

1. Proposed by SRA

Page 15

Add to - Section A, Before Racing, Rule 5.6 Anti-Doping Policy/Liquor Policy, Liquor Policy, (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.

(Part 1) We believe that should a driver fail a preliminary breath test (on-site on race day) adopt the duty of care, stood down and notify the venue manger after the first test and before the second test.

(Part2) that a period of no longer than 15 minutes, from the time the first test has been completed, pass before a second and *final* test be conducted. During this 15 minute period, the driver, official etc., is not to be provided with, or be allowed to consume any form of food or drink and must stay with the official conducting the test.

(Part 3)After the 15 period has elapsed, the driver can be given the option to sit a second test or withdraw immediately (as per the Duty of Care Statement) from the race meeting as well as leaving the pit enclosure for the remainder of the night's program.

Should the driver wish to proceed with a second breath test, a second reading in excess of .02 or higher, a second positive test and subsequent disqualification should result in a 12 month suspension from competition.

Reason: *What we would like to see added to the Sprintcar Racing Association of Victoria's Notices of Motion is that some clear, defining, practices for the same testing be outlined across the country via the SCCA Rule Book.*

Carried

2. Proposed by SAWA

Page 16

Add New to - Section A Before Racing, Rule 5.6 Anti-Doping Policy/Liquor Policy, (vi) Penalties

(c) Any driver found guilty of three or more drug/alcohol breaches shall be banned for life and all past racing results made null and void.

Reason: *Self Explanatory.*

Discussion ensued regarding combination of Drug or Alcohol breaches and concerns regarding racing results being null and void.

Amended Motion: (c) Any driver found guilty of three or more drug/alcohol breaches shall be banned for life.

Moved: J Kendrick Seconded: A Bain – Carried

3. Proposed by SAWA

Page 16

Add to: Section A - Before Racing, Rule 5.8 Track worthy Certificates and Registration

(iii) All Sprintcars, upon change of ownership and before racing, must be registered and all fees paid. **All Sprintcars must be registered in the state the owner resides in.**

Reason: *Cars should be registered in their home states.*

Discussion ensued and example of Driver with NT License and Car registered in WA and an issue occurred. It is based by law that where you are residing for three months or longer that you are required to change your driver's license.

Amended Motion:

(iii) All Sprintcars, upon change of ownership and before racing, must be registered and all fees paid. **All Sprintcars must be registered in the state the owner resides in unless written permission is granted by the resident state club.**

Moved: J Kendrick Seconded: A Baines – Carried

4. Proposed by SRA

Page 18

Amend and add to Section A, Before Racing, Rule 5.12 Drivers Licence, Paragraph 8 & 9

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 **and or be banned from obtaining a SCCA Licence for two years**, 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.

Any driver that attempts to compete with a current SCCA Licence and or with a SCCA registered Sprintcar at any SCCA/State Sprintcar event that is not approved by the state member club of that State/Territory will have their licence and registration cancelled and will be banned from obtaining a SCCA licence and SCCA registration for twelve months from the time of that scheduled race meeting, and further penalties or fines may apply.

Reason: *The intent is the way the rule book if someone drove without a license they got a fine, but continued racing and this is to put some guidelines around it. There was nothing in the rule book to stop this happening. This will stop rogue groups.*

Discussion ensued.

Amended Motion:

Any driver that attempts to compete and/or demonstration with a current SCCA Licence and or with a SCCA registered Sprintcar at any SCCA/State Sprintcar events that is not approved by the state member club of that State/Territory will have their licence and registration cancelled and will be banned from obtaining a SCCA licence and SCCA

registration for twelve months from the time of that scheduled race meeting, and further penalties or fines may apply.

Moved: Ian Vale Seconded: M Rankin – Carried

5. Proposed by SCCA Executive
Page 18
Add to - Section A - Rule 5.12 - Drivers Licence

Speedway Australia Licences that are issued through the SCCA membership (SMCs) end on 30 June.

Reason: to be explained at AGM: re: possible new online system for SMCs and maybe SCCA – and negotiate with Speedway Australia to ascertain a phase in period to 30 June 2018.

Discussion ensued.

Carried

Proposed by Sprintcars SA
Page 20
Rule 5.17

Add:

No driver can arrange for another driver to qualify/time trial their Sprintcar.

Reason: Clarification of the rule

Carried

6. Proposed by SCCA Stewards Panel
Page 25
Add to - Section B, Racing Rules, Rule 6.3, Failure To Obey Flag and Light Signals.

Failure to obey flag **and/or** light signals **and/or instructions from officials**

Failure to obey any flag **and/or** light signal **and/or instructions from officials** 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.

Reason: to ensure that this issue gains the status it deserves especially now with Raceceiver communication.

Carried

7. Proposed by SANSW
Page 26
Amend -Section B, Racing Rules, Rule 6.6 RESTARTS (i)

In any restart, **any running Sprintcar at the time of stoppage, one or more laps down will be credited one lap, placing them in the same running order prior to the stoppage.** Lapped Sprintcars are to take their positions as per the last recorded lap in order of placing behind those Sprintcars on the current lap.

Reason: the last running car lapped by the leader it doesn't automatically be lapped by the field he will still be 12th

Carried

8. Proposed by SCCA Executive

(ii) Half race distance to be completed to declare placing's and a prize money payout. Anything less, then prize money **is to be as per SMC or Series Supplementary Regulations**. 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.

Reason: *Rain Out Policy not clear in the current rule book.*

Discussion ensued clarification of reason and examples provided.

Carried

9. Proposed by Sprintcars Queensland

Page 35

New Rule - Section C, After Racing Rule 7.6 Misconduct (ii) (c)

To Appeal a charge of Misconduct by the Chief Steward refer to rule 7.5

Reason: *currently no appeal process was included in the book*

Carried

10. Proposed by SCCA Executive

Page 38

New Rule -Section C, After Racing Rule 7.8 - Racing Under Appeal

Competitors be allowed to race whilst under appeal (excluding Drug and Alcohol offences) – and introduce that all points and money be withheld until the appeal is heard

Reason: *clarification in rule book*

Carried

11. Proposed by SRA

Page 46

Amend Section D, Specifications, Rule 8.3 Roll Cage (vi)

Crash Pads – Verse SEAT CUSHION

(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 safety SFI Approved 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.

Reason: *Remove the highlighted section referring to the High density safety padding until further discussion on what is really best for the driver safety and the SCCA can come up with better option and explain the minimum requirements.*

(See this web site for very good information www.rollbarpadding.com the company is BSCI)

Discussion regarding remaining optional while waiting for the data to be collected and discussed at the next AGM Conference.

Amended Motion:

Crash Pads – Verse SEAT CUSHION

(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 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), two 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.

Moved: I Vale, Seconded: -M Ranking – Carried

12. Proposed by SANSW

Page 48

Amend Section D, Specifications, Rule 8.4 Nerf Bars Note: 3

80mm Dimension to 50mm

Reason: The greater percentage of commercial over the counter rear nerf bars pull up at 50mm to get 80mm it means the nerf bar is not fully into the spuds.

Carried

13. Proposed by SCCA Tech Panel

Page 53

Amend Section D, Specifications, Rule 8.4 Nerf Bars (a)

All nerf bars to be fixed through car mounting spuds with minimum 4mm bolt and lock nut. 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.

Reason: Nothing covers fixing nerf bars to car.

Carried

14. Proposed by SCCA Tech Panel

Page 61

Consolidate Section D, Specifications, Rule 8.13 Body (d) & (h)

Rule C should be deleted. D & H should be combined reading:

The drivers left side panel extended from the front fire wall to at least the front edge of the seat. Must allow direct access to the drivers lap. (Official standing outside the car should have a direct line, from his shoulder, unobstructed to the drivers lap)

Reason: Consolidation it is in the book twice.

Carried

15. Proposed by SCCA Tech Panel

Page 62

Remove part Section D, Specifications, Rule 8.13 Body (iii) Numbers (c)

Drop last sentence: rule to also apply to prefix lettering system.

Reason: *no one runs prefix on tanks, a tidy up to the rule book*

Carried

16. Proposed by Sprintcars Queensland

Page 62

Remove part Section D, Specifications, Rule 8.13 Body (d)

Allow NQ prefixes or allow one additional prefix to each SMC (can be determined what each state would have at the conference to go in rule book, if required – so there is no ambiguity, and be limited to states that have larger car counts?).

Example: Qld – Q and NQ and WA – W and WX

Discussion ensued. There are issues due to ACT no longer a registered club and how the prefixes would be used.

Amended Motion:

Allow one additional prefix to each SMC to be approved by SCCA.

Note: Remove section “NQ 410 prefix and WX 360 prefix, to be phased out by 30 June 2017)

Moved: J Kelly Seconded: C Hoffman -Carried

17. Proposed by SCCA Tech Panel

Page 66

Amend Section D, Specifications, Rule 8.15 Seat belts (iv)

Anchorage seat belt to be of minimum 9.5mm (3/8”) SAE High tensile bolts **(with lock nut)**.

Reason: *Rule Book tidy up*

Amended Motion:

Anchorage seat belt to be of minimum 9.5mm (3/8”) SAE High tensile bolts **(with full lock nut)**.

Moved: D Porter, Seconded: C Hoffman - Carried

18. Proposed by SCCA Tech Panel

Page 67

Change Section D, Specifications Rule 8.16 Engines(i) (g)

Two front inlet manifold bolts to have minimum 1/16" hole drilled to accommodate SCCA Inc Engine seal.

Reason: *tidy up as this is what currently is happening*

Carried

19. Proposed by Sprintcars Queensland

Page 70

Add to -Section D, Specifications, Rule 8.19 360 Sprintcars (1) Engines

360/limited class to be revised – re allowable engines 360 division to allow LS1 and 305 changes to 360ci engine size instead of specific engine – to be formulated by states to be a workable division – called Limited Sprints?

For example at the moment any of the above can run with 410 class, however 305s and LS1 can't run with 360s – doesn't make a lot of sense.

Discussion and explanation – Working party to be established to discuss the engine rule.

Amended Motion:

360 class to be revised to allow LS1 and 305 engines. A working party to establish rules to formulate engine specifications before implementation.

Moved: J Kelly Seconded: C Hoffman – Carried

Working party members will include Jeff Kendrick and a representative from SRA and SA and Wain Baines will chair the meetings.

20. Proposed by SCCA Executive

Page 75

Amend Section E, Rule 9 (h)

To come in to line with new online nomination system and instead of figure, state to be in line with Nomination form

Reason: The rule book didn't allow it to reflect what is on the nomination form.

Carried

21. Proposed by SANSW

Page 75

Amend Section E, Rule 9 Australian Sprintcar Championship (I)

All engines to be sealed prior to competition, engines of the top five placegetter to be measured at the discretion of the chief steward or upon request of any of the top five placegetters.

Reason: After discussion with many of the drivers and the four major engine builders all agree that it is not desirable to open engines in a dusty/windy/wet environment. Also all four engine builders agreed that it would not be worthwhile for them to build an oversize engine as it would damage their reputation and business. I have checked with past machine examiners for the title and no one can recall an oversize engine being found since the inception of 410motors in 2004.

Discussion ensued.

Amended Motion:

Engines of the top four place getters will be measured that do not have an authorised SCC seal attached. Other cars will be measured at the discretion of the chief steward.

Moved: M Matchet, Seconded: B Thompson - Carried

22. Proposed by SCCA Executive

Page 74

Amend the 2 day format and add to new 3 day format to Section E Australian Sprintcar Championship Rule 9 (m)

Extend maximum of 12 cars to **14** for heat races and adjust points accordingly

Reason: *It needs to be changed in the rule book to allow for up to 14 cars. A tidy up of the rule book.*

Carried

23. Proposed by SRA

Page 74

Add new 3 day format

Section E - Australian Sprintcar Championship Rule 9 (m) (i)

Australian Title Format (Three Night Format Only)

Based on using existing SCCA Australian Title points for heats and Preliminary mains of a two night format

Drivers Seeded into Heat Group Time Trials (12 car per group, subject to nominations received this can be amended to go out to 14 cars if required) this can accommodate up to 56 cars for four heat races, x 2 on the their qualifying night.

Drivers to be seed by an elected seeding panel of 4 persons, 1 person to be from the SCCA executive and three other from three different states. Drivers to be seeded into four groups. Panel to be elected at conference.

Level 1, level 2, level 3 and level 4. (Keep in mind some driver can qualify well but not race so well)

Format for each qualifying night, 4 Seeded Heats /Time Trials groups. (Time Trial groups to carry the same points as a heat races)

Night One

Groups that time trial 1st & 2nd will go into heat race 1 and 2 with a 8, 10, or 12 inversion subject to car count and then for their next heats 5, 6 with an inversion (as per the first heats) and swap rows.

Groups that time trial in 3rd & 4th will go into heat race 3 and 4 with a 8, 10, or 12 inversion subject to car count As per Heat 1 & 2 and then for their next heats 7, 8 with an inversion (as per the first heats) and swap rows.

Tied point will be separated by a merge of the time trials

Preliminary A & B Mains (18 cars only in each)

Top 14 on points go to A Main. (25 laps) 15th thru to 32 to B Main – (20 Laps) 4 to transfer to A Main.

Main points apply as per Preliminary main points in Rule book - all cars not transferring to receive 9 points plus all non-qualifiers to receive 9 points.

(Remember the Drivers in the B main are racing for a transfer spot and prize money)

At the end of the night all point merge to seed heat 1,2,3,4 for final night.

Top **40 QUALIFERS** go to night three.

Night Two

As per night one

At the end of the night all point merge to seed heat 5,6,7,8 for final night.

HEAT POINTS - All heat points to be as per normal SCCA Australian Title heat points, any more than 12 cars in a heat will receive last place points. e.g. 22, 19, 17, 15, 13, 11, 9, 7, 5, 4, 3, 2, (13th 2 points, 14th 2 points)

Preliminary Mains A & B points as per normal SCCA Australian Title preliminary main points.

18 Car field: 18, 17.5, 17, 16.5, 16, 15.5 down to 9.5 for 18th place. B Main all cars not transferring to receive 9 points plus all non qualifiers to receive 9 points.

Top **40 QUALIFERS** go to night three.

Night Three

One round of heats each.

Night one drivers to run in heats 1, 2, 3, 4 with a six inversion from night one total points.

Night two drivers to run in heats 5, 6, 7, 8 with a six inversion from night two total points.

Top eight drivers on points from **NIGHT ONE** and night three heats 1, 2, 3 & 4 go to direct to A Main in either odds or even rows.

Top eight drivers on points from **NIGHT TWO** and night three heats 5, 6, 7 & 8 go to direct to A Main in either odds or even rows.

A Main Line Up – Title Race

The highest points qualifier will choose odds or evens line up for title with driver from his night to follow. If two drivers have even points the driver with the best time trial time of their qualifying night will choose.

B Main Line Up -

Drivers 9th to 15th on points from **NIGHT ONE** and night three heats 1, 2, 3 & 4 go to direct to B Main in either odds or even rows.

Drivers 9th to 15th on points from **NIGHT TWO** and night three heats 5,6, & 8 go to direct to B Main in either odds or even rows.

B Main line up -The highest points qualifier will choose odds or evens line up for B Main with driver from his night to follow. If two drivers have even points the driver with the best time trial time of their qualifying night will choose.

All other Main events line up as per qualifying points, Ties to be separated by their qualifying night's time trials merged.

Grids (for 76 cars)

E Main – 18 cars 12 laps (if time permits)

D Main – 14 cars + 4 from E Main 15 laps

C Main – 14 cars + 4 from D Main 15 Laps

B Main – 14 cars + 4 from C Main 20 laps

A Main -20 cars – top 16 + 4 from B main -40 laps

Add - Reserve drivers may join the field if one complete racing lap is not completed as the race goes back to a complete restart.

Preliminary Main Prize money to be printed on nomination forms.

Title A Main and B Main Prize money to printed on Nomination forms.

Carried

24. Proposed by SANSW

Page 74

Add New Section E - Australian Sprintcar Championship Rule 9

(s) Adjust the tow money structure to allow more prize money for the Preliminary Night/s main events, details and options to be discussed on the day

Reason: *Following discussions at the Australian Title Forum this was a point raised by the drivers present*

Discussion ensued and input encouraged from the floor. Agreement on fixed rate of money. Tow money converted to border money with a percentage allocated to each state for distribution.

Amended Motion:

Adjust the tow money structure to border money with a percentage based on previous year's car registrations.

Note: Prize money for C Main and below are to have \$200.00 per car.

Moved: M Machett, Seconded: B Thompson – Carried

25. Proposed by Sprintcars Queensland (Note SAWA have similar motion)
Page 74
Add Section E - Australian Sprintcar Championship Rule 9

Should there be a minimum amount of shows in a season before qualification for 410 Aust Championship? Propose change to Rule 9 if SMCs believe Minimum of **three** meetings –

Reason: *similar to previous rule many years ago - should be applied*

Discussion ensued.

Amended Motion

For a driver to be eligible a driver must compete in a minimum of five meetings in the 12 months prior with a minimum of three meetings in the current season before the event

Moved: J Kelly Seconded: C Hoffman - Carried

26. Proposed by SCCA Executive
Page 77
Amend Section E , Rule 9 (q)

To reflect current prize/tow money and tender – allow for it be flexible so it can align with the contract

Reason: *Tidy up to bring rule book in line with current tender arrangements.*

Carried