

**Welcome to the 140th edition of Speedway Australia's Speed eNews.**

Speed eNews is a weekly communication aimed toward keeping clubs and organisations up to date on current events, handy tips to improve competition and safety, as well as any changes that may be taking place within the sport. Clubs are also encouraged to distribute this newsletter to members. Feel free to get in touch if you have any questions or require a copy of one of the previous editions.

## **NEPEAN RACEWAY JOINS SPEEDWAY AUSTRALIA**



Led by exuberant President Ron Kivovitch and Secretary Christine Tickner, the Nepean Raceway venue has long been the home of the Nepean Motor Sports Club, hosting Sydney's motorcycle Speedway and Dirt Track competition since its formation in 1959.

A mere 12km from the popular Western Sydney suburb of Penrith, and at the foot of the Blue Mountains, Nepean Raceway is the latest track to join the Speedway Australia family.



Seeking to expand the usage of the venue in the wake of COVID, the club aims to go 'back to the future' with an eye to reunite Speedway karts, cars and motorcycles, with a history of the trio running alongside one and other at the Western Sydney venue. The granite surfaced 250m and 390m inner circuits are ideal for Outlaw Kart and SKAA Karting competitors, together with Vintage, Junior Sedans and Street Stock/Production Sedans also well suited.

Tucked away in the tree lined streets of Castlereagh, alongside namesake Nepean river, the venue harkens back to the formative years of Speedway, with Sunday afternoon events providing a welcoming, laid back feel that's often seen as a refreshing change for many racers on two – and now four wheels.

Sunday, December 13 will see the club host an SKAA, Outlaw Kart and Vintage Speedcar fixture - its first Speedway Australia event in what is hoped will be an exciting summer of grass roots speedway.



Check out the [Nepean Motor Sports Club](#) Facebook page for more details on future events, or the [City of Penrith Motorcycle Club](#) website for the history of the venue.

We wish Christine, Ron and everyone at the Nepean Motor Sports Club all the best ahead of an exciting future for Nepean Raceway, and Speedway in Western Sydney!

## BURNOUT RULE AMENDMENTS



Burnouts are a successful addition to the calendar at a number of tracks, with a distinct portion of the motorsport community being highly engaged in this form of competition. Thanks to Esperance Speedway the burnout rules in the Speedway Australia rulebook have had an overdue tidy up to bring them into line with similar specs at other motorsport venues.

One of the main changes is the ability to safely allow an arm out the window, and other additions include clarification around the use of nitrous and some other administrative processes to make life easier for organisers. A full copy of the new regs are at the back of this edition of eNews.

## NO REST FOR SPEEDWAY AUSTRALIA OFFICE



With South Australia in lockdown all staff are working from home, and the voicemail on the main office line will soon be full and unable to be cleared. Please contact licensing using the numbers here, and everyone else via the contacts at the rear of the eNews.

And while we're on the topic, there'll be no Xmas shutdown of the Speedway Australia office. We know it's a busy time for tracks and divisions so all services will be available on working days throughout the holiday period, and one day licensing will be available 24/7 as per usual.

## SPEEDWAY AUSTRALIA CONTACTS



### Office

Tim Savell  
James Hadley  
Liz Weaver  
Adam Brook  
Ross Kirby  
Kirsten Knox  
Robin Pearce  
Angela Warren

### General Enquiries

General Manager  
Youth Development Officer  
Track & Safety Dev. Officer  
Sport Development Officer  
Sport Development Officer  
Licensing & Operations Admin.  
Accounts  
Office Administrator

### 08 8139 0777

0424 923 494  
0457 184 080  
0487 002 287  
0429 333 528  
0436 375 938  
0474 291 542  
08 8139 0704  
0499 484 738

### admin@speedwayaustralia.net.au

tim@speedwayaustralia.net.au  
james@speedwayaustralia.net.au  
liz@speedwayaustralia.net.au  
adam@speedwayaustralia.net.au  
ross@speedwayaustralia.net.au  
kirsten@speedwayaustralia.net.au  
accounts@speedwayaustralia.net.au  
angela@speedwayaustralia.net.au



## **BURNOUT RULES & REGULATIONS (REVISIONS IN RED)**

### **11.1 SAFETY REQUIREMENTS**

11.1.1 All competitors will wear long sleeve shirts, long trousers and covered shoes.

11.1.2 No thongs, shorts or T-shirts allowed and no synthetic or nylon clothing to be worn.

11.1.3 Seat belts must be worn and properly adjusted during competition.

11.1.4 Helmets can be full face or open face and must meet one of the following standards:

- AS/NZS 1698
- ECE 22-05
- FIA: 8858-2010, 8859-2015 or 8860-2010
- SFI 31.1 or 41.1
- Snell SA2010, SA2015, SA2020, M2010, M2015, SAH2010

11.1.5 Safety barriers must be provided for officials and also cars being held in staging area near burnout pad.

11.1.6 No officials or photographers are to be closer than 6 metres to a vehicle when competing on burnout pad.

11.1.7 No officials or photographers are allowed to stand directly in the path of a vehicle conducting a stationary burnout.

11.1.8 A driver and passenger must keep their torso within the confines of the vehicle. The passenger must remain in a position to be restrained by the seatbelt.

11.1.9 Qualified first aid personnel must be in attendance.

11.1.10 Firefighting equipment and personnel trained in its use must be in attendance.

### **11.2 DRIVERS**

11.2.1 No one under the age of 16 years (under 17 years in NSW) shall ride in, drive, or be in charge of any motor vehicle during the conduct of the event.

### **11.3 DRUGS AND ALCOHOL**

11.3.1 Drivers may be required to submit to an alcohol and/ or drug test before the event and pit crew may also be tested at random.

11.3.2 No consumption of alcohol prior to or for the duration of the event. Strictly zero alcohol reading, any competitor found to be under the influence of alcohol will be removed/ banned from the event and further implications may occur.

11.3.3 No drinking of alcohol in the pits until completion of the meeting.

### **11.4 VEHICLES**

11.4.1 The driver's seating position must have a securely mounted and approved seat belt fitted.

11.4.2 All doors must have secure locking mechanisms.

11.4.3 The battery must be securely fastened.

11.4.4 The engine and underbody must be free from any oil or coolant leaks.

11.4.5 A minimum 600mm coolant overflow tank/ bottle must be held securely in place.

11.4.6 Fuel cells/ tanks and batteries must be isolated from the cabin area.

11.4.7 No liquid/ fluids to run through the cabin area unless fully enclosed in metal housing and approved by the scrutineer.

11.4.8 No sprays to be used anywhere on the vehicle, including, but not limited to tyres, radiators or intercoolers.

11.4.9 Blower belt guard, approved restraint system and aluminium shear mounting studs are required for all out of bonnet superchargers.

11.4.10 Mechanical fuel injection must have fuel shut-off that is operational from the driver's compartment.

11.4.11 A 4 litre engine oil puke tank minimum.

**11.4.12 NITROUS REGULATIONS- the following safety rules apply for all vehicles using nitrous oxide at burnout events.**

- (a) Bottles must be mounted outside of the engine compartment. A bottle located inside the driver compartment must be mounted with metal brackets secured to a structural point of the body, vented outside of the driver's compartment to the atmosphere.
- (b) Bottles must be upright or semi-upright, inverted bottles are not permitted.
- (c) Bottles must be equipped with on/off taps.



- (d) Bottles must be purpose built for use of nitrous oxide.
- (e) All bottle must use two supporting brackets locked with the supplied nut and bolt.
- (f) Nitrous lines must be outside of the driver's compartment, except where the bottle is mounted in the driver's compartment as near as possible to the bottle outlet.
- (g) Where lines pass the converter or flywheel area, they must be encased in a minimum of 3mm (1/8 inch) thickness steel tubing.
- (h) High pressure rated hose minimum 1500PSI is required, and a sintered bronze filter, fit for purpose, must be fitted in the gas supply line.
- (i) Both solenoids must operate from common switch and the system must be capable of being switched off by three means (1. When throttle is closed, 2. By a special arming switch that provides power to the solenoids, 3. Through the normal ignition switch).
- (j) All vehicles using nitrous oxide must display special markers located on the outside of the vehicle, in the area where the supply bottle is located and in the top left corner of the front windscreen. The marker shall be a yellow diamond, with n20 printed in black letters. These are available from ANDRA.
- (k) A prominent blue warning light must indicate when the system is armed and be in full view from outside the vehicle by track and safety staff.

**11.4.13** The fuel tank, if not original, is to be of professional construction standard, or fuel cell type and securely mounted.

**11.4.14** Scatter shields are highly recommended to be fitted to all modified vehicles with manual transmission.

**11.4.15** Bonnets must be fitted, and front mudguards should be fitted.

**11.4.16** No fuel or oil to be placed on wheels, either by manual or mechanical application.

**11.4.17** All wheels must have all wheel nuts fitted and secured.

**11.4.18** All wheel weights must be removed from drive wheels.

**11.4.19** Rear wheels must in reasonable condition and free from cracks and/ or excessive wear. Steel rims highly recommended.

**11.4.20** Modified floor pan/ fire wall and tunnel to be inspected by scrutineers for approval.

**11.4.21** A minimum tread depth should apply to drive tyres; depth can be determined by organisers.

#### **11.5 PIT AREA/ INFIELD**

**11.5.1** No person under the age of 16 years (under 17 years in NSW) will be permitted in the infield area during the conduct of an event.

**11.5.2** The maximum speed of vehicles in the pit area is 15km/h

**11.5.3** Burnouts are not permitted anywhere within the pit area or around the event complex or on any transporters.

#### **11.6 BURNOUT PAD**

**11.6.1** Pads should be levelled concrete.

#### **11.7 COMPETITION RULES**

**11.7.1** Any competing vehicle failing to keep within the defined pad area is either automatically disqualified or penalised points as determined by the promoter/ organiser.

**11.7.2 Authority of track officials to stop a competitor include** fire, dropping fluids or debris onto the pad including oil or coolant, dropping glass or plastic from broken headlights/ lenses etc., dangerous driving, static burnout (burnout must be done whilst moving), not performing a burnout (driving in circles), exceeding the time limit.

**11.7.3 Ignoring an official's direction to stop may result in loss of points or disqualification.**

#### **11.7.4 Burnout classes**

While every effort will be made to cater for all entrants, event organisers have the discretion to appropriately assign entrants to nominated classes.

- (a) Pro Class  
Engine- aftermarket supercharged, turbocharged, nitrous oxide  
Fuel- petrol, E85, Ethanol or Methanol
- (b) Open Class  
Engine- naturally aspirated or standard OEM supercharged/ turbocharged (i.e. Factory standard XR turbo or I67)  
Fuel- Petrol, E85, Ethanol or Methanol. No nitrous.
- (c) 6 Cylinder Class  
Engine- Naturally aspirated 4 or 6 cylinders  
Fuel- Petrol, E85, Ethanol or Methanol. No nitrous.