

Welcome to the 55th edition of Speedway Australia's Speed eNews.

This weekly communication serves to keep 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.

Please make sure that if you are the contact receiving this information for your organisation that you pass the information on to the rest of your committee as to keep them in the loop. You are also encouraged to distribute this newsletter to your members. Feel free to get in touch if you have any questions or require a copy of one of the previous editions.

DERBY JOINS SPEEDWAY AUSTRALIA



In the heart of the Kimberley in coastal WA is a proud country track with a growing reputation that is the latest venue to join the Speedway Australia family.

A short 220km hop across from neighbouring Broome, we visited last year and were mightily impressed with both the facilities and the goodwill that was evident within the town towards the sport. Consequently, the Derby Speedway Club have a massive base of junior competitors, which ensures a bright future for their adult classes too.

The racing season commences on May 11 and runs through to the end of October, culminating in the two-day Yakka Munga Stampede on Oct 25/26. Aply led by President Jono Smith, this is a venue with unlimited potential, and we are very pleased to be able to welcome them onboard with Speedway Australia.

For more details you can check out their public Facebook group [here](#).

We wish the club all the very best for the season ahead.

SPEEDWAY AUSTRALIA CONTACTS

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

General Enquiries

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

08 8139 0777

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

or

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

THE LINE IN THE SAND



Competitors and officials are the lifeblood of our sport, and come from all walks of life with a wide range of experiences. We are all grateful that they choose to invest a portion of their time and resources into our great sport.

From time to time we hear that Speedway Australia has an interest in what our good people get up to outside of our operating framework. In reality we are far more interested in supporting them while they are participating at Speedway Australia venues, ensuring safe and enjoyable racing long into the future.

We were recently contacted by a Steward who was checking up because they had heard they would be suspended if they officiated at a non-Speedway Australia race meeting in WA. Obviously we were pleased to be able to advise the Steward that this was not correct, and while they would not be able to rely on us for support and guidance before, during or after the meeting, we had no desire to involve ourselves that invasively in their life!

Speedway Australia's framework broadly exists to support approved divisions racing at Speedway Australia tracks. Our licences are also valid at other bonifide speedway tracks we've inspected in the last two years. Outside of that we have no more than a passing interest (or jurisdiction) in the pursuits of our stakeholders - be it their activities in closely related sports such as motorcycle speedway, less similar sports like footy or cricket, or car-based activity in unrecognised divisions at non-Speedway Australia venues.

AUSTRALIAN AWARDS AND HALL OF FAME NOMINATIONS



A reminder that Nominations are still open for the 2019 Australian Speedway Awards and Hall of Fame Ceremony, to be held at the Adelaide Exhibition Centre on June 22.

We encourage you all to make sure the personalities of past and present who you believe deserve the recognition are nominated. Once again, the Australian Speedway Awards will reward the top performers of the year across 12 categories, engaging many of the stakeholders within our sport including Clubs, Venues, Officials, Media as well as competitors. Meanwhile, The Hall of Fame ceremony will recognise and pay tribute to the legendary figures in the history of Australian Speedway.

As an added bonus, every person who submits a nomination goes into the draw for 2 return airfares from their home state capital city to Adelaide, plus accommodation at the host venue and 2 tickets to the Speedway Australia Night of Champions. The winner will be announced shortly after the closing date for nominations.

Nominations close April 30 so be sure to get yours in quick. You can nominate for both the Australian Speedway Awards & Speedway Hall of Fame [here](#).



WHAT'S ON YOUR HEAD?

A question we are often asked is what is the difference between a 'Motorcycle' Helmet and a 'Car' Helmet? To the average punter, they appear to be similar, and supposedly do the same job? Unfortunately, it's not that simple. Both are designed to suit a specific purpose, and whilst the use of Australia/NZ Standard (AS/NZS) and United Nations Standard (UN ECE) motorcycle helmets are permitted in some divisions, competitors should be wary of what they are purchasing and what affect it may have should that helmet be called upon to save them in the case of an accident.

The obvious difference is the shape of an Auto helmet – it has a significantly larger chin bar, and sits much lower behind the driver's head, in most cases incorporating posts for Head and Neck Restraint tethers. There are however unseen differences between an AS/NZS or UN ECE Motorcycle Helmet and that of a Snell or FIA Auto Racing Helmet that may affect you on the racetrack

One major difference is the shape and construction of the visor. When riding along in traffic, a motorcycle rider requires a very wide field of vision, and whilst hunched over the handlebars, will often look out the top of the eye port rather than straight ahead. With most helmets being used for a daily commute, manufacturers will produce more affordable visors, that can be removed in seconds without the use of tools, to change depending on weather conditions. Auto Racing Helmets on the other hand have a significantly narrower visor, to provide greater strength around the driver's forehead. The visors are significantly thicker, with both Snell and the FIA requiring visors to be subjected to testing where sharpened pellets are fired at several hundred km/h – with no penetration of the visor permitted.

Another major difference between the two, is their susceptibility to fire. Snell and FIA helmets are both rigorously tested for flammability, with everything from the outer shell, to the helmet lining, chin strap and even foam and glues used, being fire retardant. Motorcycle helmets are not subjected to such a test, and thus in many cases will burn if exposed to an open flame.

Finally, and perhaps most importantly is the impact test. Snell/FIA standards include what's referred to as a Roll Bar Multi-Impact test, or 'Anvil' test. In the worst-case scenario where you might roll your vehicle, there's the possibility that your helmet may make contact with a rollbar or other hard object on more than one occasion. Auto Racing helmets are designed in such a manner that they still offer protection, even in these cases of multiple impacts. Whilst a motorcycle helmet does a terrific job of supporting a rider's head in the initial impact, they are only designed with that one impact in mind.

These are just a few things to think about when you, or your members are considering their next helmet purchase. Bear in mind, Speedway Australia rules state AS/NZS and EU ECE Helmets have a 5 Year limit from the date of manufacturer, as Glues, resins and other materials used in helmet production over time can affect liner materials and degrade the protection offered by that helmet. It's also worth noting that many EU ECE Helmets do not contain a date of manufacture, as it is not a United Nations requirement to include one as part of the helmet certification process. Be sure to check that the helmet does indeed have a date of manufacture, as if one isn't present it is impossible to verify the age of the helmet and thus it is unable to be used on the track.

