



2026/2027 RACING MANUAL



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PREFACE

A. OPERATIVE DATE

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

B. UPDATES AND RULE CHANGES

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

C. VARIANCES TO THIS RULEBOOK

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

D. SOCIAL MEDIA POLICY

Speedcars Australia Inc. encourages participation in online social media in a positive and constructive manner only. The accessible nature of the Internet however can lend itself to the postings of threatening and derogatory material in the heat of the moment. Abuse, bad language and threats towards club committee members, promoters, officials, drivers and their crews and family will not be tolerated.

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

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

PART 1. ADMINISTRATIVE AND GENERAL REQUIREMENTS

1.1 ENFORCEMENT AUTHORITY

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

1.2 DISCLAIMER

- 1.2.1 These rules are designed to provide for the orderly conduct of speedway race car meetings and events, (including time trials and practice events) and to establish minimum acceptable standards for such meetings and events.
- 1.2.2 No expressed or implied warranty of safety shall result from any publication, enforcement, or compliance with these rules, nor any variation or deviation of these rules pursuant to section 1.3, and such enforcement and/or compliance is in no way a guarantee against injury or death to any participant (driver, pit crew member or official) or spectator.
- 1.2.3 Neither Speedcars Australia Inc. nor any of its affiliated bodies, clubs or promoters, nor any official acting in any capacity whatsoever, shall be liable to any prosecution or action for anything done pursuant to these rules, nor liable for any death, injury, loss or damage arising by any alleged failure to implement these rules.

1.3 VARIATIONS OR DEVIATION FROM THESE RULES

- 1.3.1 The Chief Steward shall be empowered to permit or direct any minor variation from any of these rules, or to impose any further restrictions that in his or her opinion do not compromise safety nor alter the minimum acceptable standards.

1.4 SUPERSEDED RULES

- 1.4.1 Adoption of these rules implied the annulment or supersession of any and all pre-existing rules that pertained to speedway racing previously conducted or regulated by any other governing or regulatory body of Speedcars in Australia.
- 1.4.2 Such annulment or supersession shall not affect or change:
 - a) The previous operation or interpretation of any rule so annulled or superseded
 - b) Any right, privilege, obligation or liability acquired, accrued or incurred pursuant to any rule so annulled or superseded; or
 - c) Any penalty or disqualification previously incurred in respect of any offence committed against any rule so annulled or superseded.

1.5 LICENCES - Refer - Speedway Australia Race Rules & Regulations.

1.6 PERSONAL ACCIDENT INSURANCE

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

1.7 RACE CAR REGISTRATIONS AND LOGBOOKS

- 1.7.1 Speedcars may only be registered in the State in which the car owner resides. (i.e., the State in which the owner is registered to vote if eligible).
 - a) Only authorised scrutineers (current red or orange carded, licensed through an affiliated Speedcars Australia State club) are to inspect cars for the purposes of registration. In the event a state does not have an available scrutineer, this is to be escalated to the Speedcars Australia Board.
 - b) In the event a car is not situated in its home state at the time of the annual visual inspection, both the home club and the state club where the car is located are to be party to the registration with an 'out-of-state inspection' performed. The committee of both clubs (and their chief scrutineer) are to be made aware of the required inspection minimum 72 hours in advance. This must include confirmation of who will perform the

inspection and which club will issue the registration tag and chassis seal. Registration fees are to be paid directly to Speedcars Australia and the Membership / Registration form must be submitted online by the car owner prior to the performance of an out-of-state inspection, to allow for confirmation of receipt. Paperwork once completed is to be shared with the registered home state and Speedcars Australia.

- c) The registration tag must be issued by the scrutineer performing the inspection on the day. Under no circumstances can a registration tag be issued directly to the owner/driver prior to inspection. The registration tag must only be stamped and provided to the inspecting scrutineer for issuance by either the home state scrutineer or the local club performing the inspection.
- d) When a registered car is sold, it is deemed to be unregistered and the new owner is to present his/her Speedcar for annual inspection prior to any event (including practice). The original owner may request a prorated payment from Speedcars Australia Inc. for any registration in lieu, for that current season.

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

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

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

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

1.8 National Calendar

a) No other Speedcar events are permitted to be run in the week of the Australian Speedcar Championship, aside from supporting events organised by the championship host club under agreement with Speedcars Australia.

b) Each affiliated club is to nominate one event / date per season that is also unable to be scheduled against by any other club. This event / date is to be nominated to Speedcars Australia prior to the end of the previous season to allow all clubs to accommodate scheduling.

1.9 INFRINGEMENTS - Refer - Speedway Australia Race Rules & Regulations.

1.10 DRUG AND ALCOHOL TESTING - Refer - Speedway Australia Race Rules & Regulations.

1.11 VERBAL AND PHYSICAL ABUSE - Refer - Speedway Australia Race Rules & Regulations.

1.12 CONTROL OF PIT CREW - Refer - Speedway Australia Race Rules & Regulations.

1.13 RECIPROCAL CONDUCT - Refer - Speedway Australia Race Rules & Regulations.

PART 2. OFFICIALS AND THEIR DUTIES

- 2.1 CHIEF STEWARD** - Refer Speedway Australia Race Rules & Regulations.
- 2.2 DRIVER'S BRIEFING** - Refer Speedway Australia Race Rules & Regulations.
- 2.3 CHIEF SCRUTINEER** - Refer Speedway Australia Race Rules & Regulations.
- 2.4 SCRUTINEERING** - Refer Speedway Australia Race Rules & Regulations.
- 2.5 INDEMNIFICATION OF SCRUTINEERS** - Refer Speedway Australia Race Rules & Regulations.
- 2.6 CLERK OF THE COURSE** Refer - Speedway Australia Race Rules & Regulations.
- 2.7 ASSISTANT STEWARDS, OFFICIAL OBSERVERS** - Refer Speedway Australia Race Rules & Regulations.
- 2.8 LAP SCORERS** - Refer Speedway Australia Race Rules & Regulations.

PART 3. TECHNICAL

3.1 GENERAL

- 3.1.1 All Speedcars shall comply with these specification requirements of Speedcars Australia Inc and affiliated state clubs. Such authorities shall be responsible for all matters of Speedcar compliance, and all decisions, actions or penalties in respect of Speedcar non-compliance. Speedcars must be made available for inspection by Speedcars Australia Inc. or appointed officials at any event, including prescribed and random testing performed at scrutineer discretion.

3.2 SAFETY EQUIPMENT AND PROTECTIVE CLOTHING - Refer to Speedway Australia Race Rules & Regulations.

3.3 MIRRORS AND COMMUNICATION EQUIPMENT - Refer – Speedway Australia Race Rules & Regulations.

- 3.3.1 One-way communication is mandatory from authorized Speedcars Australia chief steward for all drivers. To be used by chief steward to driver when not at racing speed. Speedcars Australia channel 9 at 450.100 or use local channel where required.

3.4 NOISE CONTROL - Refer Speedway Australia Race Rules & Regulations.

3.5 MECHANICAL DEFECTS - Refer Speedway Australia Race Rules & Regulations.

3.6 WORKING ON CARS - Refer Speedway Australia Race Rules & Regulations.

3.7 PIT FIRE PREVENTION - Refer Speedway Australia Race Rules & Regulations.

3.8 REFUELING - Refer Speedway Australia Race Rules & Regulations.

3.9 QUAD, MULES, AND PUSH DEVICES - Refer Speedway Australia Race Rules & Regulations.

PART 4. RACE PROCEDURES

(Refer - Speedway Australia Race Rules & Regulations).

4.1 PUSH STARTS

Exception to Speedway Australia Rules

- 4.1.1 Each race car (whether or not it has a starter motor) is allowed one push start without penalty before the initial race start and following any red light/flag stoppage where the incident did not involve that car, and the car stopped due to the red light. For other push starts the car will be required to go rear of field.

- 4.1.2 Any car involved in a yellow light stoppage, whether or not a contributing cause, and has become stationary, and for whatever reason requires a push start, will be required to go rear of field in the restart.
- 4.1.3 Any car involved in a red-light stoppage, whether or not a contributing cause, and has become stationary before the red light shown, and for whatever reason requires a push start, will be required to go rear of field in the restart.

4.2 FEATURE RACES DECLARED SHORT

- 4.2.1 A feature race must be run over the advertised number of laps unless it is required to be declared short by:
 - a) Weather or racetrack conditions; or
 - b) Time or noise curfew; or
 - c) A serious race incident involving injury; or
 - d) Any request by the police; or
 - e) Extreme or exceptional circumstances.
- 4.2.2 If a feature race is declared with less than one third of the schedule laps completed, all prize money and series points will be divided equally amongst all starters, except for any already disqualified drivers.
- 4.2.3 If a feature race is declared with at least one third, but less than two thirds of the scheduled laps completed, 50% of prize money will divided equally amongst all starters (except those disqualified) and the remaining 50% will be paid as half of the advertised prize money payout for placing's scored as at the last completed lap, modified by any exclusions or rear of field relegations. Series points will be allocated in the same 50/50 manner.
- 4.2.4 In the event that a race is declared with two thirds or more of the scheduled laps completed, all prize money and series points will fully be allocated for placing's scored as at the last completed lap, modified by any exclusions or rear of field relegations.
- 4.2.5 Rear of field relegations shall include any driver that would normally have been sent rear of field had there been a restart. Exclusions shall include any driver penalised by the Chief Steward, plus any car that would not have been capable of taking a restart according to Stewards or Machine Examiners.
- 4.2.6 Race Results shall be based upon the order in which cars cross the finish line completing all the laps in the race. The remainder of the field will be classified by the greater number of laps completed, then the order which they crossed the finish line.

PART 5. PENALITES GUIDELINES

5.1 TRACTION CONTROL

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

5.2 WEIGHING OF CARS

- 5.2.1 Failure to present to scales for weighing:

If at the drivers meeting it is stated that you must attend the scales at any stage during the race meeting and you do not report direct to the scales as required:

 - a) After qualifying (time trials), you will be disqualified from that one event, lose your time / points and any prize money earned, and start rear most of field for the first two rounds of heats in the race meeting.

- b) For all other events (defined as any race including but not limited to heats, pole shuffles, features, etc), you will be disqualified from that one event, losing any points and prize money earned.

5.2.2 Tampering with vehicles prior to scales:

If your car has been found by officials to have been tampered with by adding weight post-race/time trials yet prior to weighing, you will be disqualified from the race meeting, losing any points and prize money earned.

5.2.3 Failure to make weight:

If your car has been found by officials to be underweight:

- a) After qualifying (time trials), you will be disqualified from that one event, lose your time / points and any prize money earned, and start rear most of field for the first two rounds of heats in the race meeting.
- b) For all other events (defined as any race including but not limited to heats, pole shuffles, features, etc), you will be disqualified from that one event, losing any points and prize money earned.

5.2.4 If your car has been found by officials to be underweight twice in the one meeting, you will be disqualified for the meeting and lose all points and prize money earned.

5.3 UNAUTHORISED ENTRY

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

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

5.4 PASSING PACE CAR - Refer - Speedway Australia Race Rules & regulations.

5.5 IGNORING OFFICIAL SIGNALS - Refer - Speedway Australia Race Rules & regulations.

5.6 RESTART ORDER

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

5.7 RECKLESS & DANGEROUS DRIVING - Refer - Speedway Australia Race Rules & regulations.

5.8 EXISTING SUSPENSIONS AND PENALTIES

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

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

5.9 APPEALS - Refer - Speedway Australia Race Rules & regulations.

PART 6. SPECIFICATIONS AND REGULATIONS

- 6.0** All phases of design and construction are subject to the approval of the Speedcars Australia Technical Board or the Chief Steward they may exclude any car, design or construction which they deem unsafe or does not meet the specifications, the spirit and/or the intentions of the rules contained herein for the safety of their members.

6.1 ENGINE SPECIFICATIONS

6.1.1 Measuring Formula:

Millimetres or Inches: $B \times B \times .7854 \times S \times \text{Number of Cylinders}$.

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

6.1.2 Stock Block Normally Aspirated.

Modified Production Engine, to be a production-based engine that is a standard fitment to any Australian road registered vehicle. Engine must retain OEM head and block from the same manufacturer.

- Modifications Permitted.
- Head swapping Permitted - only if head and block are from the same manufacturer.
- OHV or SOHC or DOHC Permitted
- 2 or multi valves Permitted.
- Force induction NOT Permitted.

Max. Displacement 183.02 cu.ins / 3000cc.

(Exception to this rule see appendix 1.0 - Experimental 2 Year engine).

6.1.3 Maximum Displacement Normally Aspirated.

Single Overhead Cam, O.H.V and

Push Rod engines -166 cu.ins/2721 cc

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

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

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

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

Two Stroke engines -128.10 cu.ins/2100cc

Rotary engines -96.07 cu.ins/1575cc

Twin overhead cam or engines having more than 2 valves per cylinder and rotary valve engine - 147.31 cu. ins/2415 cc

6.1.4 Maximum Displacement Forced Induction.

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

Single Overhead Cam, O.H.V and

Push Rod engines -122.01 cu.ins/2000 cc

Rotary engines -70.64 cu.ins/1158 cc

Twin Overhead Cam -108.32 cu.ins/1776 cc

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

6.1.5 Computer/Electronic Engine Management

External or remotely controlled systems (separate from, or not controlled by driver whilst in the car), are strictly forbidden.

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

6.1.6 Traction Control and Data Logging

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

6.1.7 Engine Mounting

Engine must be securely fitted to frame with a 3/8" - 10mm alloy or magnesium engine plate. The engine plate can't be made from carbon fibre, or any type of composite materials. If front rubber mountings are used a retainer must be fitted to prevent separation.

6.2 GENERAL DIMENSIONS and WEIGHTS

6.2.1 **Wheelbase:** Minimum 1727mm/68" Maximum 1930mm/76".

Track: Measured between tire centres.

Front: Minimum 1067mm/42".

Maximum 1397mm/55".

Rear: Minimum 1067mm/42".

Maximum 1397mm/55".

Overall Length: Maximum 3302mm/130".

6.2.2 It is the speedcar owner/driver's responsibility to ensure the weight is above minimum weight specified in Rule 6.2.3 to the supplementary regulations of the event they are racing at.

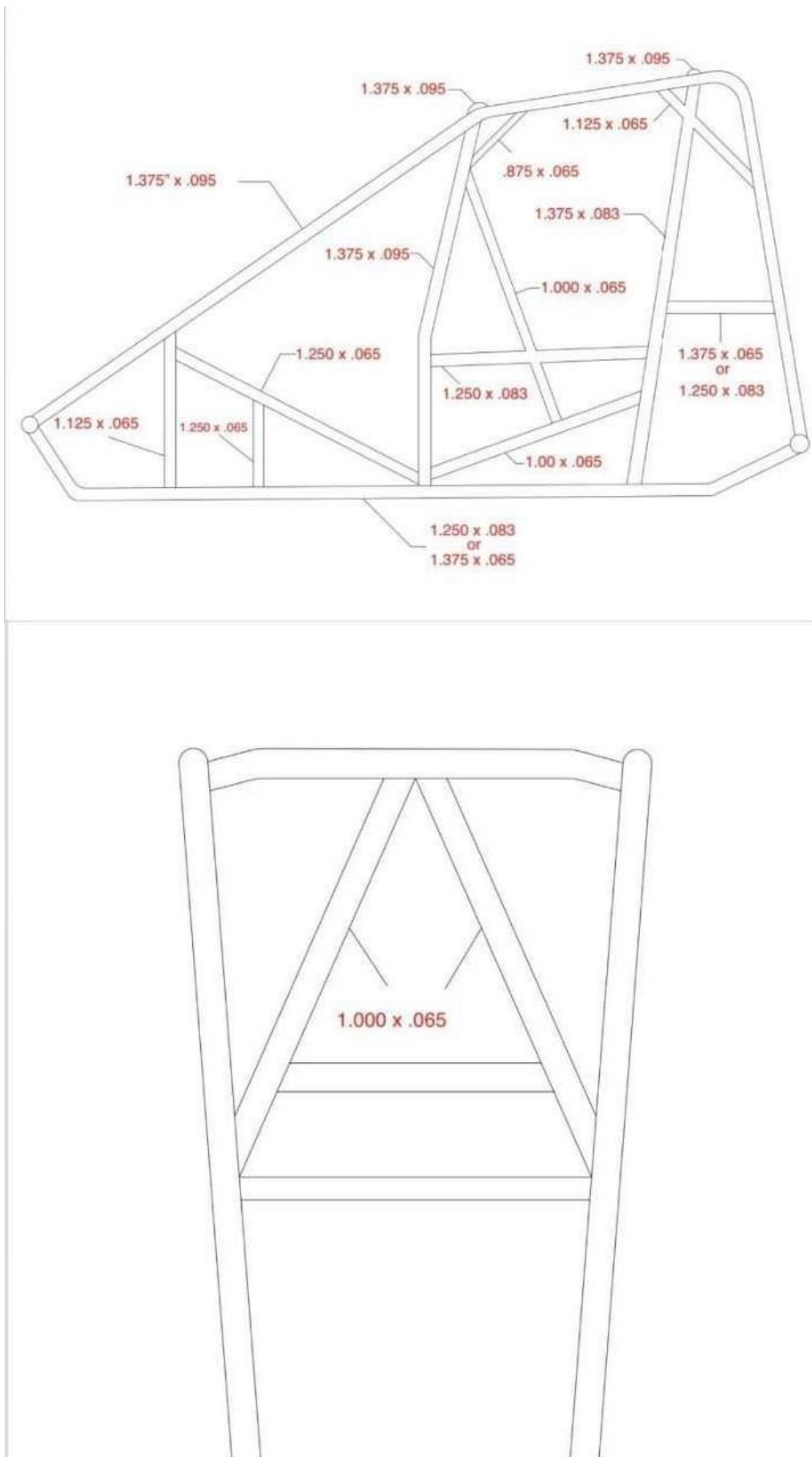
- Scales shall be available for car owners to use at all times during the race event.
- Officials may check speedcar weights at any time during the race meeting.
- Weight will be measured to the scales of the day.
- Should a competitor fail their first (1st) weigh test they may request one additional test. This reading shall not be questioned and will be considered correct.
- Bolt on weights are not allowed.

6.2.3 All Speedcars must weigh a minimum of, 1050lbs/476kgs including water, oil and fuel, with the driver.

6.2.4 Cars powered by four-cylinder horizontally opposed, two valves per cylinder, intake and exhaust valves, in-line and on the same axis must weigh a minimum weight of 1000lbs/455kg with driver.

6.3 CHASSIS

NOTE: All chassis manufactured after 31st July 2022, are to meet the following specifications and measurement defined by the below diagrams:



- 6.3.1 Chassis lower main rails will be a minimum material standard of 4130N chrome moly at a size of 1.250" (1-1/4") x 0.083" wall thickness, or 1.375" (1-3/8") x 0.065".
- 6.3.2 External width of the chassis as measured at the base of engine plate across lower chassis rails not to exceed 27"/685mm.
- 6.3.3 No holes whatsoever are permitted in Chassis bars or bracing unless fitted with tube slugs.
- 6.3.4 The use of carbon fibre or any other composite material as chassis, suspension and/or driveline component is not permitted.
- 6.3.5 All chassis damage including severe impacts of any kind are to be noted in logbooks with a crash stamp.
- 6.3.6 Any person wishing to produce a design that is a departure from common standard Speedcar construction must submit a finite analysis report for the roll cage/chassis structure proving their designs equal strength. Car owner must show proof of wall thickness and type of material used.
- 6.3.7 The highbar chassis rails must be constructed to the minimum material standards of 4130N chrome moly 1-3/8" x 0.095".
- 6.3.8 Main chassis must be gusseted in four (4) opposite corners of top section by a minimum 3/4" (19mm) x .065 material, fitted externally to extend at least 4"/100mm from the joint of the tubing.
- 6.3.9 Two front main cockpit uprights to be a minimum of 4130N chrome moly at 1.375" (1-3/8") x 0.095", and the rear cockpit upright to be a minimum of 1.375" (1-3/8") x 0.083".
- 6.3.10 All bent sections of chassis frame to be 4"/100mm minimum internal radius.
- 6.3.11 Chassis must be braced to chassis tubes in a manner to keep the chassis in an upright position. 'A' frame to be fitted to the rear aperture of chassis frame at a minimum of 1" OD x 0.065", Bent or radius "A" Frame bars are not permitted.
- 6.3.12 The fuel tank mounting cross bar to be a min of 1.375 x 0.065 OR 1.250 x 0.083.
- 6.3.13 High bar cage rails must extend a minimum of 4"/100 mm above the driver's helmet when seated in an upright position at all times. To be measured from the top of the helmet to the top of the High bar side rails and have a minimum of 4"/100mm clearance (a hollow void) applies to all Speedcars.
- 6.3.14 Chassis must not encroach upon an imaginary cylinder extending upwards from cockpit opening. Top opening of chassis to be no less than 2903 sq. cm (450sq. ins).
- 6.3.15 Head Protection Bar (HPB) straight or bent raised with maximum overall height above high bar chassis rail 2"/50mm; minimum radius of 3 1/2" to bends. HPB permitted only after chassis opening meets all other specifications as per rulebook. Extensions on top of the chassis (e.g., halos) are strictly forbidden.
Maximum of 2 off braces to rear of cage member (minimum of one required). A minimum measurement of 460mm (18") is required between the HPB and the front chassis bar (sun visor bar). HPB to be minimum 1 3/8 x 0.095" and braces to be minimum of 1 1/4" x 0.83". The Head Protection Bar is optional.



- 6.3.16 Side Bars (sissy bars) are optional, in a minimum of 1" x 0.095" wall thickness and must be padded as above.
- 6.3.17 Upright cage protection bars (Murphy Bars) to be minimum material standard of 4130 chrome moly 1" OD x .065 wall thickness.
- 6.3.18 Chassis constructed pre-01/07/1993 Highbar rails to be a minimum of 4130 chrome moly 1 1/4 x 0.095" wall thickness, any chassis constructed post 01/07/1993 to be a minimum of 1 3/8" x 0.095". Any chassis constructed after 01/01/1998 main cockpit uprights to be a minimum of 4130 chrome moly 1 1/4" x 0.095 and/or 1 3/8" x 0.083".
- 6.3.19 No attachments to the roll cage are permitted with the exception of the following:
- a) Quick-change top up tanks.
 - b) Visors.
 - c) Debris screen.
 - d) Shock absorber mounting brackets are permitted on the lower portion of the rear roll cage members. Shock absorber may include suspension unit.
 - e) Oil tanks and coolers may be mounted to the base of the roll cage providing they are mounted below the lowest point of the cockpit and all breathers directed away from square of the cockpit so as no oil can reach the driver.
 - f) Exhaust pipe and weight jack mounting brackets are also permitted on the lower portion of the roll cage rear upright.
 - g) Front and side dzus tabs on underside only. No tabs to be protruding outwards or upwards of roll cage or frame.
 - h) Removable camera mount/s or mounting points. Mounts must be fitted in such a way that they cannot impact the driver in an accident.

6.4 WHEELS, RIMS AND TYRES

- 6.4.1 Rims front and rear only 13"/330.2mm diameter permitted and Carbon Fibre wheels not permitted.
- 6.4.2 Width of rims not to exceed 10"/254mm If external bead locks are fitted, maximum rim width overall permitted 11"/280mm.
- 6.4.3 All wheels to be bolted together using all boltholes as made by the manufacturer. If wheel halves are fully welded together no bolts needed
- 6.4.4 **Wheel Rims**
- a) All to be of an approved design and material.
 - b) 6-pin hub minimum 25 mm (1") inward offset from inner rim bead flange
 - c) Flat splined centre, Spline must not extend beyond the inner rim bead flange.
 - d) Cone splined centre, spline must not extend beyond a maximum of 67 mm (2 5/8") measured outward from the inside rim contact of spline to checked bead flange.
- 6.4.5 The use of proprietary wheel balancers is permitted. Stick on wheel weights must be securely covered with cloth tape.
- 6.4.6 **Front Wheels**
- Bolt-On** - To have a minimum requirement of three (3) x 1/2"/13mm studs and nuts. Studs must be retained on opposite side of hub flange with lock nut. Coarse threads are recommended in aluminium hubs, with either studs or locating dowels. Broach type wheel studs are permitted. Minimum distance from stud centre to hub flange perimeter 16 mm.
- Spindle Mount Hubs** - Must use all mountings as manufactured. Minimum of 3 x 3/8"/10mm Studs and Nuts.
- 6.4.7 **Wheel Mud Covers**

Proprietary Alloy and/or composite material may be used. Minimum of 3x3/8 dzus fasteners typically. (See Local track rules – some tracks have a minimum of 5 dzus buttons or 3 Bolts).

6.4.8 **Tyres**

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

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

6.5 ROLLCAGES - See Rule 6.3 Chassis.

6.6 AXLES, HUBS AND KING PINS

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

6.6.2 A 2mm hole is to be drilled into the outer edge of the rear axle to retain a minimum of 2mm steel clip/pin, so as to retain the wheel nut from coming of the end of the axle.

(R clip or Double HH clip or similar)

When using proprietary in-axle wheel bleeders, both the bleeder and wheel nut must be retained.



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

6.6.4 No fitting whatsoever shall protrude beyond the outer edge of the wheel rim (such as stub axles, nuts or caps, etc) with the exception of bead lock retaining bolts.

6.6.5 Axle eyes must be wrapped by parent metal of tube by at least two thirds of the circumference. Original axle may be let into tube axle by at least 4"/100mm, only if machine fitted, welded and securely pinned by at least 5/16"/8mm pin.

6.6.6 Front Stub Axles to be proprietary brand with a minimum 5/8' – 16mm kingpins and must be a split pinned or have a suitable OEM tab washer or grub screw locking device installed, and welding to stubs is not acceptable.

6.6.7 Composite design stub axles, consisting of a spindle of forged or wrought alloy steel suitably incorporated into aluminium king pin carriers are permitted.

6.7 STEERING

6.7.1 Steering wheels must be proprietary made of metal or carbon fibre and fitted with a proprietary quick release hub.

6.7.2 All pressure hoses fitted to power steering systems shall have a minimum burst pressure of not less than 1500 psi.

- 6.7.3 NO welding or brazing of steering components is permitted, except in the case of chrome moly proprietary components, radius rods, steering arm and drag links to be accepted with welded spuds.
- 6.7.4 Steering pitman arm (drop arm) to be of one-piece construction, splined and securely clamped to sector shaft of steering box.
- 6.7.5 Aluminium drop arms are to be a minimum of ¾"/19mm in thickness and of high-grade quality, grade 6061 T6.
- 6.7.6 Steering box alloy proprietary threaded drop arm with a steel pinch bolt to be a minimum of a grade 8 - 3/8"/10mm diameter. If the alloy proprietary arm is not threaded a through bolt with a nyloc nut must be fitted. The pinching clamp slot in the drop arm is preferred on the full material side of the internal spline. A Steering box end cap must be fitted to retain the alloy arm from coming off.

6.8 BRAKES

- 6.8.1 Speedcars must have an effective braking system and Brake pad material is open.
- 6.8.2 Master cylinders not fixed to the frame must have flexible lines.
- 6.8.3 Copper tubing is not acceptable.
- 6.8.4 Brake discs are limited to being manufactured of steel, aluminium alloy or titanium. Carbon or Carbon fibre not allowed

6.9 TRANSMISSION

- 6.9.1 Driveline offset to be a maximum of 25 mm (1") either side of chassis centre line.
- 6.9.2 Torque Tube SFI approved Strap or Hoop is mandatory to be of tubular steel construction, a minimum diameter of 22.25 mm (7/8") x 0.065" 4130 material or 10g carbon steel. To be integral to the frame or securely fastened i.e., as per nerf bar mounting. To be angled forward as near to front edge of seat as possible. If a SFI approved Torque Tube Strap is used it must be fitted to manufacturer's specifications.
- 6.9.3 Open clutch or flywheel not permitted.
- 6.9.4 All vehicles to be fitted with positive neutralising device other than friction clutches. A quick release locking device must be incorporated in addition to selector rail ball and spring and must be operable by one hand.
- 6.9.5 Only torque tube drivelines, utilising only one U-joint will be permitted.
- 6.9.6 Rear wheel drive only.

6.10 FUEL

- 6.10.1 Two independent springs are to be fitted to the throttle linkages, so that either spring independent of the other will return the throttle to a closed position.
- 6.10.2 Throttles return toe clip must be fitted to the throttle pedal.
- 6.10.3 Push-pull, fully sealed accelerator cables of marine or earthmover standards are permitted.
- 6.10.4 Grommets to be fitted to all points where fuel lines pass through any metal portion of the vehicle.
- 6.10.5 Alcohol fuel only permitted. Fuel containing petroleum-based additives; nitro methane or other oxygen producing additives are NOT permitted.
Specific gravity permitted is 0.800 maximum.
- 6.10.6 All fuels are subject to testing at any time and any deviation or violation of these specifications will result in immediate disqualification.
- 6.10.7 Fuel filters must be metal.

- 6.10.8 A fuel tap must be fitted between the fuel tank and the engine within easy reach of the driver. A second fuel shut off tap or valve is to be fitted as close to the fuel tank as possible between the tank and fuel filter. Both the fuel tap positions shall be marked on the vehicle adjacent to the actual tap with "ON" "OFF" positions clearly marked 50mm x 50mm in a contrasting colour on the body of the vehicle and must be accessible from the outside of the Speedcar with easy.
- 6.10.9 When mounting the fuel cell to the chassis, all mounting points must have inner and outer plates attached to the shell. These plates must be of adequate size to ensure the tank is secured safely to the chassis. Mounting fuel tanks using any portion of the access plate or nut plates bonded into the fuel bladder is STRICTLY prohibited.
- 6.10.10 Fuel cell must have a minimum of four mounts to the chassis. Min. bolt size to be 8mm.
- 6.10.11 Fuel cell must be mounted within the confines of the Highbar chassis rails in a position, so the driver sits between the engine and the fuel cell and follows the silhouette of a speedcar. The fuel cell must have a minimum of 12.7mm – 1/2" clearance from each side Highbar chassis rail.
- 6.10.12 Fuel cell must be fitted with Positive locking cap. Flush type cap, or a device approved by the Technical Committee is mandatory on all fuel cell fill points.
- 6.10.13 Fuel cell requires a breather or check valve to be fitted in such a manner as to stop fuel escaping in the event of an accident or rollover.
- 6.10.14 All fuel line hose to be of fire-resistant hose.
- 6.10.15 All Speedcars must be fitted with a proprietary bladder in the fuel cell, which must be a minimum of 18 U.S. gallons. Fuel cell/tail tank must stay as a plastic moulded construction with a fuel bladder. Current shape and design by approved manufacturer.

6.11 IGNITION

- 6.11.1 All vehicles must be fitted with ignition switch within easy reach of the driver and should be clearly marked "IGN" and the "ON/OFF" positions.
- 6.11.2 Lead acid batteries must be dry cell and securely bolted with a minimum of 2 x 1/4" Inch size steel bolts with locking nuts and washes holding the battery box to the chassis. Battery must be bolted into the box with an alloy/metal strap or cross bolt with a locking nut. NO rubber/plastic straps or hose clamps are permitted.
- 6.11.3 Lightweight lithium batteries (Radio Control Style) can be securely mounted with a minimum of 2 dzus fasteners, enclosed in a hard case.

6.12 COOLING

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

6.13 SUSPENSION

- 6.13.1 Torsion bar arms and torsion bar stops - Only a pinch bolt is necessary providing it is a 3/8" bolt grade 8 or titanium. The arms and stops are to be a recognised brand of at least 6061T alloy.
- a) **Studs** - When used in the chassis to locate radius rods and shocks to be a minimum of 1/2" dia.
 - b) **Bolts** - When used to locate radius rods and shocks to have a nyloc or similar locking nut to fasten.

c) **Tie Wire** - The following bolts are to be tie wired unless they are counter sunk bolts or have a secondary device to lock them. Tie wire must a minimum of .032"/0.813mm aircraft stainless steel

1. Brake calliper mounting bolts
2. Front axle steering arm stub bolts

6.13.2 A maximum of four (4) shock absorbers can be fitted to the vehicle. A maximum of five (5) driver adjustable shock absorber adjusters can be fitted to the cockpit of the vehicle. Electronic or electrically controlled shock absorbers are not permitted.

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

6.14 BODY

6.14.1 The front part of the body, known as the nose assembly, shall not be wider than the parallel lines of the body and may not exceed the width of the frame. The nose assembly may not extend forward beyond the confines of the front bumper.

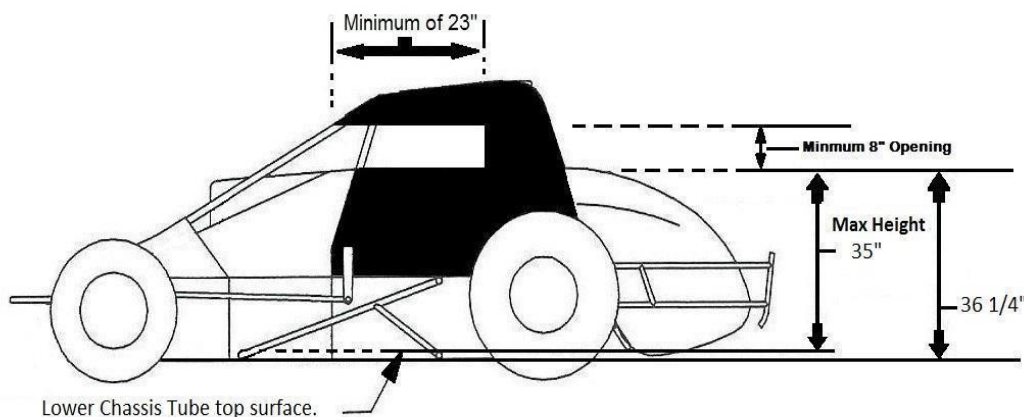
6.14.2 Any item added to resemble imitate and/or specifically designed to deflect, trap and/or form a pattern for air to travel in a directed manner, except for those used to cool and/or protect engine and brake system will not be permitted.

6.14.3 The engine must be covered with a cowling or hood secured in place by Dzus buttons. The hood or cowling need not enclose the sides of the engine.

6.14.4 Side panels covering the sides of the engine and/or vertical spill plates may not extend vertically more than the height of cockpit panels. All parts of engine between frame rails must have a hood covering except for air filter. High bars must be of the standard Speedcar type.

6.14.5 Side panels that include exit ducts may not extend more than 5 inches from the frame rails and may not extend past the front engine plate. These ducts must start behind the front axle.

6.14.6 Both side cockpit body panels may extend to the rearmost down bar of the roll cage but must not extend upwards above 35"/890mm from above the lower standard chassis rail or 36 1/4" from below, and must project rearward of twenty-three inch 23"/585mm with a minimum eight inch 8"/200mm vertical opening from the engine plate so not to impede the drivers line of sight, the left side is optional, a one piece cockpit panel may incorporate the rear "A" frame panel. (See Picture Below).



6.14.7 All panelling must not extend past edge of frame rails more than thickness of material.

- 6.14.8 A maximum One 1"/25mm turnout allowed on all body and sail panel edges and must stay inside the outline of the chassis, except sun visor.
- 6.14.9 Cockpit lower side panels must extend from top chassis rail to bottom chassis rail and rearward from the firewall to the front edge of the seat.
- 6.14.10 **Debris Screens**
- a) Fitment of a debris screen is mandatory and must be securely attached by a minimum of 3 hose clamps to the front of the rollcage above the dash.
 - b) The debris screen is to be constructed from metal and must have a maximum opening of 50 mm in either a square or vertical design.
 - c) The debris screen must sufficiently cover the open area of the roll cage directly in front of the driver and have no more than a 50mm gap between the bottom of the screen and the top of the dashboard.
- 6.14.11 All firewall/Dash are to be of metal or carbon fibre only. Above the engine plate.
- 6.14.12 Mandatory cockpit floor pan to be a minimum thickness of 2mm metal/alloy construction and securely bolted to the chassis with a minimum of six (6) x 3/16"/4.8mm bolts and nyloc nuts. Must extend from the forward most foot position and sufficiently rearwards beyond the front edge of the seat at a minimum of 50mm to preventing feet or legs from protruding through the underside of the car and must incorporate provision for draining of any fluid leakage.

6.15 SEATS

- 6.15.1 Proprietary full containment seats are mandatory. Proprietary composite Kevlar/Carbon fibre seats are optional and must meet Speedway Australia's approval list.
- 6.15.2 Under seat protection bar is mandatory at a minimum of 4130N ¾"x 0.065" chrome moly tube and welded in to avoid the differential from making contact with the seat.
- 6.15.3 The seat top must be mounted on the centre line of the chassis.
- 6.15.4 Seats are to be secured by a minimum of four positions using either (4) x 5/16"- 8mm dia. cup head bolts with nyloc nuts with big washers, two (2) in the base and two (2) in the back at approximately shoulder height; OR two (2) x 5/16"- 8mm dia. cup head bolts with nyloc nuts with big washers in the base with proprietary made adjustable clamp style seat mounts to mount the seat to the chassis A-frame. Adjustable clamps must retain the 5/16" / 8mm bolts, washers and nyloc nuts to secure the seat to the mount. Proprietary made adjustable seat belt bars can be mounted the chassis A-Frame to better locate the seat belts shoulder height.
- 6.15.5 Clearance between the driver's seat and the torque tube or differential housing to prevent contact between the two in the event of excessive suspension movement. Suggested 2"/50mm with the car at normal ride height and driver aboard.

6.16 NERFING BARS

- 6.16.1 All cars must be fitted with front, rear and both side nerfing bars. The minimum material specification is 22.5mm (7/8") diameter with a wall thickness of: - 5mm 6062 T6 aluminium or, 1.6mm mild steel, or 1.6mm stainless, or 0.065" chrome moly tubing.
- 6.16.2 Nerfing bars must be of acceptable design and strength.
- 6.16.3 Side nerfing bars must not extend more than 2"/50mm outwards and 4"/100mm inwards, measured from the outside wall of the tire.
- 6.16.4 The under tail vertical down bar when fitted, must extend down and forward under the tail as far forward as practical, so as to attach to rear of frame or rear push bar under bow. A minimum clearance from tail to bar of 2"/50mm is recommended.

- 6.16.5 Rear nerfing bar tail must not be higher than 5"/125mm tall.
- 6.16.6 Front nerf bar to be of one-piece construction only (not butterfly type) and should not extend forward more than 21"/533mm from the leading edge of the front axle.
- 6.16.7 All nerf bars are to be securely mounted and retained with a minimum of 3/16" Bolts with locking nuts fitted or pipe lynchpins as shown:



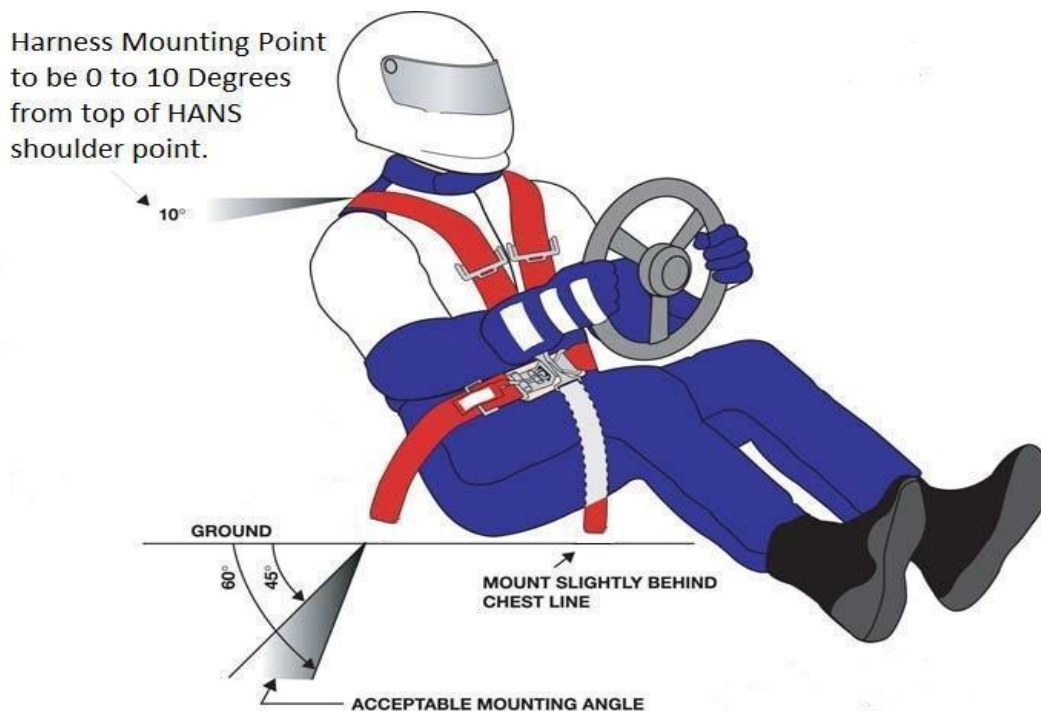
- 6.16.8 Nothing is to be attached to the nerf bars except for air cleaner/exhaust protection plates which must be securely mounted to the max height of the nerf bars; and the muffler retaining system (see 6.17.3).

6.17 EXHAUSTS

- 6.17.1 All Speedcars must be fitted with a secure exhaust system that creates a minimum fire hazard and hazard to other competitors.
- 6.17.2 Exhaust systems must be fitted with a silencer that complies with the individual track noise level regulations.
- 6.17.3 Exhaust and silencers must not protrude outside the external line of the nerf bar. Exhausts pointing upwards more than 24" / 609mm above the lower chassis must be securely restrained / tethered and not present a danger to the driver.
- 6.17.4 All unwelded exhaust joins must be secured via 180 degree alternate welded tabs and secured by 1/4" / 6mm high tensile bolts with steel locknuts, turbo v-band clamps or alternatively using a 5/16" through bolt and steel locknut (Kiwi bolt).
- 6.17.5 Speedcars fitted with a turbocharged engine must have crossbolts fitted in the exhaust no more than 3" / 76mm from the turbine exit.

6.18 SAFETY EQUIPMENT

- 6.18.1 Every driver participating in a race, time trial or warm up event must wear all approved safety equipment as required by the Speedcars Australia Inc. and Speedway Australia minimum safety requirements.
- 6.18.2 All crews and attendants must wear suitably attired whilst in the pit area or on the racetrack.
- 6.18.3 Drivers harnesses must meet SFI 16.1 or SFI 16.5 (maximum 2 of years from SFI label date), Mechanism must be lever latch type five or 6 point with crutch strap and be fitted as per manufacturer's guidelines. Rotary locking centre buckles are not permitted.



6.18.4 ALL Seat belts are recommended to be replaced after a major accident.

6.18.5 Arm Restraints are mandatory for both arms and must meet SFI 3.3 approvals and be in a good condition. Arm Restraints built into the race suit by the manufacturer are acceptable. Arm restraints to be fitted under the shoulder belts of the safety harness.

6.19 HELMETS and RACE SUITS - Refer - Speedway Australia Race Rules & Regulations.

6.20 IDENTIFICATION NUMBERS

6.20.1 All vehicles must display the correct number as issued by the member association. Numbers to be used will be 0 – 99. Duplicate numbers may be issued by a member association to different registered car owners with the addition of a single letter suffix (example QLD competitor number one is issued Q2, and QLD competitor two is issued the same number with a suffix letter of their choice such as Q2a). This also applies to second cars. Limits to duplicate numbers may be set by the member association. Any duplicate numbers may be at the same track at the same time.

6.20.2 The number (including any suffix assigned) and state of origin must be displayed in contrasting colours on each side of the tail section of the body and must be clearly visible.

6.20.3 The Australian Speedcar Champion and placegetters are permitted to display Australia 1, 2 & 3 on the current national champion and placegetters Speedcar, on both sides on the tail tank and front nose panel for the period that the title is held.

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

Registered cars with a visiting international driver may be permitted to use the driver's home country prefix for a specified event at the organising club's discretion. For example: a South Australian car registered as S2 would be able to run an event as NZ2 with a visiting driver from New Zealand.

- 6.20.4 The minimum height of identification numbers to be 12"/300mm and the minimum width of each identification number to be 2-1/2"/65mm. It is mandatory to have the numbers on the nose of the car. Numbers must be contrast to panel colour.
- 6.20.5 Numbers always remain the property of the affiliated Speedcar club and are not transferable to drivers or owners.
- 6.20.6 Drivers may be required to change their Registered Number when conflicting numbers arise.

6.21 LICENCING - Refer - Speedway Australia Race Rules & regulations.

- 6.21.1 Mandatory for drivers to have their license at all race meetings.

6.22 MEDICAL CERTIFICATES - Refer - Speedway Australia Race Rules & Regulations.

6.23 AUTHORITY TO EXCLUDE

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

6.24 UNCONVENTIONAL DESIGNS

- 6.24.1 These specifications apply to conventional Speedcars, i.e., a Speedcar with two (2) beam axles, a chassis width not exceeding 685 mm (27") externally, with the driver being seated upright behind the engine with the drive line passing between the driver's legs and the body profile conforming to the majority of Speedcars in Australia currently competing. UNCONVENTIONAL DESIGNS ARE NOT PERMITTED.
- 6.24.2 All phases of design and construction are subject to the approval of the Speedcars Australia Inc. appointed Technical Committee.
- 6.24.3 Speedcars Australia Inc. or their appointed Technical Committee may exclude any car, design or construction, which they deem unsafe or not meeting the specifications, the spirit and/or the intentions of the rules contained herein.

6.25 IMPOUNDING OF SPEEDCARS

- 6.25.1 Speedcars that have been involved in serious accidents or accidents that result in serious injury may be impounded for inspection.
- 6.25.2 The Chief Steward of a meeting may order any Speedcar or vehicle to be inspected, sealed or impounded. Any such vehicle may be retained as directed by the steward for such time as may reasonably be necessary for its examination. Any person who refuses and removes his vehicle from the meeting is deemed to have failed the relevant inspection and the vehicle is deemed illegal.
- 6.25.3 Any vehicle declared illegal must be inspected as directed by the technical committee at the competitor's expense before it can be used again in competition. This rule also covers suspected illegal vehicles. The above is subject to conformance with state laws.

6.26 INTERNATIONAL CARS and DRIVERS

- 6.26.1 All international drivers and cars are to be affiliated with Speedcars Australia Inc. before any competition takes place.
- 6.26.2 All visiting international cars are to conform to all Speedcars Australia Inc. rules and specifications.



PART 7. AUSTRALIAN SPEEDCAR CHAMPIONSHIP

(Please read the supplementary regulation prior to nominating).

7.1 Format

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

7.2 HOST CLUB

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

7.3 SUBMISSIONS

- 7.3.1 Promoters are required to lodge submissions for the Australian Speedcar Championship directly to Speedcars Australia Inc.
- 7.3.2 Annual Championship allocation will go to the most suitable venue that meets the minimum or better acceptable requirement of Speedcars Australia Inc.
- 7.3.3 The minimum submission value to conduct the running of an Australian Speedcar Championship is to be reviewed annually by Speedcars Australia Inc.
- 7.3.4 All nominated Speedcar drivers and three (3) crew members are to receive free entry into the speedway complex conducting the Australian Speedcar Championship event, including official practice.
- 7.3.5 An official practice session forms part of the Australian Speedcars Championship format. It is requested that practice be held in the evening, 24-48hrs prior to the first Championship heat. A minimum of four (4) hours track time. Practice track to be prepared to championship race conditions.

7.4 PAYMENTS AND FEES

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

7.5 RACE DISTANCE

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

7.6 POINTS ALLOCATION

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

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

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

7.7 NOMINATIONS

- 7.7.1 To qualify for nominating in the Australian Speedcar Championship meeting, all drivers must race at one Speedcar Australia Inc. sanctioned race meeting (attendance at a rain-out meeting included), in the current race season prior to the Australian Speedcar Championship Title (Australian Speedcar Championship meeting not included). Clubs to verify that the nominee has raced the required meeting.
- 7.7.2 Nominations with appropriate fees are to be forwarded through State Secretaries to the Speedcars Australia Inc. Secretary no later than the due date on the nomination form.
- 7.7.3 Any car/driver not nominated by 5.00 pm Monday prior to the event will start the first 2 rounds of heats ROF.
- 7.7.4 All spare cars must be nominated prior to the event as per the supplementary regulations.

7.8 HEAT DRAWS

- 7.8.1 Drivers, a team owner or representative will take part in a marble draw to determine heat and grid positions preceding the start of the Championship.
- 7.8.2 The third round of heats is to be reseeded by placing the highest points scorer from the first two rounds of heats into heat one of round three so on and so on until all heats have an even amount in each. Then the official will draw a marble for the starting positions for round three and invert and swap a row for round four as per normal.
- 7.8.3 In the event competitors are tied on qualifying points from heat races; the higher qualifying position will be determined based on the fastest lap from all heats completed unless a marble draw is allowed by the Chief Steward.

7.9 EXTRA STARTERS

- 7.9.1 Defending Champion should he/her fail to qualify can start from the rear of the A-Main at his/her discretion.
- 7.9.2 1st, 2nd and 3rd reserves will come from positions 3, 4 and 5 in the B Main event and are permitted to wait on the dummy grid after the final field has entered the track. See sup regs.

- 7.9.3 In the event of a qualified car failing to start or complete the first lap, due to accident or exclusion, and a complete re-start is necessary, the reserves at the Speedcars Australia Inc. Steward's direction shall start at the rear of the field.

7.10 CHIEF STEWARD

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

7.11 DISPUTES COMMITTEE

- 7.11.1 A Disputes Committee shall be formed prior to the running of the Australian Speedcar Championship. This Committee shall comprise of one Speedcars Australia Inc. delegate from each affiliated state.
- 7.11.2 Nominees for the Disputes Committee shall be forwarded to the Speedcars Australia Inc. Secretary, no later than 14 days prior to the Championships.
- 7.11.3 It is suggested the nominated delegate be a member ordinarily attending the event, as all cost associated with providing the delegates are the responsibility of the individual clubs.
- 7.11.4 Any dispute arising from the Championship that may affect the final placing's will be determined by the Disputes Committee after due process of the Rule Book has been carried out. The Decision of the Disputes Committee will be final and binding.
- 7.11.5 A maximum time frame of 24 hours shall apply should it be necessary to arbitrate on a matter of rules to finalise a result.

7.12 SCRUTINEERING

- 7.12.1 At the completion of all National Title events, the first four placed cars are to be checked for compliance with Speedcars Australia Inc. specifications. The top three cars must be tested for engine capacity.
- 7.12.2 Australian Speedcar Championship Scrutineering to be carried out by a Speedcars Australia appointed and accredited scrutineer in conjunction with the host club and is mandatory for all nominated Speedcars.

7.13 RAIN DATE

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

7.14 ELIGIBILITY AND QUALIFYING

- 7.14.1 International drivers are required to obtain a Speedway Australia driver's license prior to competing in Australia.
- 7.14.2 Visiting International cars must conform to all Speedcars Australia Inc. rules and specifications.
- 7.14.3 International drivers and Speedcars must be affiliated with Speedcars Australia Inc. before competing.
- 7.14.4 Any driver can qualify, in any Speedcars Australia Inc. sanctioned Speedcar in the Australian Speedcar Championship.
- 7.14.5 No two (2) drivers can qualify in the same car.
- 7.14.6 If a driver uses a spare car in heat races, the driver will lose all points prior to changing Speedcars and can start in their starting positions in the remainder of the heats.

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

7.15 DRIVERS BRIEFING

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

7.16 HEAT DRAW FORMAT (suggested format)

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

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

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

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

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

Refer rule 7.8.3 for reseeding of the third round of heats.

7.17 Entry into the Feature Race

The Australian Speedcar Championship feature race (A main) will consist of 20 Speedcars (24 where track licence permits), entry into the feature race is determined by heat results points score, the first 18 highest scoring cars will qualify, and 2 cars will be from 1st and second placing in the B Main.

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

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

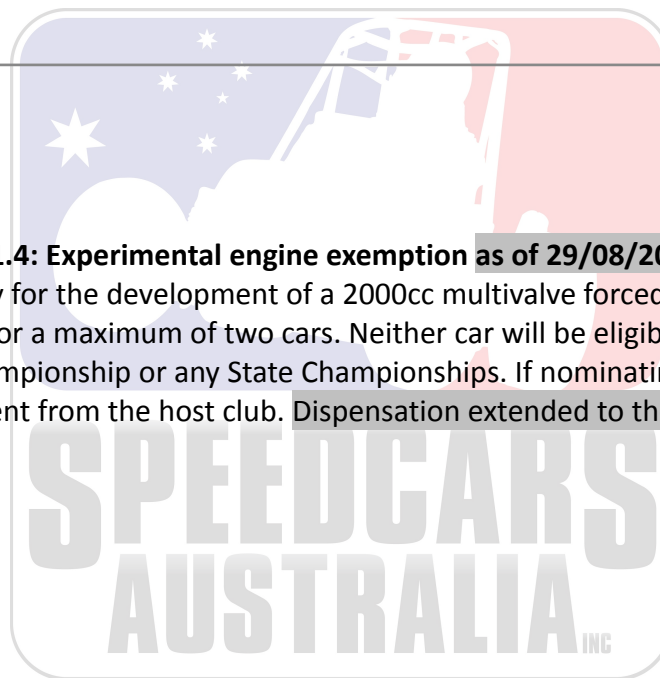
Rule to be read in conjunction with 7.9 Extra Starters, this rule can then be varied for reserves from B Main for A main to be amended on the night.

NOTE: Please read the event supplementary regulations prior to nominating.

PART 8. APPENDICES

Appendix 1.0 to Rule 6.1.4: Experimental engine exemption as of 29/08/2026:

Exemption is given solely for the development of a 2000cc multivalve forced induction Hyundai motor with HMO Motorsport, for a maximum of two cars. Neither car will be eligible to race at the Australian Speedcar Championship or any State Championships. If nominating to race interstate, the team must receive consent from the host club. Dispensation extended to the end of the 2027/2028 racing season.



Notes:





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