



SPRINTCAR CONTROL COUNCIL OF AUSTRALIA INC.

RULE CHANGES FROM 2010 ANNUAL GENERAL MEETING

Duration of Meeting

That the duration of a meeting or competition is amended to 'A meeting or competition is deemed to open 1 hour before the scheduled Sprintcar drivers' briefing and will finish 1 hour after the provisional placings of the sprintcar event are posted.

Definition – Hot Laps, a minimum of 5 laps per car under racing conditions prior to 1st round of heats with all cars returning to work area at completion of these sessions.

5.6 (iii) End of paragraph

Add new sentence: If unable to comply immediately, drivers and officials must complete before entering the race track arena, and crew at a convenient time within 15 minutes after being approached.

5.9 LOG BOOK, (iv) - AMEND TO:

All non compliances relating to structural or safety on any sprintcar entered in the log book by the Scrutineer will be completed before the car can be entered into any meeting. Any other minor non compliance entered into the logbook by the Scrutineer must have a date for changes/ repair completed before the car can enter any meeting.

5.9 LOG BOOK - ADD: (v)

Logbook to be signed by Driver after scrutineering is complete. Failure to sign means that scrutineering is incomplete and driver/car are ineligible to compete in any event.

5.12 DRIVERS LICENCE – AMEND TO:

All drivers must hold a current SCCA Inc. licence, during the period 1 July to 30 June, issued in the State or Territory he/she is a resident.

The age of consent is to comply with respective State or Territory laws.

All licence applicants must hold adequate personal accident insurance (proof of which, i.e. certificate of currency, should be kept by the State/Territory Club Secretary).

New drivers will be subject to fifteen (15) questions written test prior to a licence being granted by the state member club.

Any other driver will be subject to a random test as required by the Member Club. This test will change per annum and be written by the SCCA.

The purchase of a rulebook is mandatory with the issue of every licence. i.e. no rulebook, no licence.

Overseas drivers must join a Member Club of their choice and hold a current SCCA Inc. licence and Australian insurance.

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, 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.

5.13 (iii) new drivers are to be placed at the rear of the field for 3 race nights as a minimum. The chief steward may extend or reduce the number of meetings if deemed necessary. New drivers may start in their appropriate point's qualified position in the main feature event if the Chief Steward deems the drivers are capable.

Note: The meeting requested that the NASR Safety Committee be invited to make a presentation to the SCCA Stewards/ Technical Meeting in 2010. If there is no presentation, SCCA will address NASR directly.

(5.13, (IV)) new drivers must complete one race meeting prior to competing in a State Title.

That 'A new driver is initially to be given a provisional (P) licence only until the Chief Steward signs off and feels he or she can produce consistent lap times and race competently with other competitors. Whilst on a P licence this driver is unable to compete at Australian Sprintcar Championship[®], WSS events, the Classic or other major events (as designated by the SCCA) including State Titles.

(5.18) (iii) and (5.18) (iv) Safety equipment for uniform and footwear

That uniform and footwear worn by drivers must meet SFI or equivalent standards.

6.1 (viii) One way communication equipment – misuse of – ADD IN: -

Penalty "if you do not respond within two (2) calls over the raceceiver, you will be sent ROF"

Onus is on the driver to make sure that his/her communication equipment is always working.

Note: Tim Hutchins moved an amendment that the words: 'prior to start-up' be added to the motion after 'raceceiver'.

(6.4) (b) Front nerf bars to be as per diagram (refer tech committee) and to be made of (refer tech committee). S.A.T. is seeking a drawing and clarification on what is acceptance size shape and material.

Technical Officer Foster to draw a single rail front nerf bar for inclusion in the rulebook.

6.6 STEERING – DELETE (iv).

6.6 STEERING (viii) – AMEND TO: -

All tie rods and drag links to be fitted with steel bolts/studs (Grade 5 or 8 high tensile bolts/studs recommended) with no hollow, light weight, titanium or aluminium bolts permitted. Heime joints to be steel or chrome moly.

(6.8) SUSPENSION (iii): –

Front Titanium stops must have a $\frac{3}{8}$ " through bolt and a lock nut.

(6.10) WHEELS (ii): Attachment

ADD to (a) 'Commercially manufactured 3 spoke hubs are allowed.'

6.12 FUEL SYSTEM, (iii) Fuel Tap/s –

All cars must have a tap or taps in the fuel line within easy reach of the driver, with easy external access and prominently marked ON – OFF in a contrasting colour. Fuel tap/s must effectively stop the flow of fuel from the tank to the pump and filter and will be mounted on the right hand side of the cockpit. All external access taps must be clearly sign written to show location.

6.13 BODY, (iii) Numbers and Contrast – AMEND TO: -

- (a) Racing numbers shall not be duplicated in any State or Territory in any division.
- (b) Racing numbers may extend past 100 in any division providing numbers 2-99 is in use. Only one car throughout Australia shall be allowed to use number one, this being the current Australian 410 Champion.
- (c) All sprintcar numbers must be painted on both sides of the fuel tank and utilise a contrasting colour scheme to ensure that the number is easily identifiable. Rule to also apply to the prefix lettering system
- (d) 410 and 360 sprintcars: - All left hand wing panels will have racing numbers to be min. 300 mm high x 50 mm thick and to include first letter of state prefix, (Northern Territory to include NT prefix) which will be min. 150 mm high x 25 mm thick on each side of the panel, be in a contrasting colour and clear from sign writing etc.
- (e) Winners of the Australian 360 Sprintcar Championships™ are permitted to display the approved 360 Championship™ Logo through their allocated number. Approved 360 Championship™ Logo to be provided by the SCCA.

IF the above is adopted: -
Constitution, 32 LICENSING CLUBS, (4) VEHICLE REGISTRATION: -
DELETE (c), (d), and (e).

6.17, AEROFOILS, (iv) Sprintcar Numbers – DELETE entire section.

6.16 ENGINES, Add (h)

Engines to be positioned vertically and crankshaft to be centre of chassis and engine located in front of driver.

Add (i) Roll over engines are not allowed.

Rule 7.10 (a) any car with a flat tyre except (LHF) must go ROF at any yellow light stoppage in any event and must receive mechanical defect flag.

(b) Any tyre may be changed on a Red Light or Yellow Light on the first lap of a main event. All work must be carried out in the work area and within the given time limit. Once any tyre has been changed the car will restart ROF.

7.16 RACE DISTANCE: -

Races will be run over the full number of laps as nominated before the start and recorded electronically whenever available.

8.5 (iv) (at the end) \$500 to be cash only.

9. AUSTRALIAN SPRINTCAR CHAMPIONSHIP[®], (l)

Delete: - time trials as they are used to split tied points only.

Replace with: - tied points are split by using drivers' quickest time from the first two rounds of heats.

10. AUSTRALIAN 360 SPRINTCAR CHAMPIONSHIP[®]; 'The Friday A Main is 20 laps and the B Feature is 20 laps. The C Feature is 15 laps unless there are 10 cars or less.'

NEXT CONFERENCE: To be held in Tasmania approximately 29th and 30th April 2011.