be supplied with nomination) Tasmania water money to attend the Australian Title to be a maximum of $2500 total and to be divided equally to all Tasmanian cars attending to a maximum of $750/car.

SECTION F
- AUSTRALIAN 360 SPRINTCAR CHAMPIONSHIP®

10. AUSTRALIAN 360 SPRINTCAR CHAMPIONSHIP®

This rule to be read in conjunction with Section E Australian Sprintcar Championship® with the following exceptions:

(a) The Australian 360 Sprintcar Championship® will be on a tender basis amongst States/Territories that actively promote 360 racing.

State/Territory for next Australian 360 Sprintcar Championship® to be allocated at least 12 months prior to Championship. Expressions of interest to be sought 2 years in advance.

(b) and (c) do not apply.

(f) Additionally:

To compete in a 360 Sprintcar Championship®:

(i) A driver must compete in a SCCA legal 360 race car in at least Two competitive sprintcar events over a twelve month period, up to the closing date of the nomination and the details entered on the current SCCA Inc. Drivers Licence.

(ii) Each race meeting must be documented clearly that it was raced as a 360 car, as per SCCA rule book (Note: weight should be recorded, engine should be sealed).

(p) Additionally: The heads will also be inspected to ensure compliance to the current SCCA Inc. 360 Sprintcar specifications. This inspection may require the removal of head/s from the engine.

(q) Australian 360 Sprintcar Championship® prize and tow money will be $25,000 minimum.

(r) There will not be any other major meeting permitted to be run on the same dates as the Australian 360 Sprintcar Championship® within the same state and/or a 500km radius.

SECTION G
AUSTRALIAN WINGLESS SPRINT RACING CHAMPIONSHIP

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AWSR

National Champion 2016

Daniel Hartigan

Western Australia

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0423 548 623

Narelle Blight ***SECRETARY***
0423 548 621

Maria Olsson ***TREASURER***
0438 089 220

Greg Readett ***NATIONAL TECHNICAL REP***
0422 438 252

SECTION H
AUSTRALIAN WINGLESS SPRINT RACING INC.

12. SUPPLEMENTARY RULES

It is the intention of the Wingless Sprint rules to allow competitors to race a standard engine from a road going vehicle as per rule 12.1(a) and be competative. These rules are intended to allow freshening of a standard engine only. If a specification is not outlined in the rule book the OEM service manual must be used as a reference point, core engine including cylinder heads and castings must remain standard as per OEM unless stated in current rulebook. Manufacturing tolerances must be taken into consideration when comparing to OEM specifications.

Australian Wingless Sprints class must meet all relevant SCCA Inc. regulations as listed in this rulebook. (Unless they are in conflict with these supplementary rules), plus meet any additional Australian Wingless Sprints supplementary rules.

IF IT'S NOT IN THE RULE BOOK IT'S NOT ALLOWED.

IF IT DOESN'T SAY YOU CAN'T IT DOESN'T MEAN YOU CAN.

12.1 ENGINE

For approved component part numbers refer to approved parts list at back of book and the AWSR website. Any part numbers not on the approved list are to be referred to the National Technical Committee.

(a) Engine must be a standard 3800cc V6 as used in the Holden Commodore and Toyota Lexen VN series II, VP or VR pre-Ecotec.

(b) VN series I and Ecotec engines are not permitted.

(c) Harmonic Balancers must remain standard and cannot be modified at all. Different sized steering pump and water pump pulleys may be used.

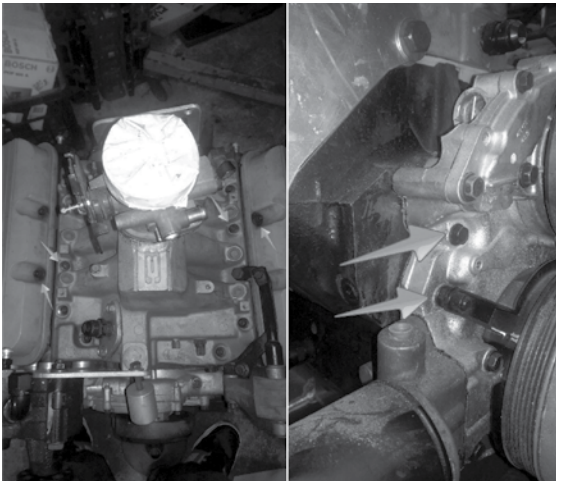
(d) External modifications, which do not in any way affect performance gain, are allowed. Example: Aftermarket rocker covers, external oil filters. Including Non-Tech items as per rule no 12.4

(e) All engines MUST have bolts suitably drilled to allow engine sealing. One bolt head on the rocker cover and the closest corresponding bolt head on the inlet manifold on both the left and right hand bank, and also two bolt

heads close together and accessible on the timing cover.

(f) No modifications to to OEM or aftermarket engine components unless permitted by AWSR rules or OEM manual.

Refer to Diagram Below



12.2 COMPRESSION RATIO

Compression ratio must not exceed 9.5:1 as measured by use of (Katech Inc. Whistler Model 100A) whistler compression checking device. If any Cylinder tested records a reading in excess of 9.5:1 then the engine is deemed to have failed the compression ratio check and procedures and penalties as per the SCCA rule book will be applied. (As a guide the following website calculator can be used to calculate compression ratio: http://www.csgnetwork.com/ compcalc.html)

12.3 CYLINDER HEADS

(a) Must remain standard OEM

(b) The mating surfaces of the cylinder head may be resurfaced by parallel machining only. Angle machining of cylinder heads is not permitted.

(c) No VN series I, Ecotec or aftermarket heads permitted.

(d) AWSR Exhaust valve insert rule.

The 78 degree factory relief cut which is not concentric to the

valve guide in an non inserted head must remain in its entirety and cannot be modified or re-machined to make it concentric to the valve guide.

Refer to workshop manual recommendation for Head Reconditioning (6A1-55):

Several different types of equipment are available for reconditioning valve seats with an oscillating type valve seat grinder being preferred. The recommendations of the manufacture of the equipment being used should be carefully followed to attain proper results.

Check valve seats for any evidence of pitting or damage at valve contact surface, if pitting is evident the valve seats will need to be reconditioned.

NOTE: Since the valve guide serves to support and guide is serviced before reconditioning the valve seats.

Refer to Fig. 6A1-105 for valve seat angles. If, after grinding, the seat is too wide, it may be narrowed by using a 20 degree or 70 degree grinding stone. The 20 degree stone will lower the seat & the 70 degree stone will raise the seat.

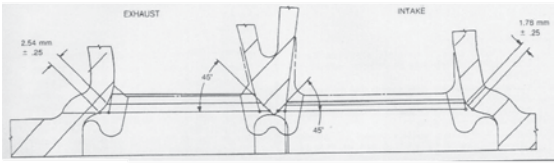
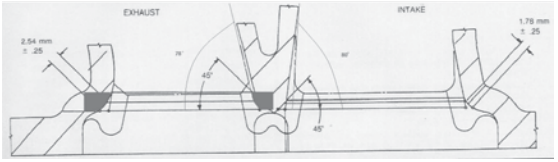


Fig. 6A1-105 Method Required for Exhaust Valve Seat Insert



NOTE: Shaded area is valve seat insert.

Engine builders need to be aware any modification of this area will make the cylinder head illegal.

The insert recommend depth is a maximum .250 thousand (6.35mm) placement further into the head will make the likelihood of hitting a water jacket highly likely rendering the cylinder useless.

Regardless of the angle chosen for the lower cut on the throat of the insert any increase to the original diameter of bottom of the insert may result in contact with the non-concentric factory relief making the cylinder head illegal.

Engine builders should note that this area is proven to not provide any performance gain and should be avoided.

Cylinder Heads which an engine builder deems to require an insert in the inlet are to advise the owner of the need for another cylinder head as it is not viable due to the need to Siamese the inserts which is illegal.

The inlet port has a non-concentric relief cut to the valve guide of 80 degrees which cannot be modified or machined to make it concentric the valve guide.

The dimensions of the insert to be used:

OD 1.567 inches or (39.8mm)

ID 1.125inches (28.57mm)

Thickness is .218" (5.53mm)

Details on AWSR Recommended supplier please contact State Technical Representative or AWSR Technical Committee.

AWSR has a set of throat and combustion chamber checking gauges these gauges check for any non-conforming modifications which check the following:

Any relief to the combustion chamber to decrease the shrouding of the valve. The excessive throating of the non-concentric area. The depth of the valve guide boss in the port. These gauges also check the original inlet ports.

(e) Valve seat min 1.0 mm

(f) Valve springs may be replaced with aftermarket springs that comply to the same physical appearance and outside diameter as the OEM springs.

(g) No double valve springs or dampeners allowed.

(h) Shims may be used under the valve springs to obtain uniform seat pressure. No machining of spring seat or guide boss to allow fitment of shims.

(i) VR rocker assemblies may be used on VN/VP cylinder heads. The following methods may be used to affect this interchange.

1. Down-sizing of the threads of the early model heads from 3/8" to 5/16" using a helicoil type thread repair method or similar. Resizing must remain in the original OEM

position.

2. Opening the late model rocker pivot from the original 5/16" to 3/8" to accept the early model size mounting bolts.

(j) K Line Valve Guide Inserts only can be used to bring valve stems in cylinder heads back to within standard specifications.

(k) Push rods must be OEM standard length 202.3 mm x diameter 8.7 mm Pushrods may be aftermarket as long as they are the same physical dimensions and material as the OEM pushrod.

(l) Valve lash adjustment is not permitted in any part of the valved train.

12.4 NON TECH ITEMS

(a) Engine Fasteners other than NO titanium allowed in the engine.

(b) Gaskets

(c) Alternator

(d) Power Steering Pump

(e) Air Cleaner

(f) Sump

(g) Rocker covers

(h) Power Steering and Water Pump although non tech must be belt driven, no electric driven Water or Power Steer Pumps allowed.

(i) Extractors, headers and mufflers although non tech should not exceed 95 db.

(j) Radiator and cooling system including pipes and hoses, but welsh plugs must remain standard (not modified) i.e. No external water fittings from welsh plugs.

(k) Cam bearings may be secured by drilling the block to pin the bearing.

12.5 BORE AND STROKE

(a) (nominal) 96.52 x 86.36 mm

(b) Stroke must remain standard 86.3 mm

(c) Maximum overbore of 0.040" (1.0mm) allowed. Standard type replacement pistons can only be used. No race

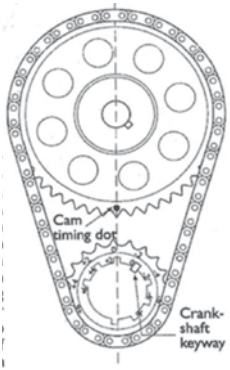
series pistons allowed. No modifications to the pistons allowed.

12.6 CAMSHAFT

(a) Camshaft may be replaced with a standard aftermarket camshaft AWSR to supply source of replacement camshaft.

Refer to approved parts list

(b) No modifications to camshaft or crankshaft keyways or keys allowed. Aftermarket timing chains and gears maybe used. Cam timing must be set to zero mark as per the fitting instructions when using adjustable chain \ gear sets. Single row chain and gear sets only. Any engine found with the timing marks not aligned dot to dot or zero will constitute an immediate 12 month suspension.



12.7 INLET MANIFOLD AND ACCESSORIES

(a) Throttle body must remain standard but may be repositioned on the manifold, internal dimension is 60mm max. The throttle body may stay in the original OEM position but if in the original position all original mounting housings unaltered must be used including the plastic spacer.

(b) Inlet manifold must remain STD except for the following modifications:

(c) Throttle body mount may be repositioned on top of the manifold by welding maximum 3" OD and minimum of 2.5" ID parallel aluminium tube in the centre of the top of the manifold without any major modifications, clean-up

of the underside of the tube to the internal profile of the inlet manifold only. If the throttle body is repositioned as above the throttle body must be straight up and down and not facing forward. The throttle body mounting flange must be no higher than 60mm above the upper surface of the manifold to the top of the flange, no additional venturies or inserts may be fitted below the butterfly. The rear opening of the manifold may be closed off by bolting or welding a plate over the opening. The manifold must be mounted in the original OEM forward facing position and direction.

(d) PCV Valve or passage **must** be blocked off and the return to the throttle body from the inlet manifold may be vented to the atmosphere. Additional natural crankcase ventilation via tappet covers allowed, no vent pumps, etc. allowed.

(e) Water jackets maybe drilled and tapped to allow fitment of additional cooling outlets and fitment of water temperature sensors. Including left rear of manifold

(f) Inlet manifold may be EXTERNALLY coated or machined for aesthetic purposes only.

(g) No internal modifications allowed

(h) Throttle Linkage must be fitted with 2 independent return springs one on the butterfly and one directly on the foot pedal. The OEM return spring fitted to the butterfly shaft is counted as one spring.

(i) A half stirrup toe clip must be fitted to the accelerator pedal to enable manual closing of the throttle.

12.8 BALANCE

(a) Engine may be balanced as per OEM i.e. EXTERNAL BALANCE

(b) No "knife edging" of crankshaft and no major modifications to con rod balance pads, no counter weights or balance shafts to be removed or disabled.

12.9 SUMPS

(a) Engine oil pan and pick up may be modified.

(b) External pick up line permitted.

(c) No dry sumps permitted.

(d) A minimum 25mm inspection plug may be mounted into the oil pan above the oil level and close to the oil filter. (Or

owner/driver must be prepared to remove sump if asked to do so for checking)

(e) Removal of the lump on the centre of the rear main cap is allowed for the fitment of aftermarket sumps.

12.10 ENGINE MANAGEMENT

(a) Standard VN,VP or VR OEM Electronic Control Module must be used,

(b) Fitted with a standard or aftermarket MEMCAL that must be standard dimensions and use all pins.

(c) Maximum rev limit up to 6000 rpm. Checked with AWSR rev checker.

(d) Sequential Fuel Injection not permitted.

(e) Memcals. "programmable on the fly" MEMCALs, MEMCALs that can be reprogrammed by the driver whilst racing or multiple rev limit MEMCALs are not allowed and must not be used. Penalties will apply as per SCCA rulebook.

12.11 DATA LOGGING

(a) Only dedicated, non downloadable, engine RPM measuring devices allowed.

(b) Multi-channel data logging devices not allowed.

12.12 IGNITION SYSTEM

(a) Direct fire ignition module and coil pack must be used.

(b) After Market Brands permitted.

12.13 ELECTRICAL

(a) Battery location in the car is optional and can be placed under the seat.

(b) All batteries must be sealed no wet cell batteries allowed.

(c) Battery Mounts must be welded, bolted or clamped to the chassis, if clamped, substantial clamps must be used; no worm drive hose clamps are to be used as the primary attachment method.

(d) All cars must have a cover over the battery that will prevent shorting of terminals on any metal work.

(e) All cars must be capable of starting by a starter motor permanently fixed.

(f) All hard wired transponders are to be fitted with a low amperage fuse. The fuse must be rearward of the radiator.

12.14 INJECTORS AND FUEL RAIL

(a) Fuel injectors may be modified to suit methanol.

(b) Aftermarket fuel injectors are allowed provided there is no additions or modifications to the engine management system, all injectors must accept OEM plug. Manifold, fuel rails and injector retaining clips must remain OEM. No injector wiring harness adaptors allowed.

(c) A dash 6 fitting may only be added to the end of inlet spigot tail that bolts to the fuel rail. The inlet spigot tail must attach to the fuel rail by the standard method.

(d) The pressure regulator is not to be modified in anyway. The Vacuum line maybe disconnected.

(e) Maximum fuel pressure to be 400kpa tested between the fuel pump and the inlet fuel rail with the injector wiring removed and AWSR rev checker connected.

(f) No Mechanical forced induction or carburettors permitted.

(g) Insulate "+"(positive) terminal on alternator and transfer pipe of fuel rail.

12.15 FUEL PUMP AND LINES

(a) Electric fuel pump must be used, wired with a tachometric or oil pressure signal required for operation. Single fuel pump only to be used.

(b) Fuel pump must be mounted securely and forward of engine plate and in the engine bay.

(c) Fuel return line must be fitted to the standard OEM fuel pressure regulator and return back to the fuel tank without any restriction. Bulk heads are allowed but must not be used as a restrictor (i.e. max pressure 400kpa.)

(d) Fuel taps - Refer to Rule 8.12 (iii).

12.16 FUEL CELL/TANK

Refer to Rule 8.12 Fuel System

12.17 WEIGHT

(a) For Australian Wingless Sprints class only, minimum635kg. (1400 lbs) with driver as raced.

(b) Ballast is permitted as per SCCA open Sprintcar rules.

12.18 TRACK

The front track of all cars shall be 1700 mm maximum (From centre tyre to centre tyre).

12.19 ADDITIONAL CHASSIS BARWORK.

Head Protection Bars (HPB):

All new cars are to be fitted with T style HPB only

(a) Head protection bars (HPB) are mandatory and all HPB's must be professionally welded or clamped to the top of the chassis roll cage or if a halo is fitted must be welded or clamped to the halo.

(b) Clamp on HPB's must use minimum grade 5 bolts. Minimum bolt size 5/16" x 2 bolts per clamping point. Clamps must be approved type only.

(c) "T" style HPB must be professionally welded or clamped to the rear roll cage on the first straight piece of tube across the rear of the roll cage or halo if fitted. Minimum tube size for T style HPB to be 1 ¼"OD x 0.083" W.T.

(d) Parallel 2 bar type HPB's must have 2 bars with a minimum tube size of 1"OD x 0.095" W.T.

(e) The driver must be able to exit through the roof of the car with all of their safety gear fitted.

(f) All HPB's must be Chrome molly Steel tubing.

(g) HPB's must offer protection of a min 130mm from the rear of the roll cage

(h) HPB's must be curved upwardly to give added strength.

(i) HPB's must pick up 3 spots min on the top of the roll cage or halo if fitted.

(j) The clearance between the topside of the roll cage or halo if fitted and the top of the driver's helmet when fitted correctly and correctly seat belted into the seat, not including the HPB (no padding) is a min of 80mm.

(k) AWSR Only, Halo's when fitted to roll cage as per SCCA Rule, Halo spacers maximum length 75mm (3")

12.20 NUMBERS

(a) All cars to have a number fitted on the nose cone / bonnet, Numbers must be a minimum of 200mm high. State Prefix must be a minimum of 75mm in height.

(b) All cars must have visible prefix according to car registration State, Northern Territory cars to have a NT prefix.

(c) A fuel tank must have number and prefix fitted to both sides of the tank. Numbers to be a minimum of 350mm high and prefix to be a minimum of 75mm high.

(d) State Title holder may use number 1 with State prefix provided title was won in drivers' home State.

12.21 WINDOW NET

Refer to Rule 8.3 (vi) and 8.14 (iii)

12.22 WINGS

For Australian Wingless Sprints class NO wings or aerofoils permitted.

12.23 TRANSMISSION

Torque Tube Only

(a) For Australian Wingless Sprints class direct drive only.

(b) Must be able to disengage drive either (in out) in diff or driveline. Flex plate and ring gear must be forward of the engine plate.

(c) Aftermarket flex plates allowed.

(d) Open drivelines not permitted.

12.24 SUSPENSION

Refer to Rule 8.8

12.25 TYRES

Tyre make and compound is open.

12.26 PRE RACE SCRUTINEERING

(a) Refer to Rule 5.9 (iii)

(b) All engines to be sealed by authorised/appointed technical representative at National Titles before competing.

(c) Approved design arm restraints, balaclava, gloves, helmet, race suit, underwear and head / neck safety device are mandatory and must be worn at all times while driving on the course.

(d) All engines to be sealed by AWSR representatives at National Titles before competing.

12.27 CHECKS

At completion of all State/National titles engine checks will be carried out by approved engine checker within 21 days or as stipulated by authorised/appointed technical officers/scrutineers. Car owners and drivers who fail to present their engine to the designated approved AWSR engine checker within 21 days from the event will incur an automatic 9-month suspension. Extensions may be granted under extreme circumstances, state or national titles and state blue ribbon/championship events. Drivers must list the specific events they seek permission for. Extension requests must be submitted as written correspondence sent to the AWSR secretary within 7 days of the competed event for consideration. AWSR Executives will provide a written response within 72 hours of extension request. Failure to comply with the condition(s) of the extension will incur an automatic 9 month suspension.

(a) Engine sealing optional at state level, may be over ridden by event supplementary regs.

(b) Engines and rev limits may be checked at any time by race officials or scrutineers.

(c) The owner/driver or their representative must remove any required components as directed by the scrutineer/ machine examiner or tech committee within one hour of being asked to do so.

(d) Engines may be checked and sealed prior to and throughout the season by appointed AWSR engine measurers, sealed engines will not be required to undertake reinspection of sealed components as long as seal is intact.

(e) If the engine or rev limit is outside the above specifications the engine will be deemed illegal and the penalties as per open sprintcar will apply.

(f) At the discretion of the authorised/appointed scrutineer any suspect engines may be sealed and will be required to be presented to a location as directed, within the registered State of the car in question within 21 days or further technical inspection / measuring. Notification will be noted in logbook to be signed by the authorised/ appointed scrutineer/technical officer.

(g) Infringements for engine rule breaches may be handed out after an event where further technical investigation/ measuring is required or following the completion of post-race engines inspections.

(h) Knee guards are mandatory in all wingless cars.

(i) **IF IT'S NOT IN THE RULE BOOK IT'S NOT ALLOWED. IF IT DOESN'T SAY YOU CAN'T IT DOESN'T MEAN YOU CAN.**

12.28 MISCONDUCT

Refer to Rule 7.6

12.29 APPEALS

Refer to Rule 7.5

12.30 LICENCES

Refer to Rule 5.12

12.31 REGISTRATIONS

(a) Refer to Rule 5.8

(b) Accredited scrutineers who are car owners/drivers or directly associated with race teams must not daylight their own cars.

(c) Cars must be daylighted by accredited scrutineers.

12.32 TIME LINES

(a) The AWSR Engine specifications are frozen until 30/6/2018.

(b) An option to extend these engine rules for a further 2 years subject to engine availability.

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APPROVED ENGINE PART LISTING

Camshaft

Part No CM3802D Std VP-VR 11/90 on
Available From Precision International — Available
Cam Dynamics Part No 973221 Std VN S2 VP, VR — No Longer Available
Crow Cams Part Number 774000 Available

Pistons

Part No 6MKRY3800 ACL Std VN-VP — No Longer Available
Part No 6MKRY3801 ACL Std VR — Limited Stock
Part No. PHO3800M60001H HYPATEC Holden
Available From Precision International — Available
Part No 6MKRY3800 (STD/020/040) ACL VN-VP — Limited Stock
Part No 6MKRY3801 (STD/020/040) ACL VR — No Longer Available
Part No PHO3800M60001H (STD) HYPATEC Holden — Available
Part No PHO3800M60201H (020) HYPATEC Holden — Available
Part No PHO3800M60301H (030) HYPATEC Holden — Available
Part No PHO3800M60401H (040) HYPATEC Holden — Available

Valve Springs

Crow Cams Part Number 6038Available
Crow Cams 4931, 4828, 4833, 4936, 4836
(damper needs to be removed from kit)Available
Elgin Industries Part Number RV943X Available

Valve Spring Retainers & Colletts

Crane Retainer Part Number CR99915, Collett Part Number CR99095,
CR99095 1 +.050" — Available
Precision Retainer Part Number CRW1170712,
Collett Part Number CRW11703 — Available

Timing Gear Set

TGK3800VPLL Cloyes Non Adjustable
Available from Precision International — Available
TGK3800VSARRM Adjustable set
(must be set on zero degrees) — Available

Lifters

VL115/4SP Sealed Power — Available
HT2148 Sealed Power/ Nason — Available
3800R-12 Crow — Available
5250 Crow — Available

SPRINTCAR CONTROL COUNCIL OF AUSTRALIA Inc.

CHARGE OF MISCONDUCT
(SCHEDULE 1a)

_____
(name)

a _____
(steward/official/member of a member club)

request the Chief Steward, under Rule 7.6,
to hear the following charge:

1. NATURE OF CHARGE _____

2. AGAINST WHOM _____

3. DATE OF RACE MEETING _____

The reasons for the bringing of this appeal are: (set out facts)

_____

_____

_____

_____

_____

_____

_____

SIGNED _____

DATE _____

SPRINTCAR CONTROL COUNCIL OF AUSTRALIA Inc.

REQUEST FOR DISCIPLINARY TRIBUNAL
(SCHEDULE 1b)

_____
(name)

a _____
(steward/official/member of a member club)

request the formation of Disciplinary Tribunal, under Rule 7.6,
to hear the following charge:

1. NATURE OF CHARGE _____

2. AGAINST WHOM _____

3. DATE OF RACE MEETING _____

The reasons for the bringing of this appeal are: (set out facts)

_____

_____

_____

_____

_____

_____

_____

SIGNED _____

DATE _____

SPRINTCAR CONTROL COUNCIL OF AUSTRALIA Inc.

REQUEST FOR SPRINTCAR APPEALS TRIBUNAL (SCHEDULE 2)

I, _____
(name)

a _____ of _____
(steward/official/member of a member club) (member club)

request the sprintcar Appeals tribunal to hear my appeal, under Rule 7.7, against the decision of a club Disciplinary Tribunal.

1. NATURE OF APPEAL _____

2. AGAINST WHICH CLUB DISCIPLINARY TRIBUNAL _____

3. DATE OF HEARING _____

The reasons for the bringing of this appeal are: (set out facts)

_____

_____

_____

_____

_____

_____

_____

SIGNED _____

DATE _____

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ANNEXURE A RULE MATRIX

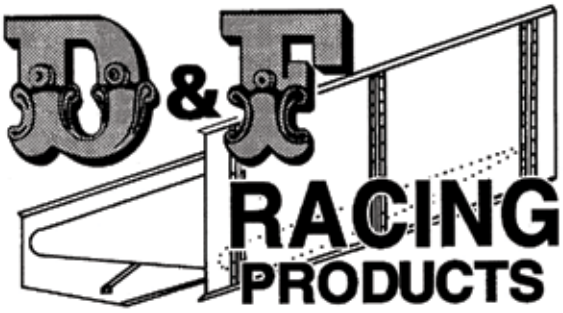
Rule	Infringement	Penalty
Prefaced	Local rules	$1000 first offence $5000 subsequent offences
5.3	Breach of rule or conduct unbecoming	Disqualification
5.5 (i)	Physical Assault	1st offence min $500 and/or 3mths suspension 2nd offence $2500 and /or 12mths suspension
5.5 (ii)	Verbal Assault	1st offence min $500 and/or 3mths suspension 2nd offence $2500 and /or 12mths suspension 3rd offence $5000 and /or 2yrs to life suspension
5.6	Anti-doping policy	ASADA prescribed
5.9 (iii) (b)	Incomplete Log Book	Ineligible to compete
5.11	Medical fitness	Clearance after concussion
5.12	No Appropriate Licence	Minimum $500 and disqualification
5.14	Control of pit crew	Chief Stewards discretion
5.19 (iii)	Failure to comply with safety requirements	Disqualification / not permitted to compete
6.2	Black flag	Disqualification. Penalty determined by relevant rule
6.2	Mechanical defect flag	Pull off track, black flag and penalty if not obeyed
6.3	Failure to obey lights and flags	Disqualified
6.3	Failure to obey Black Flag	$100 per lap
6.4 (ii)	Sprintcar not ready after 2 mins	Rear Of Field
6.4 (iii)	Sprintcar requiring more than one push	Rear Of Field , Primary cause to very ROF
6.4 (iv)	Passing The Pace Car	$100
6.4 (viii) (ix)	Breaking formation or Jumping the start	1st Offence rule infringement flag 2nd Offence Rear Of Field Or back 1 spot per car at the end or a yellow/red
6.4 (xi)	Unable to time trial in position	One lap at the end best possible result 15th
6.5 (i)	Primary Cause of stoppage	Possible disqualification
6.6 (iii)	Baulking restart	Rear Of Field
6.6 (iv)	Cone Restart Infringements	2 place penalty at earliest opportunity

ANNEXURE A RULE MATRIX

Rule	Infringement	Penalty
6.6 (v)	Failure to comply with penalty	Disqualification
6.7 (i)	Failure to comply with penalty	Disqualification
6.7 (i)	Primary Cause Of Stoppage	Rear Of Feild
6.7 (ii)	Primary Cause of 2 Stoppages	Disqualified from that race
6.7 (iii)	Forced Stoppage or Stop To Protest	Disqualified
6.8 (ii)	Work on sprintcar under Yellow	Disqualified
6.8 (v)	Breaking belts under Yellow	Disqualification
6.9 (ii)	Failure to stop on Red	$100 Fine
6.9 (viii)	Work on sprintcar on closed red	Disqualification
6.10 (a)	Flat tyre except LHF	Rear Of Felid possible Mechanical defect flag
6.10 (b)	Changing Flat on Red or yellow	Rear Of Felid
6.12	Disabled sprintcars	Mechanical defect flag
6.13	Passing on the infield	Relegated 2 spots per car passed at 1st opportunity
6.14	Noise	Noise flag, black flag disqualification
7.2 (iii)	Dangerous Driving	Chief Stewards Discretion
7.2 (iv)	Illegal Fuel Infringements	Disqualification and Min 9mths to max 12mths
7.2 (iv)	Damage or destroy Council property	Disqualification and Min 9mths to max 12mths
7.2 (v)	Wing infringement	Disqualification
8.1	Failure to present car for inspection	Disqualification / not permitted to compete
8.1 (vi)	Failure to respond to 2 calls over raceceiver	Rear Of Field
8.1 (viii)	Outside Assistance by devices	Disqualification and or further penalties
8.2 (iii)	Failure to present to scales for weighing	Disqualification
8.2 (iii)	Failure to make weight after qualifying	Time and points scratched ,once reweighed and Correct ROF all races all meeting
8.2 (iii)	Failure to make weight twice	Disqualified from the event

ANNEXURE A RULE MATRIX

Rule	Infringement	Penalty
8.16	Engine Infringements	Disqualification and Min 9mths to max 12mths
8.16 (v) (f)	Traction Control Infringements	Disqualification and Min 9mths to max 12mths
8.16 (iv) (c)	Mufflers are mandatory	Disqualification
8.17 (iii) (f)	Wing Infringements	Disqualification



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