

Welcome to the 23<sup>rd</sup> edition of Speedway Australia's Speed eNews, your weekly update on the sport, tips and points to remember. Over the previous 22 weeks we have covered a wide range of topics and have received some positive feedback from several of you.

It is our intention to continue this weekly form of communication and we look forward to providing you this support in the weeks to come. Just a quick reminder that if any of the information in here needs to find it's way to social media, we will do so via our Speedway Australia channels only.

Feel free to get in touch if you have any questions or require a copy of one of the previous editions.

## **POSITIONS FILLED**

You will all be aware that over the past couple of months we have advertised two positions at Speedway Australia, that being a new Youth Development Officer role and the Licensing & Operations Administrator.

We are pleased to announce that both these positions have been filled internally with James Hadley moving into the Youth Development role, while Kirsten Knox will move into the Licensing & Operations role.



James has been with the Speedway Australia organisation for two & half years in his current role as Sport Development Officer. For those who attended the recent National Forum in Brisbane, James presented the initial research into the Kids to Grids Youth Development program and he will now continue to develop this into the future.

Kirsten has spent four months with organisation so far in the role of Office Administrator. Her current position has given her the best opportunity to understand the licensing role, having worked alongside Nicole for the past four months.

There will of course be a short transition period before both for these roles are fully up and running, with James & Kirsten both covering their current positions for the time being. More employment opportunities are expected to be announced soon, so keep an eye out on our website and in this newsletter.

## **KNOW YOUR COMMITMENT FORM**

With the rollover of the public liability insurance policy to 2018/19 about to occur, it's important that all venues understand the in's and out's of the agreements that they undertake to comply with.

We love it when tracks make full use of their venue and are able to host other non-speedway events that can boost their coffers. However it's one area that can cause concern, as there are potential minefields for venue operators in the unlikely event that something goes wrong.

The insurance procedure guide that was supplied with the commitment forms contains excellent information about the kind of things tracks need to be aware of. None of us want to see a venue in difficulty because of a non-speedway activity leading to an unwelcome outcome. The relevant wording is repeated here, courtesy of Marsh:-

### **Non Speedway Events**

Speedway venues are often ideal for arena type events other than Speedway. We are aware that Track owners and operators are approached with hire propositions that can be a welcome source of additional income.

However, if hires are not managed correctly, they can bring about unexpected and potentially catastrophic legal liability consequences to the Track owner/operators, boards, committee, members and employees.

Such events may include but are not limited to;

- Funfairs and sideshows
- Monster Truck Events
- Farmers/ markets/ fun fairs and swap meets
- Rodeos
- Motocross shows
- Come "n" Try days
- Concerts
- Circuses
- Television Events



Generally, a hirer may hold their own cover insuring their activities; however this does not necessarily insure your Track for being joined in legal action arising from something which the hirer does.

There have been instances of Tracks conducting non speedway events mistakenly believing they were fully insured by the hirers' policy. We strongly recommend that you contact us for advice.

Track Operators should be also be aware that an agreement to hire a venue is a legally enforceable contract and as such, any proposed contract must be checked thoroughly to ensure that no prejudicial terms are unwittingly accepted by the Track. In some instances, unrealistic indemnities granted by your Track to a hirer may not be supported by your insurers.

Should a Track operator contemplate hiring or leasing of their facility in whole or in part to a promoter, evidence of the promoter's Public Liability insurance cover should be obtained prior to agreement to hire. A Certificate of Currency issued by the insurers should be requested from the promoter. The Certificate should note your Track's legal entity name as an interested party and be current at the date of the event. In any case, we recommend that you contact us for advice.

Insurance and indemnity issues are complex and Marsh Advantage are available upon request to review a hirer's policy (subject to receiving a copy of the policy wording and schedule) on your behalf and provide advice on any important coverage gaps based on our experience as insurance brokers.

### **Contractors and/or Sub-Contractors**

Please note the policy does not provide insurance cover to contractors and sub-contractors. If you are engaging contractors and/or sub-contractors for any activities, whether it is electrical work, catering, earthworks, fireworks, amusements, or other entertainment for an event, it is imperative that you request a copy of the contractor's and/or sub-contractor's current public liability policy. If required, Marsh Advantage can assist your Club/Track by identifying and advising on gaps in insurance coverage in the contractor's policy (subject to us receiving a copy of the policy wording and schedule).

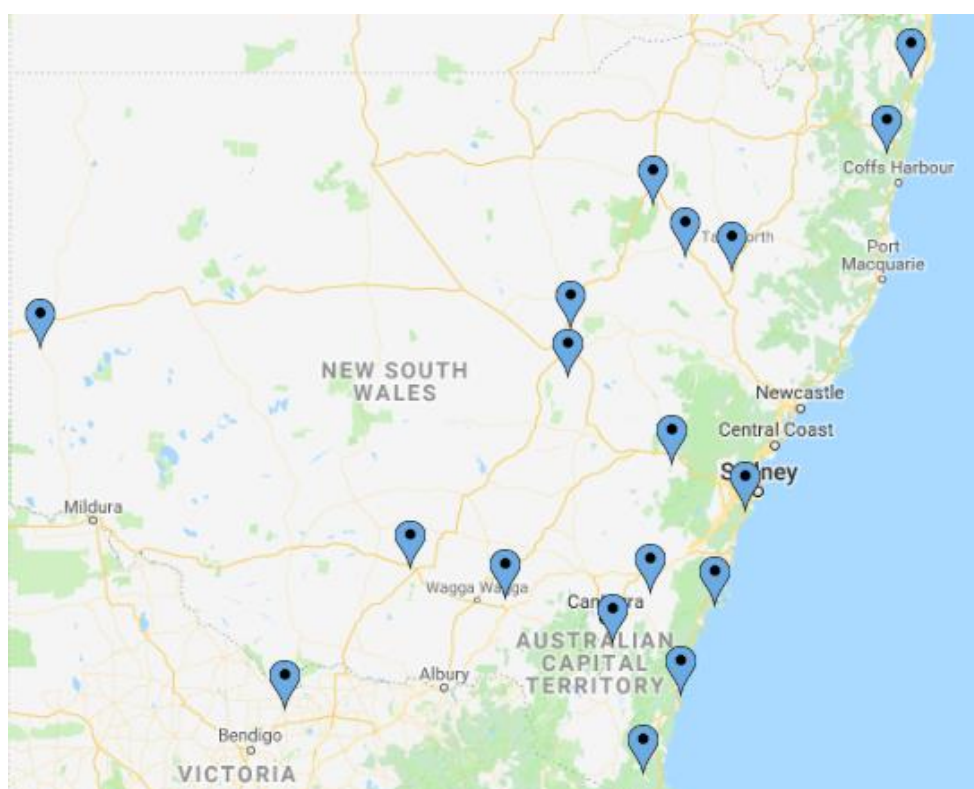
## NEW SOUTH WALES SPEEDWAY REGULATIONS

Did you know that the 17 speedway tracks in New South Wales are subject to a variety of state-based legislation that governs their operation? It's been that way for over 60 years, with the Speedway Racing (Public Safety) Act first passed in 1957.

Over time the legislation has evolved to cover all motorsport in the state, with the Motor Vehicle Sports (Public Safety) Act 1985 and Motor Vehicle Sports (Public Safety) Regulation 2015 particularly relevant to speedway.

Some of the specific differences that are in place in NSW as a result of the legislation include restrictions around pit entry and location, annual track inspections (rather than every two years) and the banning of passengers in all car-speedway classes.

Until recently junior speedway could only commence at 14 years of age too, but in the last few years was moved to 10 years of age in line with the rest of Australia.



## Speedway Australia Contacts

Please see below for the relevant contacts for all your Speedway Australia requirements.

### General Enquiries

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