



**RACING RULES , REGULATIONS
AND SPECIFICATIONS
JULY 2022**



Table of Contents

1. AUTHORITY TO EXCLUDE.....	
2. DISCLAIMER	
3. GENERAL REQUIREMENTS AND INFORMATION.....	
3.1 Title Allocation	
3.2 Race Receivers	
3.3 Eligibility to Titles	
3.4 Unauthorised Meetings	
3.5 Competitor Numbers	
3.6. Progression Of Grid Positions	
3.7. Engine Tagging	
3.8 Complying Engines	
3.9 Engine Testing Equipment	
3.10 Tow Money	
3.11 Club Rule Variations/Additions	
3.12 Vehicle Incident Protocols	
4. SPECIFICATIONS.....	
4.1 Dimensions	
4.2 Wheelbase	
4.3 Track	
4.4 Weight	
4.5 Additional Weight Constraints	
5. SECURING OF COMPONENTS.....	
6. ROLL CAGE AND FRAME.....	
6.1 General	
6.2 Specific Design Requirements	
6.3 Bends/Fittings/Welding	
6.3.1 Construction Method	
7. NERFING BARS.....	
7.1 General	
7.2 Specific Design Requirements	
7.3 Mounting Details	
7.4 Side Mounted Fuel Tanks	
8. FRONT AND REAR CRASH BARS.....	
8.1 General	
8.2 Specific Design Requirements	
8.3 Mounting Details	
9. REAR AXLE AND HUBS.....	
9.1 General	
9.2 Specific Design Requirements	
9.3 Mounting Details	
9.4 Rear Axle Nut Retainers	
10. FRONT STUBS, KING PINS AND WHEEL HUBS.....	
10.1 General	
10.2 Specific Design Requirements	
11. FRONT AXLE.....	
11.1 General	
11.2 Specific Design Requirements	
12. STEERING ASSEMBLY.....	
12.1 General	

12.2 Specific Design Requirements

- 13. SUSPENSION.....**
 - 13.1 General

- 14. BRAKE ASSEMBLY.....**
 - 14.1 General
 - 14.2 Rear Brake Safety Strap

- 15. WHEELS, RIMS AND TYRES.....**
 - 15.1 General
 - 15.2 Specific Design Requirements

- 16. RACE NUMBERS & POSITIONS.....**
 - 16.1 General
 - 16.2 Tail Tank
 - 16.3 Wings

- 17. ENGINE.....**
 - 17.1 General
 - 17.2 Specific Design Requirements
 - 17.2.1 Two Stroke Motors
 - 17.2.2 Four Stroke Motors

- 18. TRANSMISSION.....**
 - 18.1 General
 - 18.2 Specific Design Requirements

- 19. BATTERIES.....**
 - 19.1 General

- 20. IGNITION & EQUIPMENT ISOLATION SWITCHES.....**
 - 20.1** General

- 21. ELECTRONIC DEVICES.....**
 - 21.1 Computer / Electronic Engine Management
 - 21.2 Traction Control
 - 21.3 Data Logging

- 22. FUELS & Fuel TANKS.....**
 - 22.1 2 Stroke & 4 Stroke
 - 22.2 Fuel Tank Specific Design Requirements
 - 22.3 Location of Fuel Type Signage
 - 22.4 Fuel Stop / Isolation Device

- 23. WING.....**
 - 23.1 General
 - 23.2 Specific Design Requirements
 - 23.3 Main Wing

- 24. BODY ASSEMBLY.....**
 - 24.1 General
 - 24.2 Debris Screen

- 25. SEAT.....**
 - 25.1 Specific Design Requirements

- 26. SAFETY HARNESS.....**
 - 26.1 General

- 27. SAFETY APPAREL.....**

- 28. PIT AREA FIRE EXTINGUISHER RULE.....**

- 29. DRUG AND ALCOHOL POLICY.....**

- 30. REFERENCE SKETCHES.....**

REFERENCE SKETCH 1
REFERENCE SKETCH 2
REFERENCE SKETCH 3
REFERENCE SKETCH 4

1. AUTHORITY TO EXCLUDE

Notwithstanding anything contained in these specifications, the machine examiner, scrutineer and/or Club Committee shall have the right to exclude ANY vehicle from competition at any time, if in his/her/their opinion; the vehicle is not track worthy or could become a danger to other competitors.

Likewise, a driver who is not considered fit for any reason to drive a vehicle, shall be disqualified from driving by the steward and/or clerk of the course.

2. DISCLAIMER

Notwithstanding any design detail contained in these specifications, or approvals given, the Club Committee and members accept no responsibility for the safe operation of any vehicle or component manufactured under these rules.

Each member of the Club accepts that it is a condition of membership that they indemnify all other members of the Club against any injury or damage to their own or others property which may occur during race meetings.

This indemnity applies even if the above-described injury or damage is caused by failure of equipment, (which has or has not been approved by the Club Committee or passed at scrutineering), or unsafe driving habits of other competitors.

It must be emphasized that the specifications lay down standards and dimensions to be achieved in the manufacture of a race car and approvals that must be gained prior to use of such race car. This in no way places the responsibility of any matter covered in the Specification upon members of the Club.

NSW Microprints Rules and Regulations Summary

It is the responsibility of the competitor to be both knowledgeable and comply with NSW Microsprint Race Rules and Specifications.

All rules/specification, standards and safety information are used in conjunction with the current Speedway Australia Rules (Table of Contents for Speedway Australia below for reference)

References in this rule book to Speedway Australia rules may be changed by Speedway Australia from time to time, it is the responsibility of the member to keep up to date with Speedway Australia rules.

3. GENERAL REQUIREMENTS AND INFORMATION

3.1. TITLE ALLOCATION - The Australian Title is to be awarded to participating states each season on a rotational basis

Should a State forfeit its chance to run a Title for whatever reason, then it loses it until next rotation.

3.2. RACE RECEIVERS - Race Receivers are to be compulsory for ALL competitors at State & National level race meetings.

3.3. ELIGIBILITY TO TITLES - All competitors must complete a minimum of two (2) club level race meetings to be eligible to compete at any National Title or State Title race meetings. (See Speedway Australia's rule for definition of "completed")

The two race meetings must be completed in the period between the running of the same event in the previous season and the event they wish to enter, dispensation can be provided if the Driver has driven in an affiliated class or a division determined by the organising association as providing requisite experience, in the current season or previous 12 months. The previous year's champion shall be allowed to defend the title but must compete in the heats. However, if the champion fails to qualify in this manner a rear of field start is permitted in their own or a substitute car for the feature. This ruling is at the discretion of the host club.

3.4. UNAUTHORISED MEETINGS - NO other Microsprint event will be allowed to be held or sanctioned to be run in Australia on same date as a National or State Title.

The only Exception would be where a Title Meeting is rained out and the rain out date clashes with a pre-scheduled meeting.

3.5. COMPETITOR NUMBERS - The Maximum number of competitors in State and National Titles is per heat is (15) competitors.

3.6. PROGRESSION OF GRID POSITIONS - If withdrawn from meeting prior to gridding up the competitors will progress using the "zigzag" method.

Where withdrawn after the entry to the track the drivers will "move up" one position in their respective row (inside or outside row) only.

3.7. ENGINE TAGGING - Engine tagging is no longer an accepted form of engine compliance within the NSW Microprints.

All competitors' engines, both 2 stroke and 4 stroke to be measured (e.g., Bore and Stroke) where and when required.

Note: To be carried out in a suitable location and observed by the appointed technical committee.

No one else to be involved apart from the driver and appointed technical committee plus a designated official.

3.8. COMPLYING ENGINES - Where any engine subject to protest be deemed legal, the competitor who lodged the protest, will become liable for the cost of reinstating the engine to its pre-inspection state (i.e., gaskets seals etc.) and any shipping costs that may be incurred in returning the engine to the competitor, in the case of interstate competitors. **Up to \$500 maximum**

3.9. ENGINE TESTING EQUIPMENT - each state body will carry the necessary equipment to carry out engine capacity checks at Titles. Such checks to be done in a clean and crowd free area in the presence of the officials, placegetters and their crews only. (a) The first three placegetters in the national championship or if the supplementary regulations states for an event, will have their engine capacity measured at the driver or owner's expense. If an engine is found to be illegal the next placegetters engines will be measured. Any person refusing to allow an engine to be checked, the said car will be excluded from the meeting and all results in regard to the entire meeting and the prize money forfeited.

3.10. TOW MONEY - Each state to assist in funding their own drivers with tow money for attending Aussie/State titles held outside of their own state. A minimum of \$150

3.11. RULE VARIATIONS/ADDITIONS - Should a State/s wish to trial a new idea, it must be voted on at the Annual General Meeting and voted in by a majority vote.

Scope of changes must be put in writing to the club members.

No new changes or specifications will be introduced mid-season.

Excludes any Safety Improvements or as implemented by Speedway Australia.

3.12. INCIDENT PROTOCOL - Any car involved in a major incident is to have an entry made into the logbook specifying to the areas of damage, by an official of the meeting.

The car will be required to undergo a full pre-season style scrutineer check before being declared safe to return to the racetrack.

4. SPECIFICATIONS

4.1. Dimensions

Without exception all race vehicles must comply with the following dimensions and limits.

4.2. Wheelbase: Maximum Wheelbase; 1850 mm - Minimum Wheelbase 1450 mm

4.3. Track: Maximum Track Width: 1500mm - Minimum Track Width: 1200mm

Measured from the outer most part of rim to outer most part of rim

See also Rule 30, REFERENCE SKETCHES, Sketch 1.

4.4. Weight

Car Weight minimum: 185 Kg (End of race excluding driver) & Driver/Car minimum 272.5Kg

Note: Cars may be subject to weight check without notification.

4.5. Additional Weight Constraints.

Where additional weight is required to add to a race vehicle it shall comply with the following:

- Maximum of 10 kg per each weight x 2 units only
- All ballast to be steel encased
- Mounted no more than 200mm forward of the steering wheel
- No further rearward than 50mm from front of the driver's seat
- All ballast units to be bolted to 4mm chrome moly tags welded to bottom inside chassis rails with a minimum of two (2), 1/2 inch bolts and nylock nuts.

5. SECURING OF COMPONENTS

All Nuts, Bolts and Component parts on each cars suspension system, chassis, steering and running gear be secured with either lock nuts, nylock nuts, castellated nuts with split pins or lock wire, but excluding approved quick release shock absorber mounts and must have at least one full thread showing through the

nut.

6 ROLL CAGE AND FRAME (See Rule 30, REFERENCE SKETCHES, Sketch 2.)

6.1 General:

The roll cage and frame must be constructed in a safe and sound manner to ensure that if the vehicle were to roll or crash during a race the driver will be effectively protected.

All pipe work and fittings must be properly fitted together and welded in an acceptable engineering manner. (All work is to be approved by the Club Chief Scrutineer).

6.2 Specific Design Requirements:

Material of Construction:

Main frame, roll cage and side bars to be a minimum of 30 mm/1.25 inch with a minimum wall thickness of 2 mm / 83 thou

Chrome Molly: AMS 6371-T-6736-Condition N

Or

Non-Chrome Molly tubing

DOM (Drawn over Mandrel) Steel: ASTM-A513-Type 5 ONLY 1.25-inch x 120 thou

Commercially constructed frames will be accepted with diameter and gauge to be approved by the Club Committee. All such frames must be inspected by the Club Chief Scrutineer prior to painting.

Any material which is to be used for chassis construction that differs from the above specification must be submitted to the Club Chief Scrutineer for approval before construction commences.

The roll cage must be gusseted in the top section at the four opposite corners. Gussets may be fitted externally but must not encroach inside the roll cage.

Roll cage gussets to be a minimum of 19 mm diameter x 2 mm-wall thickness chrome molly or cold drawn seamless tube and a minimum length of 100 mm and a maximum length of 180 mm. Gussets to be equidistant from corner radius.

Bracing throughout the frame to be a minimum of 19 mm diameter x 2 mm-wall thickness, chrome molly or cold drawn seamless steel tubes.

Reynolds grade 351, 28.6 diameter x 1.6 mm wall thickness may be used as an alternative material providing the whole frame, cage gussets and bracing is constructed from this size.

Chrome molly frames will be accepted with diameter and gauge to be approved by the Club Committee. (NB: each frame to be considered on its merit, which may mean that different size tubing and construction methods may be acceptable other than stated in this specification).

6.3. Bends/Fitting/Welding:

All bends in the frame/cage pipe work are to be a minimum of 75 mm centre-line radius and formed such that the diameter of the tube is not reduced by more than 4%.

All pipe joints are to be accurately fitted together with a gap no greater than the pipe wall thickness allowed on any joint (i.e.: maximum of 2 mm gap).

All non-structural welding can be welded using Oxy acetylene or Mig

All structural welds to be Tig welded.

Electric stick welding is NOT allowable for pipe joints but is acceptable for attachments.

It is not allowable to grind or putty over welds.

6.3.1. Construction Method:

All self-built chassis are to be approved by the Club Committee. Inspection must be carried out before final welding while in the tacked state and also again at completion of welding prior to painting.

The roll cage and frame with all bracing and gussets is to be of fully welded one-piece construction.

The roll cage can be either high or low bar design but must extend to the bottom rail in front of and behind the driver.

The measurement from the top of the driver's helmet to the underside of the top rail must be a minimum of 50 mm / 2 inches with the driver seated in the car with harness secure.

Bracing must be fitted behind the driver's seat in an "A" shape. From this bracing an additional brace shall extend out to the main vertical chassis rails and in line with horizontal cross bars.

Side intrusion bars must be fitted along the frame beside the open area of the cockpit in a position between the shoulder and elbow of the driver whilst seated in the car.

It is recommended the left side of the cage be fitted with sufficient bar work to prevent intrusion from another vehicle into the cockpit in the event of an accident.

Holes must not be drilled through the frame unless supported by a suitably sized bush which has been welded in position.

Failure to comply with the above regulations will mean the chassis will be rejected. Rejected chassis cannot be used.

7. NERFING BARS (See Rule 30, REFERENCE SKETCHES, Sketch 1.)

7.1 General: Nerfing / Crash bars must be fitted to prevent cars becoming interlocked.

7.2 Specific Design Requirements:

Materials of construction:

All Nerf and Crash Bars Front and Rear crash bar to be a minimum of 19 mm and maximum 25 mm diameter and must be constructed to meet one of the following standards:

- **Stainless Steel Tube: ASTM A213 grade 316/L**
 - Minimum 19 mm – Maximum 25mm x minimum 1.6mm wall thickness
- **Chrome Molly tubing: AMS 6371-T-6736-Condition N**
 - Minimum 19mm – maximum 25mm x 1.6mm wall thickness
- **Non – Chrome Molly DOM (Drawn over Mandrel) Steel: ASTM-A513-Type 5 ONLY**
 - Minimum 19mm – maximum 25mm x 2mm wall thickness

7.3. Mounting details:

Nerf bars are to be securely mounted to the roll cage or mainframe at a minimum of 3 points and a maximum of 4 points.

Nerf bars are to be secured with bolt and Nylock nut (minimum 5 mm) suitable to stop bar from coming away from race car.

Outer edge of nerf bar must not extend any further than:

- 50 mm past the outer face of rear tire.
- 75 mm inside the outer face of rear tire.

7.4. Side Mounted Fuel Tanks

Nerf bars protecting side mounted fuel tanks shall be constructed with a minimum of four mounting points. The nerf bar shall extend level to or higher than the top of the fuel tank, so as to prevent the intrusion during normal racing conditions of another car or its components.

Adequate vertical bracing is required in the sidebars to restrict the opening to a maximum of 300 mm.

Note: As from 1.01.2021 no new cars with side mounted fuel tanks will be allowed. Only pre-existing cars, previously daylighted with the club will be allowed to compete

8. FRONT AND REAR CRASH BARS

8.1 General: Nerfing / Crash bars must be fitted to prevent cars becoming interlocked.

8.2 Specific Design Requirements:

Material of construction:

Front and Rear crash bar to be a minimum of 19 mm and maximum 25 mm diameter.

- **Stainless Steel Tube: ASTM A213 grade 316/L**
 - Minimum 19 mm – Maximum 25mm x minimum 1.6mm wall thickness
- **Chrome Molly tubing: AMS 6371-T-6736-Condition N**
 - Minimum 19 mm – Maximum 25mm x minimum 1.6mm wall thickness
- **Non – Chrome Molly DOM (Drawn over Mandrel) Steel: ASTM-A513-Type 5 ONLY**
 - Minimum 19mm – maximum 25mm x 2mm wall thickness

8.3. Mounting Details:

The front crash bar shall be securely mounted to the roll cage and or main frame at a minimum of two points (2) and Rear Crash bars at a minimum of four (4) points.

Both Front and rear bars to be secured with bolts of minimum 6 mm and maximum 8 mm diameter, lock nuts, suitable to stop either bar from coming away from race car.

The front crash bar must protrude past the line of the front tires for at least 50 mm.

Front crash bar heights to be a minimum of 275 mm and a maximum 325 mm from the centre of the crash bar to the ground.

Working height of the rear crash bars must be within 25 mm of the centre of both front and rear wheels.

Combined fuel/tail tanks shall be protected by additional bar work extending under the tank that covers 50% of fuel tank. (See Rule 30, REFERENCE SKETCHES, Sketch 4.)

The tail tank shall be within the confines of the nerf bar.

A maximum of 850 mm from the centre of rear axle to outside face of nerf bar.

Distance of tail tank to nerf bar is 50 mm minimum and 150 mm maximum.

A single vertical bar shall extend from the top of the rear crash bar to the bottom of the rear crash bar. The rear crash bar must have a vertical bar at the trailing edge and must not extend more than 50 mm to 75 mm above the top bar on the crash bar.

9. REAR AXLE AND HUBS

9.1 General: The rear axle must be one piece and can be either solid or hollow but of steel or commercially constructed splined aluminium style.

9.2 Specific Design Requirements:

Material of construction:

Steel Axles

Steel axles are to be a minimum of 1030 – 1040 grade steel. Solid axles to be a minimum of 30 mm diameter and hollow axles to be a minimum of 35 mm diameter with a minimum wall thickness of 6 mm.

Aluminium Axles

Aluminium and Chrome molly splined axle of commercial grade are accepted

9.3. Mounting details:

Hubs are to be held in place on the axle using a structurally acceptable locking method such as drive key, spline or castellated nuts with split pins. Splined axle wheel hubs are to be secured by a minimum of one compatible (quick change) axle nut.

Welding or pinning of hubs to axle is not permitted.

Axles must not protrude past the outside of the rim.

9.4. REAR AXLE NUT RETAINERS - Quick change axle nuts to be retained by R clips – axle to have hole drilled in each end to locate R clip.

10. FRONT STUBS, KING PINS AND WHEEL HUBS

10.1 General:

The front stubs kingpins and hubs must be of structurally acceptable design and strength to prevent breakage or collapsing due to normal racing stresses or impacts.

10.2 Specific Design Requirements:

Material of construction:

Kingpins are to be of steel material and a minimum of 12 mm diameter.

A suitable method of retaining the kingpin shall be in place to prevent the pin dropping out through the bottom of the C-section.

Rims to be secured to hub with a minimum of four 8mm (5/16) diameter bolts or rims to be secured to hub with three 12mm diameter bolts fitted with Nylock nuts or acceptable commercially available centre nut at the discretion of the Club Committee.

Direct mount wheels of commercial manufacture are accepted.

11. FRONT AXLE

11.1 General:

Is to be of beam axle design and located by radius rods and Panhard bar.

11.2 Specific Design Requirements:

Material of construction:

Front axle to be tubular chrome molly tubing with a minimum diameter of 35 mm and 0.095-inch, 3 mm wall thickness.

Front axle to be a one-piece tubular low carbon structural steel seamless or chrome molly tubing from king pin housing to king pin housing with a minimum diameter of 35 mm and 3 mm wall thickness beam design axle located by radius rods.

12. STEERING ASSEMBLY

12.1. General:

The steering wheel must be of racing type and commercially available.

12.2. Specific Design Requirements:

The steering wheel must be within the confines of the roll cage. Its position must allow the car to be driven without interference of other controls.

A quick release hub must be fitted.

A steering box or direct type steering may be used but all arrangements must have lock stops fitted to prevent over centring if it can occur.

All steering rods are to have approved spherical type rod ends with lock nuts and nyloc nuts. (NB: Steering rods must not be welded).

13. SUSPENSION

13.1 General:

All cars must have suspension fitted e.g., coil over shock, coil shock, torsion bar, a combination of both, etc.

All stress-mounted points must be securely fastened.

Commercially manufacture quick release shock pins are accepted

All rod ends to be securely fastened.

All Shocks to be securely fastened.

14. BRAKE ASSEMBLY

14.1 General:

An efficient hydraulic disc brake system must be installed with disc fitted to rear axle.

The system must be operational and pass a test to the satisfaction of the scrutineer or machine examiner.

14.2. Rear Brake Safety Strap: A safety strap it to be fitted from the calliper to frame to prevent calliper over rotation if the radius rod or joint breaks. (EG. Old seat belt crotch strap)

15. WHEELS, RIMS AND TYRES

15.1 General:

All wheels must be free of sharp edges and cracks and must be commercially available racing type.

Tires must be approved flat track design and have an unbroken tread pattern. Tires showing canvas, cord or signs of cracking will not be permitted.

15.2 Specific Design Requirements:

Rim Dimensions: (See Rule 30. REFERENCE SKETCHES, Sheet 4.)

Front Rims

Maximum Diameter: 254 mm (10 inch)

Rear Rim Maximum Diameter: 254 mm (10 inch)

Maximum Width: 304.8 mm (12 inch)

16. RACE NUMBERS & POSITION

16.1. General:

All cars to have their registered car number appearing

- a. On both sides of the cars tail tank
- b. On the inside of the top wing on the largest panel positioned at the trailing edge of the wing
- c. On the outside panel of the largest panel
- d. States prefix placed before the number on both sides of the top wing

Prefix is a minimum of 100mm i.e., v5, n5

16.2. Tail Tank

The minimum height of a racing number, to be displayed on the tail tank of a car is to be a 250mm.

16.3. Wings

Each car must display at least one (1) racing number on one of the side boards of the wing clearly visible when viewing the right side of the car.

It is also required that at least one number be placed on a wing sideboard clearly visible when viewing the left side of the car.

These numbers should be no less than 200mm high for the wing panel numbers.

17. ENGINE

17.1. General:

The engine and parts are to be of commercially available **Single Cylinder ONLY** motorcycle manufacture.

Engine must be mounted forward of the rear axle and adjacent to or forward the driver's seat. The engine must not be behind this point but can be either left or right side mounted.

The most rearward spark plug must be forward of the driver's waist. Engines are not permitted to be rear mounted. i.e., behind the driver's seat.

After market & programmable engine management systems are permitted. However, the mechanism or ability to manually adjust or select alternate programming from within the vehicle during a race is not permitted

A suitable exhaust system must be fitted that does not exceed 92 Db or individual track requirements as per SPEEDWAY AUSTRALIA rule book.

17.2. Specific Design Requirements:

Either four stroke or two stroke, Single cylinder, air- or water-cooled designs are permitted. Turbo charging or supercharging is not permitted.

17.2.1. Two Stroke Motors:

To be single cylinder **only** and derived from any commercially available Motocross or Quad bike.

- Cubic capacity to be 271 cc + 0% (maximum).
- Engines may be modified but must retain original motorcycle crank case gearbox configurations (max 5 speed).
- Alternative barrels & heads may be fitted.
- Fuel injection is permitted in 2 stroke engines
- Non genuine crankcases and engine components are permitted

17.2.2. 450cc 4 Stroke Engine

To be single cylinder **only** and derived from any commercially available Motocross or Quad bike.

Eligible Four Stroke Motors must comply with the following:

- Single Cylinder Only:
- Cubic capacity to be 450 cc + 0% (maximum).
- Bore and Stroke to remain as per manufacturer's specification
- Non genuine / alternate supplier Cam shafts, Pistons, Valves and rods are permitted
- Motors must be normally aspirated through a conventional type of carburettor and /or injection

18. TRANSMISSION

18.1. General:

Power must be transmitted to the rear axle by chain from the gearbox.

An operational gearbox must be installed with gearshift mechanism readily accessible.

Four-wheel drive or front wheel drive is not permitted.

18.2. Specific Design Requirements:

Chain is to be a minimum of 520 pitch.

Rear sprocket must be fitted with chain guide and / or plates.

It is recommended that a chain tensioner be fitted.

The driver must be protected from the chain.

19. BATTERIES

19.1. General:

Dry cell or Gel style batteries ONLY – no wet cell batteries can be used and must be affixed to and within the main frame and must have a fusible circuit.

20. IGNITION & EQUIPMENT ISOLATION SWITCHES

20.1. General:

All vehicles must be fitted with an ignition switch, which will stop the engine, fuel pumps and other accessories when activated.

The switch must be within easy reach of the driver and outside personnel. It must be clearly marked with IGNITION and also ON/OFF position.

21. ELECTRONIC DEVICES

21.1. Computer / Electronic Engine Management

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

21.2. Traction Control

The use of manual or electronic traction control incorporating speed sensors is not permitted

21.3. Data Logging

Data logging devices that log only are permitted.

22. FUELS & FUEL TANKS

The fuel tank is to be of solid construction of approved materials and securely located within the confines of the rear crash bar or within the confines of the side nerf bar (refer rule Section 6).

Fuel Cells must have one way valve fitted and do not require a breather pipe to be fitted.

A sealing locking cap must be fitted.

Any fuel tank that proves to be unsafe in the event of an accident will be deemed illegal from that point on.

22.1. 2 Stroke & 4 Stroke

The following fuels are permissible:

- Methyl alcohol
- Unleaded
- Elf 119/124 124 (Requires lead licence under EPA Laws. See SPEEDWAY AUSTRALIA)
- E85
- Any commercially available fuel (NO NITRO)

22.2. Fuel Tank Specific Design Requirements:

The fuel tank is to be securely located in place by metal straps or bolted brackets. Elastic straps are not allowable.

The fuel tank is to be fitted with a breather pipe which is to be attached in such a way that fuel cannot escape in the event of a rollover.

A sealed locking cap must be fitted.

Fuel lines that pass through the cockpit area must not extend forward of the seat; they must also be protected from interference.

22.3. Location of Fuel Type Signage:

Signage/ labelling indicating the specific Fuel type being used by each vehicle must be clearly displayed on **both** the fuel tank (adjacent to the filler cap area) and dash panel.

22.4. Fuel Stop / Isolation Device

A stop/isolating device must be fitted to completely stop all fuel supply to engine.

The device must be fitted before to any fuel pump, either mechanical or electric and accessible from the outside of the vehicle.

The ON and OFF position must be clearly marked to allow officials to isolate the fuel in the case of an accident.

23. WING

23.1. General:

A suitably constructed lightweight wing is to be mounted to the vehicle roll cage and used for all races unless nominated by the club committee.

The use of any form of Front wing is prohibited

Driver must have clear view in all directions.

23.2 Specific Design Requirements:

The wing panels are to be constructed from aluminium sheeting.

The main wing is to be securely mounted to the top of the vehicle with quick release clips which will allow the wing to be readily removed in the event of an accident. (There must be a minimum of two quick release clips on the rear mount).

The wing may be offset but the side panels must not protrude past the outside edge of the wheels at maximum track.

The top wing side panel maximum thickness is

23.3 Main Wing:

Wings within the following measurements will be allowed:

Wing (in plan) Minimum 895 mm x 1000 mm
Maximum 955 mm x 1060 mm

Side panels:

Left side Minimum 510 mm x 1040 mm
Maximum 605 mm x 1255 mm

Right side: Minimum 395 mm x 1040 mm
Maximum 560 mm x 1255 mm

24. BODY ASSEMBLY

24.1. General:

All vehicles must be soundly constructed with a body of speed car style and be of good appearance.

The cockpit must be of sufficient size to allow the driver easy entry and exit and a comfortable position when driving.

All protruding parts within the cockpit are to be suitably padded

A floor is to be fitted to the main frame which must extend from the front of the seat to a point forward of the floor controls and also be the full width of the frame.

A **barrier** must be fitted between the driver and the engine/gearbox and drive chain. It must be of metal (**ferrous or non-ferrous**) or fibreglass style material (to be approved by the technical committee) and a minimum of 0.9 mm but 1.6 mm is recommended.

All body panels, (bonnet, side panels and tail) are to be secured by at least three fasteners. Dzus type or other approved quick release fasteners are recommended.

Body panels may be constructed from aluminium, fibreglass or thermal plastic.

Use of carbon fibre and/or Kevlar wing protectors, body panels, rear body/tail pieces and bonnets to be permitted.

Rear vision mirrors or Perspex or sheet metal windscreens are not permitted.

24.2 Debris Screens

Debris screens must have a maximum opening of 50mm in either a square or vertical design. It is to be made of metal (no plastic) and must be securely attached by a minimum of 3 hose clamps to the front of the 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.

25. SEAT

25.1. Specific Design Requirements:

A high-back speedway style seat is to be installed and must be of Aluminium construction. The seat must extend at the rear higher than shoulder height to allow harnesses to pass through the seat.

Seat shall have no sharp edges.

Seat shall be secured to the car by a minimum of four high tensile steel bolts. Seat bolts shall be a minimum of 6mm (5/16) shank with a minimum 20mm.

26. SAFETY HARNESS (See Rule 30. REFERENCE SKETCHES, Sketch 3.)

26.1. General: The chief steward has the right to deem harnesses unfit for use after an accident if he thinks they have been damaged.

Please Refer To Speedway Australia Rules For Current Speedway Standards

27. SAFETY APPAREL

Please Refer To Speedway Australia Rules For Current Speedway Standards

28. FIRE EXTINGUISHERS

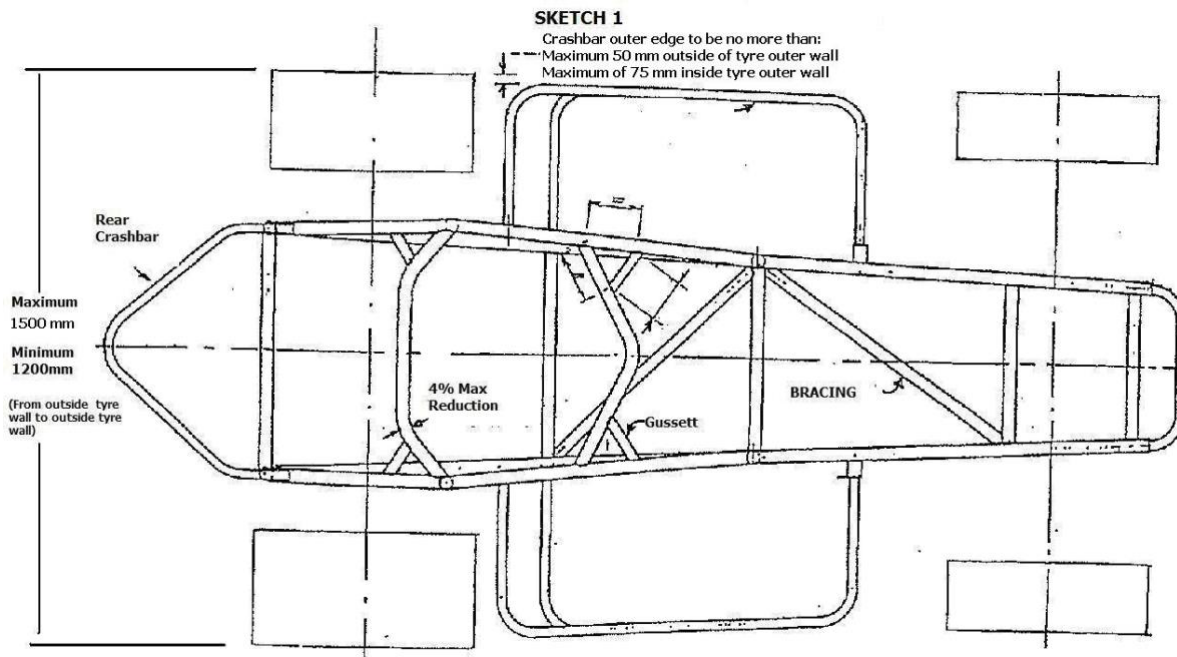
All speedway teams are required to carry as a minimum in the pit area/transporters a 2.0kg Dry Chemical Powder Extinguisher or greater.

Please Refer To Speedway Australia Rules For Current Speedway Standards

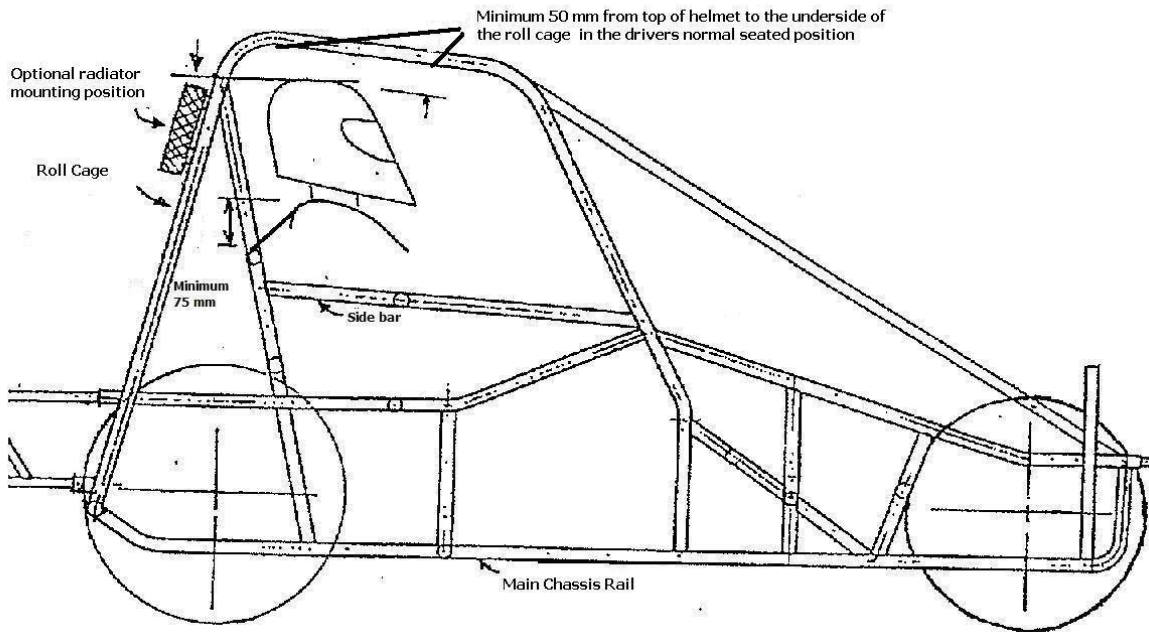
29. DRUG & ALCOHOL POLICY

Please Refer To Speedway Australia Rules For Current Speedway Standards

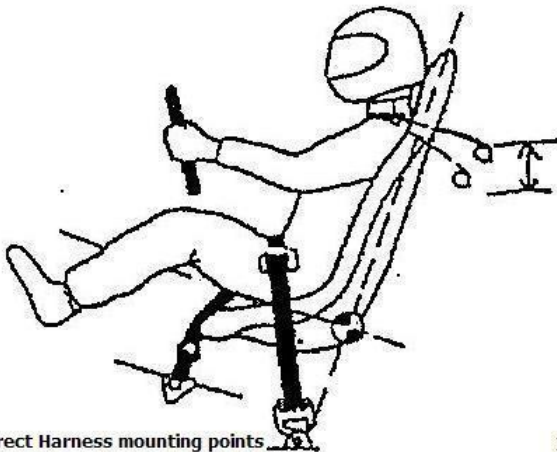
30. REFERENCE SKETCHES



SKETCH 2



SKETCH 3



Correct Harness mounting points to prevent driver movement



Incorrect Harness mounting allows body to move forward and belts pull down on torso to compress spine

SKETCH 4

