

ADCCSA



**Associated Dirt Circuit Clubs of S.A.
Incorporated**

Motor Sport Rules and Constitution

2025 Edition



2025 Edition

RECORD OF RULE BOOK/CONSTITUTION AMENDMENTS

Version Control – Record of updates made.

Date	Authorised	Change Description
20.08.2022	ADCCSA Committee	Section 2.22 - Kill Switch subsection 2.1 and 2.2 updated
20.08.2022	ADCCSA Committee	Section 6.1 – New Track specifications subsection 7 updated
20.08.2022	ADCCSA Committee	Section 6.1 – Existing Track modifications subsection 8 updated
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ADCCSA CODE OF CONDUCT

1. All club members, drivers and relevant parties associated with each club must not use words or display actions or engage in conduct which could bring their club or the ADCCSA into disrepute within the community. They must conduct themselves in a professional manner with a positive attitude towards the ADCCSA, their club, spectators, representatives, officials or any other person or bodies associated with the sport both locally and at national levels.
2. At all times, ADCCSA members must treat other ADCCSA members as they themselves would like to be treated. Bullying, slander, harassment, abuse or any similar actions to any other ADCCSA member via any means including email, telephone, mobile phone or social media is not acceptable.
3. All ADCCSA members must abide by the ADCCSA social media policy.
4. Drivers shall be held accountable for the actions of their crew at any competition or event.
5. No driver, crew or official may at any time use offensive language, profanity, threats, or physical violence towards any other ADCCSA driver, club member, official, crew or spectator.
6. The consumption of illegal or non-medically prescribed drugs is strictly forbidden at any ADCCSA race/practice meeting, race venue or other location.
7. The ADCCSA has a zero-alcohol policy for all drivers, passengers, pit crew and officials at any race/practice meeting. In line with that policy, on race/practice days, the possession and or consumption of alcohol is strictly forbidden in the pit area until after the final race/practice has been completed at the venue. Any person not complying may be subject to suspension from racing and/or official duties on that day until they prove their sobriety and they shall agree to submit themselves to any test in this regard as required by the relevant officials at that event.
8. Discrimination on race, sex, colour or physical disability will not be tolerated to any person at any time.
9. Complaints in relation to 8. above are to be immediately lodged verbally with a race official or committee member. A written complaint will then need to be submitted from the complainant to the host club's secretary within 7 days of the alleged offence.
10. All ADCCSA members shall abide by the ADCCSA Motor Sport Rules and Constitution document as amended from time to time.
11. In compliance with the ADCCSA NATURAL JUSTICE POLICY/PROCEDURE, the committee may investigate allegations of contravention of this code of conduct and shall be the sole determinant as to whether or not any part of this code of conduct has been breached.

In determining whether or not the code of conduct has been breached, the committee shall examine the facts of the complaint and draw conclusions from those facts.

The committee shall have the power to make decisions based on such conclusions as found. The committee's power to make decisions shall include the ability to expel

or suspend or otherwise discipline members and or clubs in accordance with Section 8 of the ADCCSA Constitution though the committee may impose any lesser penalty it deems fit in its absolute discretion in the circumstances of the alleged misconduct.

NOTE: All disputes must initially be dealt with at club level as per the provisions of the NATURAL JUSTICE POLICY/PROCEDURE.

ADCCSA

NATURAL JUSTICE PROCEDURE

The rules of Natural Justice are to apply in all issues requiring consideration of potential disciplinary process.

Introduction.

These procedures must be observed by all clubs and the ADCCSA management committee when dealing with issues requiring consideration of potential disciplinary process.

From time-to-time issues will occur within the ADCCSA that are the subject of complaint. They can occur at a race meeting (on site) or other than at a race meeting (off site).

When adjudicating in any issue, the rules of natural justice must be employed during that process.

Natural justice -

The rules of natural justice must be observed when a committee of an incorporated association adjudicates between the members of the association or between the committee itself and any member of the association - (Associations Incorporation Act 1985 Section 40 – the Act).

The rules of natural justice which are relevant to members of community organisations (such as the ADCCSA, and its member clubs, and club members) are the right to:

- know there is a complaint requiring consideration;
- adequate notice of any allegations requiring consideration;
- knowledge of the procedures that the committee intends to follow in making any decision;
- be provided with the evidence put in support of any complaint;
- be provided with a reasonable opportunity to present a case before a decision is made;
- a fair hearing;
- an unbiased hearing;
- challenge or appeal a decision.

For an issue that eventuates at an ADCCSA race meeting (on site).

The procedure for dealing with this type of issue is detailed in the ADCCSA Motor Sport Rules and Constitution (rule book) Section 3.2 – CONDUCT OF EVENTS. That section gives “on the day” authority to certain officials to make decisions relative to the track, the conduct of the race, the competition and the behaviour of contestants.

The clerk of the course or his/her delegate is the official who would manage and adjudicate any on site issue.

Under those circumstances, any issue, be it on track or off-track (other than a race protest which is dealt with as per Section 3.17 of the rule book) that can be resolved on the day by consultation, information gathering and adjudication should be managed that way if possible.

For that to occur, all parties involved would need to agree in writing on the ADCSA RACE DAY DISPUTE

AGREEMENT form that all parties would be bound by any decision handed down or outcomes reached by the clerk of the course or his/her delegate in adjudicating the issue on the day.

Should that not be acceptable to the club or member concerned, the more formal process below is applicable.

For an issue that occurs at a race meeting (on site) that cannot be resolved on the day by way of the process indicated above and for which a written complaint relevant to that issue is subsequently received by a management committee - OR - a written complaint is received by a management committee for an alleged incident that occurred off site, the following procedure is applicable.

1. **A complainant must submit their complaint within 7 calendar days of the alleged issue.** It shall be submitted by email or registered post addressed to the secretary of the complainant's club. The management committee of the complainant's club, shall handle the situation as follows.
2. **If the subject of the complaint is a member of the same club as the complainant,** the management committee of that club, within 7 calendar days of having received the complaint, shall send a copy of the allegations directly to the member concerned either by email or registered post.
If the member concerned is a member of a different club to the complainant, a copy of the allegations shall be sent to the secretary of the member concerned's club by email or registered post. It is then incumbent on that club's management committee to forward the complaint to the member concerned within 7-calendar days of receipt.
3. **As part of that correspondence containing a copy of the complaint, the member concerned shall be advised –**
 - That they have the right to reply in writing and or to be heard in response to the complaint and
 - That they also have the right to submit written direct witness statements and/or invite direct witnesses to be heard on the allegations.

Any reply in response by the member concerned or direct witnesses shall be submitted directly to the complainant's club along with a copy to the member concerned club secretary - within 14 calendar days from the date the email was sent advising the member concerned of the complaint or the date the registered post was received by the member concerned.

4. Upon receipt of the response from the member concerned or upon the expiry of the 14-calendar day reply timeline, the management committee of the complainant's club shall then decide on the procedure they will adopt in adjudicating the complaint.

That procedure can either be by way of deliberating on the written complaint received from the complainant and/or the written reply from the member concerned and any direct witnesses to the complaint/s** - and if the member concerned wishes to be heard on the complaint - by way of the committee calling a meeting of all parties concerned and conducting a hearing in relation to the complaint.

** If the member concerned does not submit a reply to the accusations within the 14-calendar day timeline, it shall be deemed that the member concerned does not contest the allegations. Under those circumstances the adjudicating committee will decide the outcome on the complaint based on the complainants uncontested allegations.

5. Whichever adjudication method is chosen they shall then advise the member concerned and the

member concerned's club secretary (if necessary) of the adopted procedure by email or registered post within 7 calendar days of making that decision.

6. A hearing (if that method is adopted) shall be conducted in **executive session at management committee level only**. Executive session simply means that only appointed management committee members, the complainant, the member concerned and any **direct witnesses** to the allegation/s can be invited to attend and be involved in the hearing process. Hearsay evidence is not acceptable.
7. A hearing must be conducted in a fair and unbiased manner. No adjudicating committee member who is a direct witness to the complaint or has a conflict of interest in the proceedings may be part of the adjudicating committee. **

** It may be necessary, depending on the above circumstances, for the committee concerned to appoint a subcommittee to conduct the hearing to ensure a fair and unbiased hearing.

8. After they have deliberated on the evidence given and reached a decision, the relevant adjudicating committee** shall convey that decision to the member concerned and the member concerned club secretary (if necessary) by email or registered post within 7 calendar days of reaching the decision.

** If the hearing was conducted by a subcommittee, that committee will convey the results to the committee who appointed them. That committee will then convey that decision as described above

9. The member concerned has the right to appeal any decision handed down by the adjudicating committee. They have 14 calendar days from the date the email was sent or the registered post advising them of the adjudicating committee's decision was received, to lodge an appeal.
10. Where the adjudication has been dealt with **at club level** – the appeal must be lodged in writing to that club's management committee and dealt with by the club concerned. Under these circumstances, appeals will be heard by a full meeting of that club's members where a decision to either (a) uphold the decision of the adjudicating committee or (b) allow the appeal - will be made by a majority vote of the attending members who cast a vote.
11. Where the adjudication has been dealt with by the **ADCCSA management committee** or a subcommittee thereof – the appeal must be lodged as indicated in section 9. above by emailing the appeal to the ADCCSA Secretary detailing the reasons for their appeal. Under these circumstances, appeals will be heard by a **full meeting** of the ADCCSA management Committee where a decision to either (a) uphold the decision or (b) allow the appeal - will be made by a majority vote of the attending delegates who cast a vote.

12. Regarding the submitting (sending) and receipt of registered post and emails indicated above, the following is applicable –

- Registered post will be deemed to have been submitted or sent on the day indicated on the registered post receipt.
- Registered post will be deemed to have been received by the recipient when it is recorded as having arrived at the recipient's local post office.
- Emails will be deemed to have been submitted or sent on the date indicated on the email.

ADCCSA's ROLE:

Whereas the ADCCSA management committee is the controlling body and administers the rules and regulations governing the sport and has final authority of any matter – **it is each ADCCSA member Club's responsibility to ensure that its club members are aware of and agree to be bound by all association, statutory and other rules, regulations and by laws and directives.**

This means that relative to issues the subject of complaint – if an issue involves members of the same club or members from different clubs, it is incumbent on the club or clubs concerned to deal with issues **at club level wherever possible** utilising the procedures detailed above.

If the matter can be dealt with that way, there should be no reason for a "club level" issue, the subject of complaint, to be referred to the ADCCSA management committee.

Generally, the ADCCSA management committee will not consider intervening in any club level issue if the above procedures have been followed.

However, there may be rare occasions where a matter cannot be dealt with entirely at club level for various reasons. Two examples are where a perceived conflict of interest is evident or in a situation where it is considered either by the members club, or by the ADCCSA that the matter cannot be handled in an unbiased manner.

Under these circumstances, the intervention of the ADCCSA management committee may be requested by a Member Club, or a member of a Member Club or as may be required by the resolution of the Management Committee of the ADCCSA, and will be considered on the individual circumstances of that request.

ADCCSA agrees to adopt in such circumstances the procedures necessary to ensure observance with the principles of Natural Justice, including inter alia:

- a. Within 7 days of receipt of a request by a Member Club for intervention, or as a result of an ADCCSA resolution in relation to an unresolved complaint, to forward to the member, or Members Club, a copy of any complaint and any supporting evidence.
- b. As part of that correspondence containing a copy of the complaint, the Member Club or member concerned shall be advised –
 - That they have the right to reply in writing and or to be heard in response to the complaint and
 - That they also have the right to submit written direct witness statements and/or invite direct witnesses to be heard on the allegations.Any reply in response by the Member Club or member concerned or direct witnesses shall be submitted directly to the ADCCSA club secretary - within 14 calendar days from the date the email was sent advising of the complaint or the date the registered post was received by the Member Club or member concerned, whichever is the latter.
- c. Upon receipt of the response from the member concerned or upon the expiry of the 14-calendar day reply timeline, the management committee of ADCCSA shall then decide on the procedure they will adopt in adjudicating the complaint.

That procedure can either be by way of deliberating on the written complaint received from the complainant and/or the written reply from the member concerned and any direct witnesses to the complaint/s** - **OR** - if the Member Club or member concerned wishes to be heard on the complaint -

by way of the committee calling a meeting of all parties concerned and conducting a hearing in relation to the complaint.

** If the Member Club or member concerned does not submit a reply to the accusations within the 14-calendar day timeline, it shall be deemed that the Member Club or member concerned does not contest the allegations. Under those circumstances the adjudicating committee will decide the outcome on the complaint based on the complainants uncontested allegations.

- a. Whichever adjudication method is chosen they shall then advise the Member Club or member concerned and the member concerned's club secretary (if necessary) of the adopted procedure by email or registered post within 7 calendar days of making that decision.
- b. A hearing (if that method is adopted) shall be conducted in executive session at ADCCSA management committee level only. Executive session simply means that only appointed management committee members, the complainant, the Member Club or member concerned and any direct witnesses to the allegation/s can be invited to attend and be involved in the hearing process. Hearsay evidence is not acceptable.
- c. A hearing must be conducted in a fair and unbiased manner. No adjudicating committee member who is a direct witness to the complaint or has a conflict of interest in the proceedings may be part of the adjudicating committee.
**It may be necessary, depending on the above circumstances, for the committee concerned to appoint a subcommittee to conduct the hearing to ensure a fair and unbiased hearing.
- d. After they have deliberated on the evidence given and reached a decision, the relevant adjudicating committee** shall convey that decision to the Member Club or member concerned and the member concerned's club secretary (if necessary) by email or registered post within 7 calendar days of reaching the decision.
**If the hearing was conducted by ADCCSA subcommittee, that committee will convey the results to the committee who appointed them. That committee will then convey that decision as described above
- e. The Member Club or member concerned has the right to appeal any decision handed down by the adjudicating committee as per sections 9, 10 and 11 above.
- f. Regarding the submitting (sending) and receipt of registered post and emails indicated above, the following is applicable –
 - Registered post will be deemed to have been submitted or sent on the day indicated on the registered post receipt.
 - Registered post will be deemed to have been received by the recipient when it is recorded as having arrived at the recipient's local post office.
 - Emails will be deemed to have been submitted or sent on the date indicated on the email.

ADCCSA SOCIAL MEDIA POLICY

Introduction

The ADCCSA recognises that many members choose to participate in the online communities of shared interest and create, share or consume content. We respect the rights of our members to use blogs and other social media tools (Facebook, Twitter, YouTube, LinkedIn, etc.) not only as a form of self-expression, but also sometimes to conduct other activities. It is important that all members are aware of the implications of engaging in forms of social media and online conversations that reference ADCCSA and or members.

ADCCSA’s expectations of member’s personal behaviour on social media.

There is a big difference in speaking “on behalf of ADCCSA” and speaking “about” ADCCSA. The following principles refer to those personal or unofficial online activities where you might refer to ADCCSA, be it during or outside of a race event or social activity.

1. Have fun, but be smart
Approach the online world in the same way as we do the physical one – by sound judgment and common sense and critically by ensuring you adhere to ADCCSA’s policies around privacy, discrimination, harassment, and confidentiality. Remember never to disclose non- public information about ADCCSA.
2. Act in alignment with our culture and objectives
Our guiding principles as follows, give clear guidance as to what is acceptable and what is not:
 - a) The inappropriate language rules.
Swear words (heavy and common) are prohibited – including words with letter substitutions such as asterisks, dashes or any other symbol. There will be no use of profanity. Posts containing any words of this nature will result in the offender being reprimanded and asked to explain why their conduct was unbecoming.
 - b) The personal attack rules.
Abuse, insults and personal attacks directed at other people, particularly other site users, or forum moderators, are unacceptable. There is no grey area in what a personal attack is – it is when a negative statement is directed towards another person. If you disagree with someone on a point, do not resort to name calling or personal attacks; rather argue the merits of their point. There will be no posts meant to offend or hurt any other member, in a manner, which is offensive of inflammatory. There will be no racial, ethnic, gender-based insults or any other personal discriminations.
 - c) Incident management rule.
Publication of comment, detail and images of serious racing incidents at the raceway is strictly discouraged as such publication prior to completion of investigation may compromise the participants, the ADCCSA and motorsports in general.

3. You are responsible for your actions. Anything you post that can potentially tarnish ADCCSA members or the club's reputation: will ultimately be your responsibility. This is obviously a difficult thing to specify, so "if in doubt, don't".
4. Be a "scout" for compliments or criticism.
You as a member are one of the most vital assets for monitoring the social media landscape. If you come across positive or negative remarks about ADCCSA or members that you believe are important, consider sharing them by forwarding to the ADCCSA secretary or your club committee.
5. Be conscious when mixing your business and personal lives.
Online, your personal and business personas are to be intersecting. ADCCSA respects your right to free speech, but you must remember that other members and families will often have access to what you post – whether you intend it or not. Even were it being inadvertent, there is potential for you to find yourself embroiled in conflict and/or innuendo that may be detrimental to your personal and/or ADCCSA relationships with other members.
6. Know that the internet is permanent
Once information is posted online, it is essentially part of a permanent record, even if you "remove/delete" it later or attempt to make it anonymous. Modern technology means that there is always a risk that your post can reappear to be traced at any time.

MEMBER CLUBS

- Whyalla Car Club Inc.
- Port Lincoln Sporting Car Club Inc.
- Sporting Car Club of Port Pirie Inc.
- Arno Bay Dirt Circuit Club Inc.
- Roxby Downs Sporting Car Club Inc.
- Black Rock Dirt Circuit Club Inc.
- Port Augusta Sporting Car Club Inc.
- Ceduna Dirt Circuit Club Inc.
- Truro and Districts Raceway Inc.

The ADCCSA Motor Sport Rules and Constitution publication is the official publication of the Associated Dirt Circuit Clubs of South Australia Inc. (ADCCSA) and will be referenced by officials of the ADCCSA and the member clubs when considering any issue.

The content remains in effect until suspended or revised by the ADCCSA Management Committee. Announcements of revisions will be in writing to the member clubs who will be responsible to communicate and implement the changes within their respective clubs.

Throughout this publication words referring to the masculine gender shall include the female gender and vice versa.

If a person being a member of the ADCCSA claims any ambiguity, discrepancy or omission from this rule book, he shall in the first instance make representations in writing via the club he is a member of.

The management committee of the member club will review and advise on the matter, or at their discretion refer the matter to the ADCCSA management committee for a ruling.

SECTION 1 – INTRODUCTION

DIRT CIRCUIT RACING - A BRIEF HISTORY

Dirt Circuit racing is a popular and exciting form of motor sport that through the auspices of the Associated Dirt Circuit Clubs of South Australia Inc. (ADCCSA) is promoted by several member clubs in the Northern and Western regions of South Australia.

Dirt Circuit racing had its origins when the Whyalla Car Club commenced promotion of the sport in 1974. Within a few years' clubs at Port Lincoln, Woomera and Pt. Pirie had adopted a similar racing format. Interclub competitions became popular and an inter club championship began to develop.

The interest continued to grow and during 1981 the motor sport clubs of Whyalla Car Club, Tumby Bay Sporting Car Club, Port Lincoln Sporting Car Club, and the Sporting Car Club of Port Pirie, joined forces to form a management body known as the Associated Dirt Circuit Clubs of South Australia Inc.

This body has elected representatives from all the member clubs, and its formation was a major step that has enabled the development, improvement and standardisation of the of the sport.

The Association now has consolidated with 9 member clubs, comprising of the Whyalla Car Club, Port Lincoln Sporting Car Club, Sporting Car Club of Port Pirie, Black Rock Dirt Circuit Club, Roxby Downs Sporting Car Club, Port Augusta Sporting Car Club, Arno Bay Dirt Circuit Club, Ceduna Dirt Circuit Club and Truro and Districts Raceway.

From the outset, Dirt Circuit racing has been promoted as a relatively inexpensive and competitive form of motor sport. It has always had as its basic premise, to be a true club sport for persons from all walks of life with individuals involving themselves not for personal reward, but for the personal enjoyment of just being part of the sport, be they drivers, officials or other volunteers.

General consensus is that this has been the fundamental reason for the growth and success of the sport and must be preserved at all costs.

With Dirt Circuit racing firmly established in a large geographical area, the challenge for all individuals involved is to continue to provide a safe and enjoyable sport that remains within reach of all persons who wish to participate.

THE BASICS OF DIRT CIRCUIT RACING Introduction

Dirt Circuit racing as the name suggests is a motor sport event conducted totally on a dirt track that can cover the range of variables from long and short straights, sharp hairpins to sweeping curves, multi directional racing, and often multiple tracks at the same venue.

This offers a wide variation in driving conditions for the participant to be challenged by, as well as providing exciting racing that has allowed the sport to develop a strong spectator following.

Classes of Racing

Dirt Circuit Racing accommodates a wide range of tastes by having broad classes of racing.

Racing Format

Racing is generally on tracks of between 750m and 1200m. The events are sprints of usually 6 lap's duration, although longer distance events are run on occasions to add to driver and spectator appeal.

The racing is conducted in both clockwise and anticlockwise directions, and several tracks have track variations that can be used during the racing event.

Because of the wide range of performance that can occur between systems competitors, handicap may be used to provide a greater opportunity to all persons to enjoy the pleasures of winning. This arrangement is used at most club meetings, but for Championship events all racing is from scratch, using marble draws to allocate competitors on the start line.

The Rewards

Generally, each club runs an annual club championship based of the aggregate points a competitor receives over the duration of a calendar year.

The points achieved go towards selecting club champions who receive trophies to recognise their achievements. No prize money is allowed at club and championship levels of the competition. Only approved Supplementary Burn Out events may award prizemoney.

State Championship events are run annually at 2 host clubs, with the aggregate points from both events going towards selecting the State Champions from the various classes run at State Championship level. _____

THE ADCCSA COMMITMENT TO SAFETY

The Association Management Committee and the member clubs, including the club management committees, officials and the club members generally, recognise that the management of all matters pertaining to the safety of drivers, officials, voluntary workers, the general public and any others associated with the activities of an Association club or event, is the most important issue that needs to be managed.

Safety will be managed as a priority, and its management will take precedence over any other matter. The minimum safety standards will be set down using the experience and recommendations of member clubs, from examples sourced from outside the Association where best practice examples on safety can be demonstrated, the expectations of our insurance underwriters and the general community, as well as any statutory requirements that may be necessary to comply with.

The ADCCSA having established standards and/or guidelines, the responsibility to implement these will be with individual club management committees, officials, and the club members generally.

Any club, committee, committee person, club official or club member that contravenes any Association or statutory requirement or fails to act responsibly when it comes to safety management will be by default, accepting personal responsibility for the outcomes of their action.

The Association Management Committee will not accept the responsibility and will discipline by whatever means within its power to those involved as a means to deter any recurrence.

INTERPRETATION OF THESE RULES

Racing, safety, race classes and other rules contained herein are presented in a positive manner.

That is, where possible, each permissible option or class requirement has been listed as such. Unless the class requirements or safety rules specifically state that a modification or optional equipment or arrangement is permitted, it will not be allowed.

No express or implied warranty of safety shall result from publication or compliance with these rules and regulations.

They are intended as the minimum requirement for the conduct of the sport and are in no way a guarantee against injury or death to spectators or participants.

Authorised officials of the ADCCSA or the member clubs may, where individual circumstances warrant, direct that a situation exceed the requirements contained herein due to other factors that influence the situation.

An authorised official is defined as either the Chief Scrutineer, the Clerk of the course and the management committee of the club conducting the race event.

During state title events hosted by a member club, the above definition applies to those officials of the host club but also include the ADCCSA management committee.

SECTION 1.B – INDEMNIFICATION AND DISCLAIMER

1. INDEMNIFICATION OF SCRUTINEERS AND OFFICIALS

The safety standard of any race car, equipment or apparel is a joint responsibility of the race car owner and driver.

Any safety check carried out by an ADCCSA official does not guarantee that the race car is without fault and does not absolve the race car owner or driver of this joint responsibility.

The safety check does not impose any level of liability whatsoever upon the official, the ADCCSA or any Affiliated Association and no expressed or implied warranty of safety shall result from any safety check carried out by any ADCCSA official.

By having a race car scrutineered, both the race car owner and driver are deemed to have indemnified the official, the ADCCSA and any affiliated club against any prosecution, claim, or action for any death, injury, loss or damage arising

2. DISCLAIMER

These rules are designed to provide for the orderly conduct of race meetings, (including practice events) and to establish minimum acceptable standards for such race meetings.

No expressed or implied warranty of safety shall result from any publication, enforcement or compliance with these rules and is in no way a guarantee against injury or death to any participant, be they a driver, pit crew member, race car owner or official, or any other spectator or person whatsoever.

Neither the ADCCSA or any affiliated club, promoter, official (acting in any capacity whatsoever), or any other participant shall be liable to any prosecution or action for anything done pursuant to these rules, nor liable for any death, injury, loss or damage arising by any alleged failure to implement these rules at a race meeting.

SECTION 2 - RACING VEHICLE RULES

PART 1 - DEFINITION OF MAJOR CLASSES INTRODUCTION

The ADCCSA supports the principle that the number of vehicle classifications will be limited the following categories.

OPEN WHEELER VEHICLES

- Super Open Wheeler
- Open Wheeler

MODIFIED SALOON CARS

- Super Modified Saloon
- Modified Saloon

PRODUCTION CLASS SALOON CARS

STREET STOCK SALOON CARS

In addition, the ADCCSA recognises the principle that the rules shall be designed to control the performance and technological development of vehicles such that safety is responsibly managed and affordability to compete is maintained for the mainstream membership of the ADCCSA clubs. In the context of the agreed categories, the ADCCSA shall apply these controls to all categories.

The vehicle logbook will determine the single class a vehicle is eligible to compete in after assessment of the vehicle against the rules within this document.

A vehicle that has been scrutineered and deemed to meet all the Street Stock eligibility criteria or the Production Saloon criteria may compete in the Modified Saloon class.

A vehicle cannot for any reason, be eligible for Production Saloon, Modified Saloon and Open Wheeler Classes, by virtue of having, for example, a removable body that allows it to meet eligibility criteria of both classes depending on whether the body is fitted or not.

The organisers of any club race meeting may decide, in the interests of more competitive racing or improved spectator appeal, to combine any or all of the categories.

Likewise, at club racing when sufficient vehicles present themselves for racing, the vehicle classes may be divided further into classes based on engine capacity, number of cylinders, driver/vehicle performance, single make, etc.

A - OPEN WHEELER VEHICLES

1. The bodywork will be basically a “one off” design to suit the vehicle and will enclose the driver’s compartment up to the bottom of windscreen level including boot compartment if any. On front and rear engine vehicles the body work will enclose the engine compartment on the top and the sides as far as is required by **Section 2, Part 5 - Body Work. Engine covers need to comply with Section 2, Part 7 – Fire Walls.**
2. The wheels will generally be outside the body work although in the interest of appearance, streamlining etc. bodywork may extend to cover wheels in the form of mudguards. **Reference to and compliance with Section 2, Part 16 is also required.**
3. Engine size, type and location, transmission and suspension are free **subject to the requirements of Section 2, Part 28.5.**
4. Engine must be restrained in the engine bay (solid mount or chained using 6mm diameter chain) to prevent the engine from dislodging in the event of an accident or rollover.
5. Other Restrictions –
 - Super Open Wheelers - no restrictions.
 - Open Wheelers – Tyre restrictions apply. Tyres must be steel belted radials with a maximum width of 225mm and the tyres must be marked by the manufacturer as such.
 - NO 4-wheel drive or all-wheel drive vehicles are allowed
6. All material and items not necessary for driver safety or the integrity of the vehicle must be removed”. This means: - All interior items; particularly flammable items, (with the exception of the gauge/speedo cluster- gauge only) need to be removed, including dash, centre console, floor coverings, all mouldings etc. Rewiring of the engine/wiring harness to allow the car to run is not a legitimate reason to retain non-essential electrical items and associated hardware.

B - MODIFIED SALOON CARS

Shall be a vehicle whose body is easily recognisable as and closely resembles a mass-produced saloon or sports car, with the following applying:

1. Body work and chassis
 1. Body panels may be steel of original manufacturer's thickness or aluminium alloy, with a minimum gauge of 1.25mm or fibreglass reinforced plastic with a minimum thickness of 2mm.
 2. Wheels are to be within the bodywork. However, wheel arches may be flared to accommodate wider wheels and tyres (**Reference to and compliance with Section 2, Part 16 and Section 2, Part 19.2.2 is also required.**)
 3. Bonnets may be modified to accommodate engine modifications **subject to the requirements of Section 2, Part 5.5, 5.5.a and Section 2, Part 7.5).**
 4. Bodywork may be modified from original providing the vehicle remains identifiable with a recognised saloon or sports car. This also requires the body to retain panels in all of the originally manufactured locations on the vehicle and the size, shape and proportions of the panels do not vary significantly from original manufacture.
 5. Chassis is free, including any modifications carried out to a manufacturer's item.
 6. For a Ute**, panel van or station wagon to qualify as a Modified Saloon it must be of a production car derivative, but will exclude any production car derivatives with a tray top.

**** The definition of a Ute is – a full-bodied Ute not a cab chassis Ute (with reference to the May 2015 ADCCSA meeting minutes).**

NOTE-

If for whatever reason, including poor workmanship when building or repairing a vehicle with either original or custom manufactured panels a vehicle loses its identity as a Modified Saloon car because its body does not closely resemble and or it is not easily recognisable as a mass-produced saloon or sports car, then the owner of the vehicle WILL be required to give reason and proof why the vehicle should retain its status as a Modified Saloon Car. If no reason and proof is forthcoming the vehicle will be entered as an Open wheeled vehicle or disqualified from racing if Open wheeled Vehicle rules are not met.

2. Suspension, configuration and components used is free.
3. Engine type, size and location within its extremities of the vehicle bodywork is unrestricted as is the transmission type and size, **subject to the requirements of Section 2, Part 28.5.**
4. Engine must be restrained in the engine bay (solid mount or chained used using 6mm diameter. chain) to prevent the engine from dislodging in the event of an accident or rollover.
5. All material and items not necessary for driver safety or the integrity of the vehicle must be removed" means: - All interior items; particularly flammable items, (with the exception of the gauge/speedo cluster- gauge only) need to be removed, including dash, centre console, floor coverings, all mouldings etc. Rewiring of the engine/wiring harness to allow the car to run is not a legitimate reason to retain non-essential electrical items and associated hardware.
6. Other Restrictions:

Super Modified - no restrictions

Modified

- Tyre restrictions apply: Tyres must be steel belted radials. The maximum width shall be 225mm, and the tyres must be marked by the manufacturer as such.
The onus shall be on the driver to be able to prove the tyres they are using meet the rules listed above, if called into question.
- NO all-wheel drives or 4-wheel drives permitted.

C- PRODUCTION CLASS SALOON CARS

INTRODUCTION:

The intent of this class is to provide a class for entry level lower cost cars to compete. The rules have been left quite open with the aim of keeping the cars as easy as possible to construct and scrutineer. However, if over time competitors start increasing the cost and complexity of the cars in order to gain a performance edge, then it is likely that there will be a need for additional controls/rules to be added to the class which may result in certain cars no longer being eligible to compete in the class.

1. General

1. Race vehicles must be a mass-produced production type sedan, station wagon, panel van, utility, 2 or 4 doors, available for general sale in Australia.
2. Tray Top/Cab Chassis vehicles are excluded from the production class.
3. All material and items not necessary for driver safety or the integrity of the vehicle must be removed". This means: - All interior items; particularly flammable items, (with the exception of the gauge/speedo cluster- gauge only) need to be removed, including dash, centre console, floor coverings, all mouldings etc. Rewiring of the engine/wiring harness to allow the car to run is not a legitimate reason to retain non-essential electrical items and associated hardware.

2. Drive type

1. NO 4 wheel/All wheel drive vehicles permitted.

3. Body work and chassis

1. Vehicles must be fitted with a complete body shell structure, which is to the original dimensions as manufactured. No modifications to the external panels are allowed, including the use of fibreglass or aluminium panels. Fibreglass panels may be fitted over the top of the original steel panels for aesthetic purposes only.
 - 1.a) Bonnet scoop/air induction apertures are not permitted.
2. The vehicle must retain the complete floor pan, pillars, front and rear fire walls. No skeletonising allowed with the exception to fit bar work; however, you can completely skin the internal side of the doors.
3. Vehicle spoilers are allowed. Spoilers must not be permitted to be any higher than 100mm from the top of the boot lid and must not extend further than 50mm behind the rear most point of the vehicle.
4. When fabricating the front and rear firewalls in a production class vehicle the minimum amount of sheet metal is to be used to adequately seal the engine and fuel compartments from the engine.

4. Engine

1. The engine fitted to a race vehicle must not exceed 4.1L (+.060" allowance for oversize rebuilding/machining)
2. The engine fitted to a race vehicle must be brand like for like (e.g., Holden in Holden, Ford in Ford) however the engine may be from a different model (e.g., Barra in EA)
3. The engine of a 4cyl make may only be fitted to a make of a 4cyl body. This also applies to a 6cyl engine.
4. Internal engine modifications are not allowed.
5. All EFI engines must run an OEM/standard replacement air intake manifold without modification.

Justification: As this class is an entry level class it is understood that most cars will need a custom air filter/intake to work without an air box. However, it is not intended for people to place a plenum manifold on a Barra or twin throttle body on a V6.

6. On carburettor engines carburettors must not exceed 350cfm.
7. The engine shall be limited to a maximum of 6 cylinders.
8. The engine shall be naturally aspirated.

5. Suspension and brakes

1. Suspension springs are open.
2. Shock absorbers to be nonadjustable oil or gas type. Any form of adjustable shock absorber including pump ups or adjustable coil spring over shock absorbers is not allowed. Original mounting points and dimensions to be retained.
3. Brakes may be drum/drum, disc/disc, disc/drum combination. Drilled/slotted rotors will not be allowed. OEM style rotors to be used only.
4. Brake pads and linings are open.
5. OEM style calliper to be used only and must be fitted to the original mounting point. No oversized or aftermarket brake callipers to be used.

6. Transmission

1. Any mass produced 3,4 or 5 speed auto or manual transmission that was available on that make of vehicle i.e., Ford in Ford, Holden in Holden.
2. On automatic transmissions hi-stall torque converters are allowed.

7. Wheels

1. Steel or alloy rims up to 8" wide and diameter is open.

8. Tyres

1. Maximum tyre widths to be 215mm with an open aspect ratio
2. Tyres must have a minimum tread wear rating of no less than 320 which must be indicated on the tyre. No semi slicks, slicks or performance tyres allowed.

9. Differential and K-frame

1. The differential and K-frame are open however they must be those that were manufactured by the vehicles brand. They must also retain their original mounting positions.

D- STREET STOCK SALOON CARS

INTRODUCTION -

It is the intent of Street Stock class that vehicles be built within defined limits to foster close racing at an affordable cost compared to Modified Saloon and Open Wheeled vehicle.

This document is intended to identify eligible vehicles and those areas where the original vehicle specification may vary from that quoted by manufacturers.

This is to provide a degree of flexibility to those building vehicles as well as simplify the exercise of scrutineering to check vehicle eligibility, with the underlying intent to contain costs and promote even racing. Variations other than detailed herein are not allowed.

1. General

1. Race vehicles must be a mass-produced production type sedan, station wagon, panel van, utility, 2 or 4 doors available in Australia up to manufacturer date of 31/12/1985
2. Ford Falcon models up to EF and Holden Commodore Models up to VS built from 1985 to 1996 may be used with the following stipulations.
Engines must be pre 1985 of the same make and fitted in the original position.
The rear axle must be of live configuration of the original make as fitted.
3. Post original manufacturer/aftermarket variations of the original manufactured production vehicle are not allowed.
4. Specifically, 4-wheel drive/all-wheel drive vehicles are not eligible.
5. All material and items not necessary for driver safety or the integrity of the vehicle must be removed". This means: - All interior items; particularly flammable items, (with the exception of the gauge/speedo cluster- gauge only) need to be removed, including dash, centre console, floor coverings, all mouldings etc. Rewiring of the engine/wiring harness to allow the car to run is not a legitimate reason to retain non-essential electrical items and associated hardware.

2. Bodywork and Chassis

1. Vehicles must be fitted with a complete body shell structure, which is to original dimensions as manufactured. No modifications to the external panels are allowed, including the use of fibreglass or aluminium panels. Fibreglass panels may be fitted over the top of the original steel panels for aesthetic purposes only.
- 1.a Bonnet scoops/air induction apertures are allowed provided they comply with Section 2, Part 5.5 a).
2. The vehicle must retain the complete floor pan, front and rear firewalls, and no skeletonising is allowed except where necessary to fit bar-work.
3. Extra bar work is allowed in accordance with Street Stock vehicles requirements providing 2.1 above is applied.
4. Effective from 1st January 2021. Vehicle spoilers are allowed. Spoilers shall not be permitted to be any higher than 100mm from the top of the boot lid and shall extend no further than 50mm behind the rear most point of the

vehicle.

5. Effective from 1st January 2021. When fabricating the rear firewalls in a street stock vehicle the minimum amount of sheet metal is to be used to adequately seal the engine and fuel compartments from the engine.

3. Engine

1. The engine fitted to a race vehicle shall be one that was released in a mass production vehicle (i.e., no niche manufacture or aftermarket variations allowed) and only to be fitted to the vehicle if originally available at manufacture with that particular size and configuration.
2. Any reciprocating piston engine of capacity up to a maximum of 253 cubic inches is allowed, (plus 0.060" oversize piston.)
3. Engine stroking is not allowed.
4. Rotary engine vehicles are not allowed.
5. The engine MUST be mounted in its original position using the original engine mount locations on the chassis and on the motor. The engine must be restrained in the engine bay by either solid mounts or chains to prevent the engine from dislodging in the event of an accident or rollover. Chains are to be a minimum of 6mm diameter.
6. Internal engine modifications are allowed providing those are carried out on original equipment. E.g., original heads may be modified but specialised aftermarket manufactured heads to suit the engine are not allowed - (example is a Yella Terra head)
7. Performance roller rockers or roller cams and roller lifters are not allowed.
8. Carburettor
 1. Carburettors are to be a single carburettor with a maximum of 2 barrels rated capacity of 350c; fm. Multiple carburettors are not allowed and no machining is allowed.
 2. No fuel injection, turbochargers, superchargers, or nitrous oxide systems are allowed.
 3. Jet sizes, power valve, bypass jets, needles, seats, baffles and floats are free.
 4. ADCCSA approved stamped tool is to be used as a guide with a maximum of 10 thou clearance to identify Carburettor sizes.
9. Inlet Manifold
 1. The inlet manifold design and manufacturer are free.
10. Exhaust Manifold
 1. Extractors are allowed.
 2. Otherwise, the exhaust system is free, providing it complies with Motor Sport rules Part 24, Exhaust System.
11. Cylinder Head
 1. Shall be the original items as manufactured and fitted to the vehicle. Internal modifications, polishing, machining is permitted to valves, combustion chambers, and ports.
Valves are free.
12. Engine Block
 1. Shall be the original item as manufactured and fitted to the vehicle.

Engine block may be bored oversize by up to a nominal .060". i.e., a small tolerance above this of .005" is allowed for clearance.

2. It is permitted to repair blocks by fitting replacement cast iron liners providing the bore sizes remain within the size ranges specified.
13. Fuel Pump
 1. Fuel pump selection free.
14. Water Pump
 1. As originally fitted.
 2. The pulley sizes on the water pump, alternator, (if fitted) and fan are free.
 3. A fan must be fitted to the water pump pulley. See section 9 below.
15. Pistons
 1. No limitations.
16. Engine Sump
 1. No limitations.
17. Flywheel
 1. No limitations.
18. Valve Springs
 1. No limitations.
19. Camshaft
 1. No roller cams.
20. Ignition
 1. Distributors are open, provided fitted to the original location and operated by the standard drive arrangement.
 2. Rev limiters are allowed.
21. Engine Balancing/Blueprinting
 1. The rotating and reciprocating components of the engine, i.e., the "bottom end components within the block may be balanced/blueprinted, providing the exercise removes only selected portions of metal from the areas provided at manufacture to achieve the balanced state. Stroke to remain standard.
22. Crankshaft
 1. The crankshaft must be a genuine part as supplied by the manufacturer, and fitted to the correct size engine available up to 31/12/1985.
 2. The crankshaft may be ground to reclaim damaged surfaces in accordance with normal reconditioning procedures, providing always that the stroke is standard.
 3. No knife edge crankshaft allowed.
23. Lubrication System
 1. The original oil pump must be retained, but may be modified to improve pressure and low ratings, including the fitting of modified gears.
 2. The oil gallery system may be modified in the interests of improving reliability.

4. Fuel

1. Pump petrol unleaded and premium unleaded up to 98 RON (Research Octane Number) only shall be used. No octane boosters are allowed.
2. At the discretion of the Club Officials, vehicles may be required to drain their fuel tanks and hand some of the fuel to the club and have their vehicle refilled with unleaded or premium unleaded fuel supplied by the club. In this situation drivers or others will not be permitted to add any additional fuel to the vehicle or modify the ignition timing until approval is given by the Club Officials.
3. Motor Sport rules Section 2, Part 23.1, Fuel Systems, Items 1 to 8 also applies.

5. Suspension, Steering and Brakes

1. All suspension components to be as per manufacturer's specification and type for the vehicle year and model.
2. Brakes may be a drum/drum, disc/disc or disc/drum combination. Brake lining material is free. Brake bias adjustment is allowed but no brake balance or brake bias adjusters are allowed in cabin area or are able to be adjusted from driver's seat.
3. The original steering box as supplied by the manufacturer shall be fitted.
4. Springs are to be installed as per the original fitment. Any cutting or modifying of springs and spring assemblies is not allowed.
5. Polyurethane (Nolathane or similar) suspension components are allowed.
6. Shock absorbers to be non-adjustable oil or gas type. Any form of adjustable shock absorber including pump ups or coil spring over shock absorbers is not allowed. Original mounting points and dimensions to be retained.
7. Camber, caster, and toe in of front wheels is free providing any adjustments are within the original range of adjustment provided by the manufacturer. Modification to the suspension mounting points to provide additional adjustment is not allowed.
8. The front cross member width must be retained.

6. Transmission

1. Any mass produced 3, 4, or 5 speed auto or manual transmission that was available on that make of vehicle, Ford in Ford, Holden in Holden.
2. On automatic transmissions hi-stall torque converters are allowed.
3. Scatter shields are required as per the rule book for Modified vehicles.
4. Locked or limited slip differentials are allowed and the differential ratio is free.
5. The original differential housing width must be retained.
6. All vehicles MUST have an operational reverse gear.

7. Wheels

1. Steel or alloy wheels up to 7" wide and a maximum diameter of 15" are allowed.

8. Tyres

1. Maximum tyre widths to be 225mm, with an open aspect ratio. Rim size is to remain 15inches.

9. Cooling System

The cooling system is free within the following constraints -

1. The original position of the radiator in relation to the motor and the body must be retained. However, it is allowable to fit a different sized radiator in this position or to fit additional radiators providing they are under the bonnet and within the engine bay adjacent to the original radiator and are safely mounted and plumbed.
2. Additional and/or electric fans are allowed.
3. Electric water pumps are not allowed.

10. Instrumentation and Electric Circuitry

The original equipment may be replaced with new wiring and instruments, including additional engine monitoring devices.

11. General

1. Any engine or other vehicle components suspected of being modified in any way that contravene these rules may be ordered by authorised Club Officials to undergo further examination. If this proves negative it will be at the expense of the protesting party. This includes the cost of replacement parts necessarily requiring replacement due to the dismantling process, e.g., gaskets. If proven to be a non-compliant vehicle in regards the rules any expense will be incurred by the vehicle owner, and a penalty may be imposed at the club's discretion.
2. Random vehicle specification checks may be carried out throughout the racing season. Scrutineers may re-check a vehicle during a meeting.
3. Any competitor found using an engine or components that do not comply with the above specifications or declines a request from the club management or another authorised person to undergo an inspection will forfeit all points tallied to that date for that season.
4. All vehicle modifications are strictly prohibited except as specifically authorised within these rules.
5. Any individual, other than an authorised Club Official, who seeks an examination of another person's vehicle, must protest in writing giving specific grounds for the request, and be accompanied by the appropriate fee. Multiple vehicle protests by an individual are each considered a separate protest and will each need to meet with the above requirements. Club officials reserve the right to act on protests, or to dismiss, depending on the circumstances that prevail at the time.

12. Changes to vehicle Eligibility

Currently the eligible range of vehicles is those available in Australia up to a manufacture date of 31/12/85. Bodies of vehicles may be up to 1995 (Only Ford and Holden bodies may be used).

Any changes which will extend the range of vehicles which may be eligible to race in the Street Stock Saloon Class, may be made at a meeting of the Association by a majority of the clubs, providing notice of motion to change eligibility is made at least 30 calendar days prior to the AGM and the changes do not come into force for a minimum of 12 months.

This may not necessarily apply where safety matters are involved and the timeframe for introduction may be reduced significantly at the discretion of the ADCCSA.

PART 2A- ROLL-OVER PROTECTION- GENERAL

With the exception of cars meeting the requirements of 2B, all vehicles competing in open race meetings shall be fitted with roll-over protection as follows:

1. Configuration and Material Dimensions

1. The general design and form of the protection for the different classes of vehicles described in Section 2 Part 1 hereof; shall be detailed below.
2. The main hoop must be placed behind and above the driver's head, either from one side of the vehicle to the other side (Types 1, 2 and 3), or; from the front of the car to the rear on each side (Type 4).

If the "Front to Rear" hoop design is used, there must be 2 continuous main hoops, one on either side of the vehicle with additional bar work connecting the 2 hoops from the left to the right of the vehicle. In this case the bar behind the driver shall meet the requirements of Section 1.2 and the front bar shall meet the requirements in Section 1.3.

With the Type 4 cages, the profile of the Left and Right hoops when viewed from the side shall be identical.

In all arrangements, with the driver's seat in the normal position the main hoop/hoops shall:

1. Be of a height not less than 50mm above the driver's helmet.
 2. In conjunction with the vehicle structure does not leave unprotected any part of the driver's profile including shoulders when viewed from the front and rear.
 3. Shall be within 150mm of the driver's helmet when seat in the rear most position.
 4. In Saloon vehicles, be placed as near as possible to the roof line to limit the crush effect in the event of a roll-over.
3. In all vehicles a second hoop is required in front of the driver and is to follow as near as practicable the same profile as the main hoop when viewed from above and from the front of the vehicle and the following conditions shall apply.
 1. The top of the hoop must be a minimum of 600mm forward of the rear hoop and may be up to 250mm in front of or to the rear of the steering wheel. In all vehicles the steering wheel must be within the cage. In the case of Saloon vehicles, this bar shall follow the line of the top of the windscreen.

2. To assist the entry/exit of the driver, the leg of the hoop may be bent to the profile of the door opening (Type 2).
3. The front and rear hoops shall be joined at the top of both sides of the vehicle by material of the same dimensions as the front and rear hoops (Type 1 and 2).
4. It is acceptable to construct the front hoop by using two half hoops which run from the base of the front door pillars, upwards and along the windscreen or A pillar line, and then horizontally from A to B Pillar to meet the main hoop, on each side of the vehicle, and then connected together with a single bar at the top of the windscreen level which is welded the A-Pillar Bars within 50mm of the bend at the top front of the A-Pillar (Type 5).
If this method is used all dimensions must comply as if two hoops are used, located across the vehicle.
5. With the Halo bar type roll cage (Type 3), the secondary hoop shall be made from two separate components; the roof hoop and A-Pillar
 1. The roof hoop will be formed from one continuous length of tube running from the rear hoop on the driver’s side, forward to the A-Pillar, the along the top of the windscreen, before turning back to the main hoop on the passenger’s side.
 2. The roof hoop to be within 50mm of the roof at sides, within 50mm of windscreen opening, and be welded to the main hoop to form a halo around the driver’s head. It does NOT have to follow the windscreen within 50mm of the entire opening and shall comply with section 3.1.
 3. The two front A-Pillar legs are to be formed each from a continuous length, and be welded to the roll cage mounting plate (Section 6) at one end and the roof hoop and at the other.
 4. The A-Pillar Legs shall be attached to the roof hoop no further than 50mm from the bend in the hoop to run along the windscreen.
4. In all cages there is to be a bar running from one side to the other at the approximately the height of the bottom of the windscreen in front of the driver connecting the A-Pillar bars in the cage.
5. For the bars detailed in Section 1.2, 1.3 and 1.4 which make up the main bars of the cage, the minimum material size shall be as follows

Main Bar Minimum Pipe Size (mm)*- All Cars (Light and Dark Blue)
42.4 OD x 2.6w.t (32NB LT) – Grade C250

6. Bracing of the roll cage is required as follows;
 - 1.Braces must be straight.

2. Two (2) transverse diagonal braces must be attached to the uprights of the main hoop of the roll cage from the bottom of one side to the top of the other side, and also joined in the middle.

3. Two (2) longitudinal braces must be attached to the upper portion of the hoop on each side of the vehicle and extend towards the rear of the vehicle as far as reasonably practicable. On Open Wheeled vehicles it may be more appropriate for the longitudinal braces to be forward rather than rearward.

4. The bracing bars shall be attached to the main or lateral roll bar near the roofline and be positioned no further than 100mm from the top outer bend on each side of the vehicle.

5. The minimum bracing material shall be as follows.

Bracing Bar Minimum Pipe Size (mm)* (Yellow in Drawings)	
Open Wheeler Cars-	42.4 OD x 2.6w.t (32NB LT) – Grade C250
Saloon Cars-	33.7 OD x 2.6w.t (25NB LT) – Grade C250

* The ADCCSA shall provide “GO/No GO” Pipe/Tube Gauges to aid scrutineers in determining material sizes.

2. Material Specification

- a. For the hoops and braces all steel pipe shall be round in section and manufactured to AS1163 Grade C250, generally known as "light weight steel pipe (LT)". This is a continuously welded hot formed or heat-treated tube having specified minimum yield strength of 250mpa. Better quality mild steel pipe is allowed.
- b. Galvanised, Chrome Moly or Aluminium alloy pipe or tube is not allowed.

3. Forms of Roll-Over Protection

- a. The forms of rollover protection are specified as either Type 1, suitable for Open Wheeler vehicles and Type 2, 3, 4 and 5 suitable for all vehicles.
- b. Construction of the rollover protection must be as described herein, and generally as per the drawings included in this section.

NOTE!! Diagrams are a guide only

General Arrangement of Type 1 Roll Cage

Vehicle application – Open Wheeler

Description - Full cage with two (2) longitudinal braces either forwards or rear wards and two (2) diagonal braces behind driver.



General Arrangement of Type 2 Roll Cage

Vehicle application - All Vehicles.

Description - Full cage two (2) rear ward braces and two (2) diagonal braces behind driver



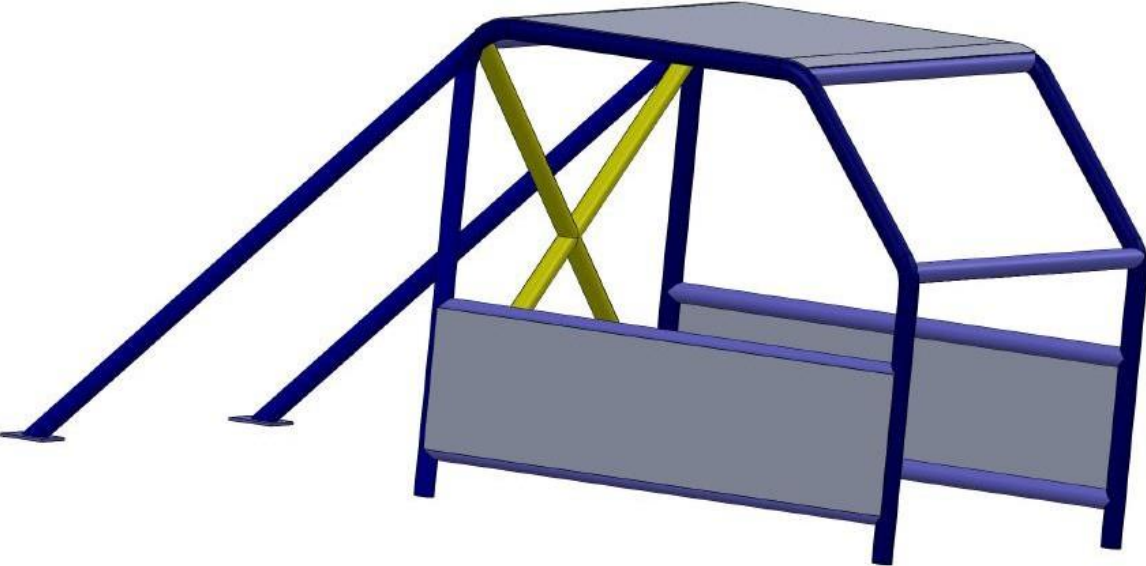
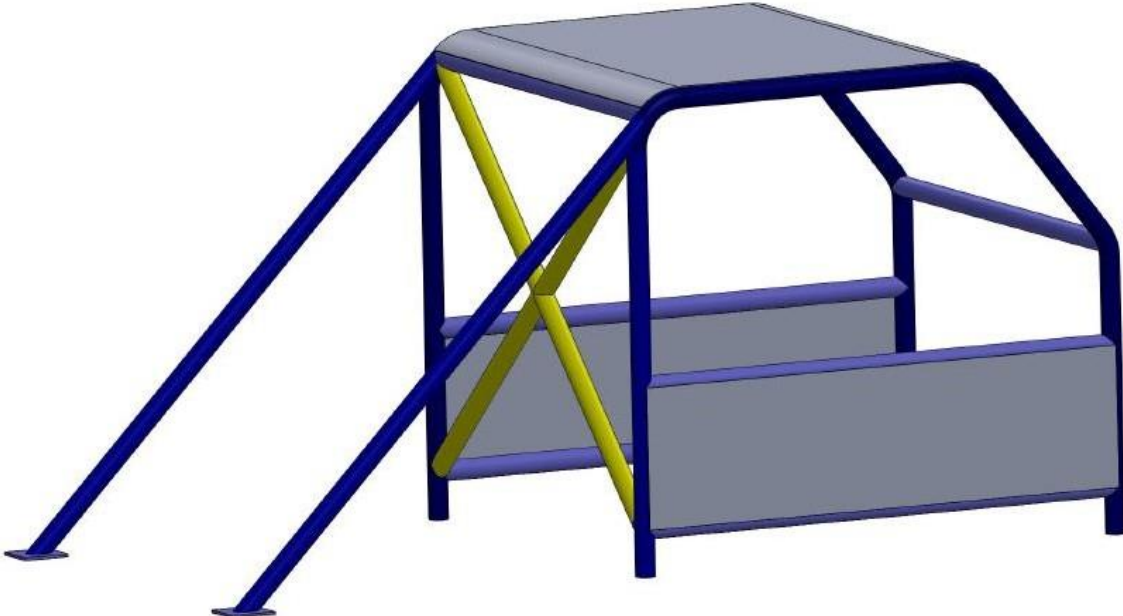
General Arrangement of Type 3 Roll Cage- Halo Bar

For Description refer to Section 1.3.5



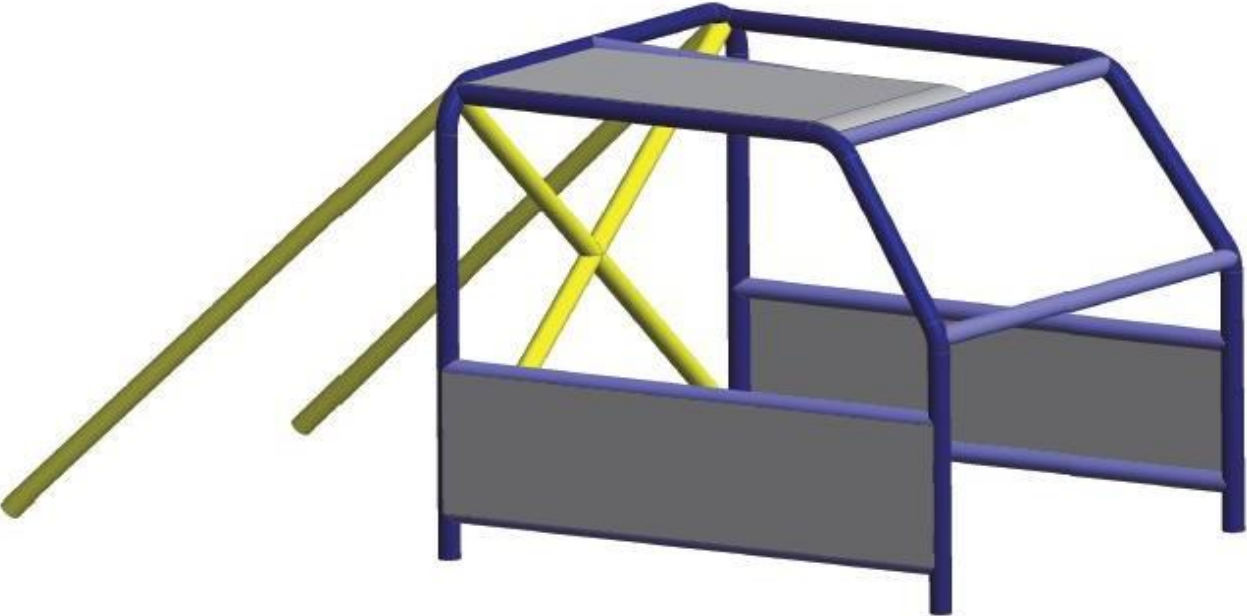
General Arrangement of Type 4 Roll Cage- Front to Rear

For Description refer to Section 1.2



General Arrangement of Type 5 Roll Cage

For Description refer to Section 1.4



REMOVABLE CONNECTIONS

Fig 1. - Bolts used shall be to grade 5 high tensile with the correct identifications as below.

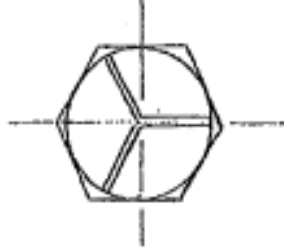


Fig 2. - Method of Sleeving a Hoop or Brace

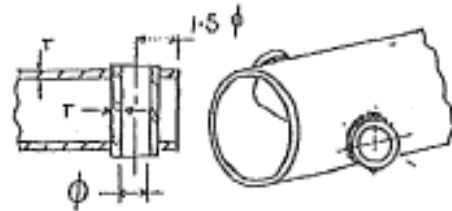


Fig 3. - Method of reinforcing a box section

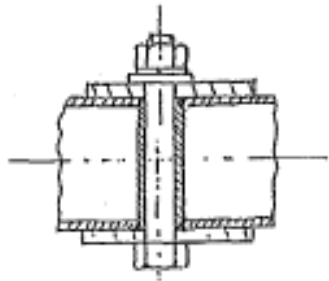


Fig 4. - Tapered Connection

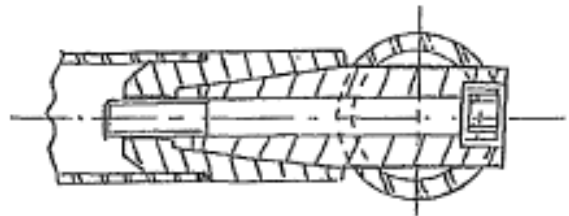


Fig 5. - Twin Lug Connection
Axis working under double shearing conditions

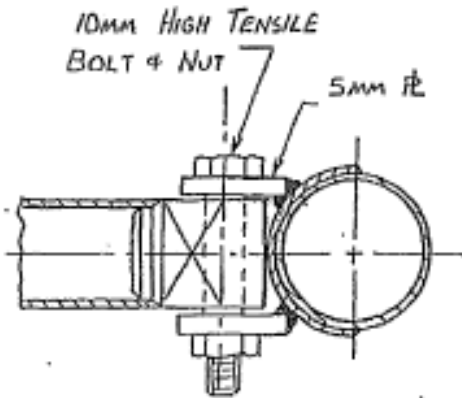
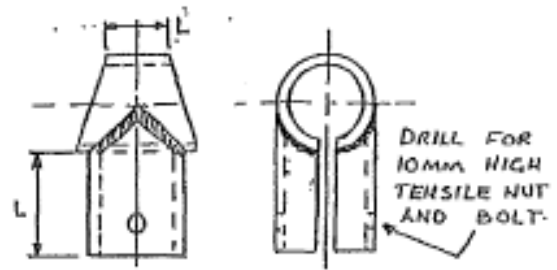


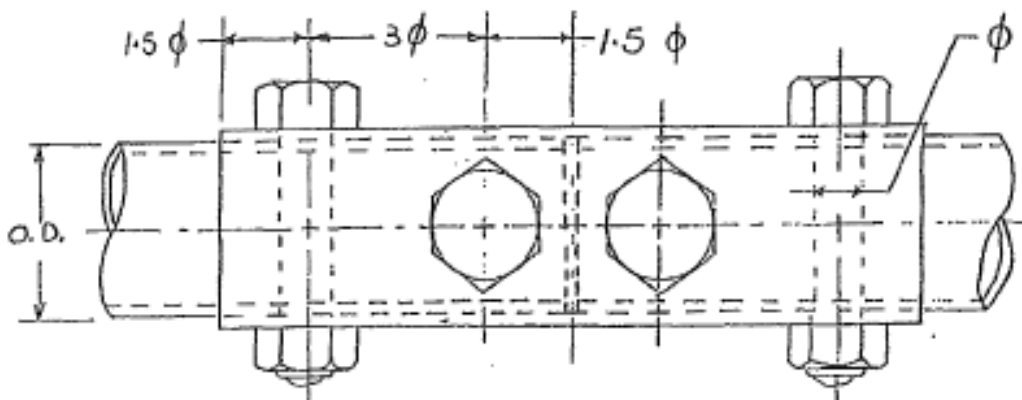
Fig 6. - Tee Clamp Connection



L(mm) = enclosed diameter

Fig 7. - Muff Connection

For < 40mm OD - diam = 12mm
For > 40mm OD - diam = 16mm



PART 2B – ROLL OVER PROTECTION

1. Redline Cages and 38mm Tube

1. Cages sourced through Redline are permitted to use 38mm x 3.02mm ERW tubing for their main bars provided they are installed as per the Redline instruction and meeting the certified speedway cage design.
2. Pre bent and notched cage kits sourced through Redline cages (<https://www.redlineracecars.com.au>) must have the redline tags.

Refer to figure – 2B.1. Welded to the main hoop and pillar bars.

2. Cages sourced through Redline shall also have the additional brace on the main hoop (refer to Part 2A, Section 1.6.2) as well as fit a roof plate to the requirements of Part 2, Section 7 –Roof plates. Door plates welded to the NASCAR bars are also required as per Part 3- INTERNAL SIDE PROTECTION



Figure- 2B.1- Example of REDLINE Tag

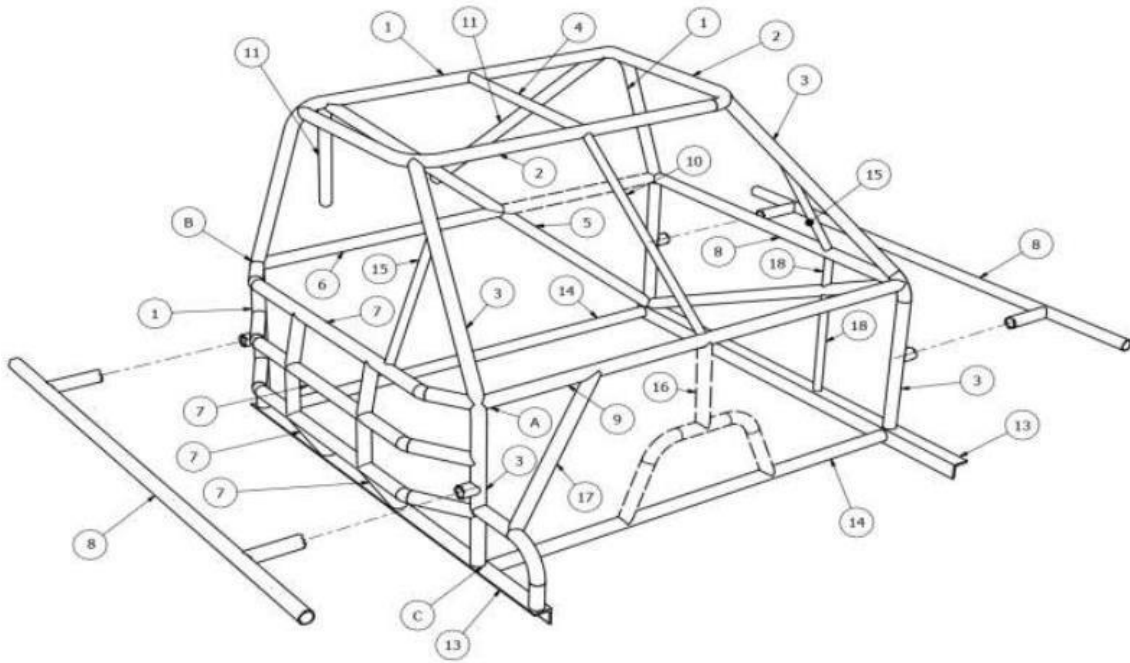


Figure- 2B.2- Redline Cage Design

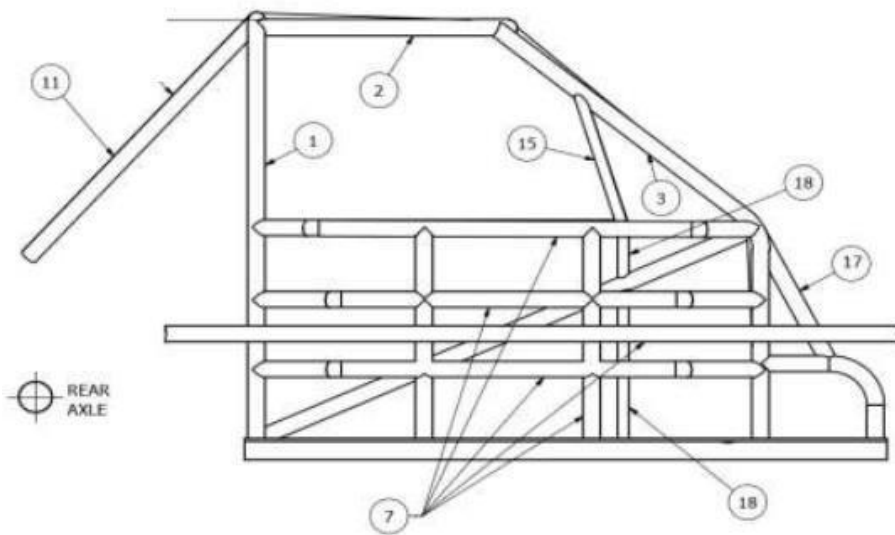


Figure- 2B.3 - Redline Cage Design (side view)

NOTE!!- Redline Cages new revised Designs can be “stand-off” design. These cages have A-Pillar main bars more vertical than 45 degrees and don’t have the A-Pillar Brace. All 38mm Cages with the A-Pillar main bar at a flatter angle than 45 degrees must have the A-Pillar brace (Bar 15) in place.

Pre 2020 38mm roll cages

1. Cars first scrutineered before 2020 which are using 38mm x 3.02mm ERW tubing shall be inspected against the Figures - 2B.2 and 2B.3 to ensure they have been installed correctly, and once confirmed shall be issued with a weld on tag issued by ADCCSA Association Committee. The details of the car shall be recorded against the tag serial number and shall be retained in a register held by each club and by the ADCCSA Association Committee.
2. Cages containing 38mm OD Main bars, that do not bear the Redline or ADCCSA* Tags welded to the cage, will not be accepted and cannot race under any circumstances.

**** ADCCSA Tags will be enforced as of 1st July 2021.**

3. Fabrication

1. One continuous length of pipe shall be used for the main structure that encloses the driver. Bends shall be smooth and continuous with no evidence of crimping, wall failure or significant section weakening.
2. A witness hole(s) of 3mm diameter must be drilled in an accessible position in the main hoop to enable wall thickness of pipe to be measured.
3. All welding to be of the highest quality possible full penetration arc, MiG or tig welding.

4. Removable connections

1. In cases where removable connections are used in roll-over protection construction, they must be one of the types shown in the drawings included in this section – **refer to the removable connection's diagrams.**
2. Any holes drilled in the main hoop or braces shall conform to Fig 2 or 3. The wall thickness of the inserted tube shall be equal to or greater than the drilled tube. The maximum O.D. of the inserted tube shall be equal to half the O.D. of the main tube (see Fig 2).

5. Mountings

1. Mounting plates are required on the base of all roll cage legs (hoops and braces).
2. Minimum plate size shall be 130mm x 130mm x 3mm thick and must be bolted or welded to substantial parts of the vehicle, e.g., original sub-frames or box sections. When bolted, if the base material is less than 3mm, then the underside must be reinforced with steel washers, minimum size 75mm x 50mm x 3mm thick or equivalent.
3. Where bolted, shall be a minimum of 2 off 10mm diameter or 3 off 8mm diameter (high tensile) bolts per mounting plate.
4. Mounting plates may be dispensed with where the roll cage legs are welded to either:
 - a. A sub-frame of 38 x 38 x 3mm RHS or 50 x 50 x 5mm angle which runs fore and aft which is bolted or welded to substantial box section/floor pan members (Modified and Street Stock vehicles) or

- b. The chassis of the vehicle (Open Wheeler vehicles).

NOTE: The sizes in (1) above are not recommendation for minimum safe sections to be used in the construction of vehicle chassis for Open wheeled vehicles.

5. In all situations where any connection is being made, e.g., pipe to square tubing, pipe or square tubing to floor or chassis members, mounting plates to floor plate and so on, the relative strength of the connections must be considered to ensure a strong and lasting joint is maintained. e.g., a strong heavy wall section pipe welded to thin-walled tubing or plate may crush or tear aware due to failure of the tube or plate. Where necessary, suitable reinforcing shall be provided that transfers any load or stresses to substantial load carrying areas.

6. Roof Plates

1. Required on all vehicles.
2. To be mounted on top of the roll cage between the front and rear hoops, directly above, and at least as wide as the driver seat.
3. Welding shall be as follows. From the corners of the roof plate, leave 30mm with no weld, and then weld for 60mm, leave 90mm, weld 60mm, leave 90mm, etc until the corner of the roof plate where 30mm is left with no weld. This is the minimum requirement and shall be applied to all four (4) edges of the roof plate.
4. The roof plate shall be in one piece. No exit holes are allowed.
5. Material to be a minimum of 3mm thick, of mild steel plate only.

PART 3 - INTERNAL SIDE PROTECTION

1. Door plate(s) and side bars as detailed below, located inside the vehicle and fixed to the roll cage are required on all vehicles.
 1. If driver is centrally located in vehicle, protection is required on both sides of vehicle.
 2. If driver is located on one side of vehicle, door plate and side bar protection is required only on the driver's side of the vehicle, except when the driver is seated and harnessed in position and it is possible to reach the opposite side of the roll cage, then protection is required on both sides.
 3. If after applying the requirements of 1 and 2 above there is no requirement for a door plate and side bars on the non-driver side of the vehicle, then protection as per 2.3 below applies.
2. Protection to be as follows:
 1. **A minimum** of 2 horizontal side rails fitted between the legs of the two roll cage hoops, the bottom bar to be as low as possible at door sill height and the upper bar to be at a height, having due regard to the general vehicle size, that affords protection to the driver from other vehicles that may in a collision attempt to intrude into the driver's space.
As a minimum guideline only, the upper bar must be located at the higher level of either;

- a) At or above a typical driver's waist height, or
 - b) At or above the height of the driver's knees when in the normal driving position, and the bar be of at least the same minimum size as the roll cage main hoop material.
2. A door plate of 3mm thick steel plate to be welded to the outside of the above two (2) bars and extend from a point 75mm behind the driver's seat to the front door pillar or leg of the forward roll cage hoop
 3. Where 1 and 2 above is not required on the non-driver side of the vehicle, then on this side of the vehicle a single horizontal side intrusion bar shall be fitted between the legs of the two roll cage hoops at a height of approximately 100mm below the original door window opening location, and be at least the same height from ground level as the top bar on the driver's side of the vehicle, and be of a material of at least the same minimum size as the roll cage main hoop material.
 4. The side protection bars detailed in this section shall be constructed from the material required for the Main Bars as detailed in Roll Cage Section.

3. NASCAR Bars:

For Saloon cars, in place of Part 3 Section 2, an alternative option shall be to construct NASCAR bars as follows;

1. On the driver's side, three horizontal bars that will resemble the drawings provided (Refer to Fig 3.1).
2. They are to have a deflection/bend at either end of the bar which allows the NASCAR bars to be positioned towards the door skin and placed between front and rear cage legs, evenly spaced between window sill and roll cage sub-frame.
3. Top NASCAR door bar to be within 50mm of the window.
4. The centre or bottom horizontal bar may run straight through, from front wheel arch to rear wheel arch, and then have two separate pieces of tube turning to the NASCAR bar connecting to the roll cage main hoop, and to the front leg.
5. There will be a minimum of two bars evenly spaced between the front leg, and the rear hoop for each of the openings created by the NASCAR bars, making a minimum of six bars to be fitted.
Refer to Fig 3.1.
6. Door pillar to be notched, NOT removed, to accommodate bar work.
7. The bars are to be made from the same material that is required for the main bars detailed in the roll cage specification. For cars that have raced in Speedway or CAMS the NASCAR bars can be made from 38mm OD Material.

8. The NASCAR bars will still be required to have fixed the door plates as per Section 1 above.

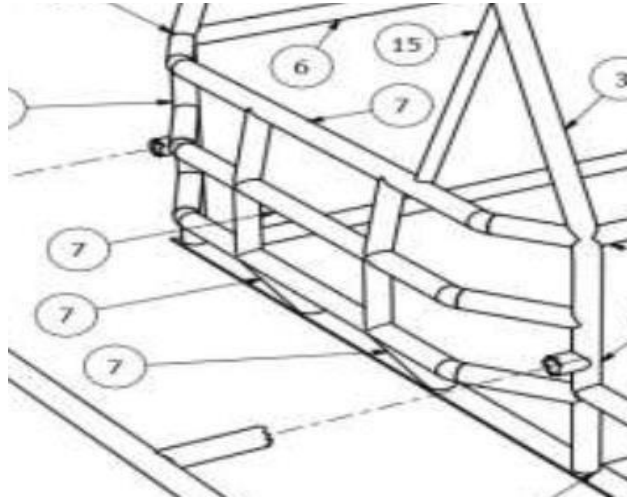


Figure- 3.1- NASCAR Bar Diagram

PART 4 - BUMPER BARS AND EXTERNAL BAR WORK.

A. OPEN WHEELER VEHICLES

1. Bumper Bars

1. To be a single bar. Maximum material size to be 75mm high x 50mm wide x 3mm w.t. RHS or 50mm OD pipe. When the wheels are in a straight position the bumper bars are to be no wider than the centre point (middle) of the narrowest set of tyres used on that vehicle.
2. Rear bumper bar to be maximum of 50mm past the outer extremities of the tyres. Where various rim and tyre widths are used the bumper bar will need to be determined using the narrowest set of tyres and rims.
3. Nerf bar additions above and below the main bar is allowed. Maximum material size 50mm O.D. pipe, or 50mm square x 3mm w.t. R.H.S.
4. To be substantially mounted with a maximum of 5 mounting points of a material no greater in size than the bumper bar.
5. The extremities of the bars are to be rounded and free of sharp or protruding edges.

2. Side Bars

1. A minimum of one bar to be fitted between the front and rear wheels. If only one bar fitted it is to be approx. at the centre-line of the wheels. Max. size to be 50mm O.D. pipe or 50mm high x 25mm wide x 3mm RHS.
2. Bars to be maximum of 100mm wider than max. width across the rear tyres fitted to the vehicle, i.e., 50mm/side (this includes the size of the bar).

3. If protection is required in the vicinity of the wheels and tyres, the bar work may go over the top of the tyre in the form of an arch. Tyre guards in the form of spats are allowed providing (2) above is complied with.
4. The leading edge of bars are to be rounded or angled back to vehicle chassis.
5. To prevent side bars from bending up or down on impact, two or more angled brackets are required on each side of vehicle from side bar to a point on chassis/roll cage at approximately waist level.

B. PRODUCTION, MODIFIEDS AND STREET STOCKS

1. Bumper Bars

1. Vehicles manufactured without steel bumper bars may fit external bumper bars. To be a single bar. Maximum material size to be 75mm high x 50mm wide x 3mm w.t. R.H.S. or 50mm OD pipe.
2. Overall length of any vehicle not to exceed 100mm above original length bumper to bumper.
3. If bumper bars are fitted, they must conform as close as possible to the original type and position.
4. Original bumper bars may be retained with secondary reinforcement behind.
5. Bumper bars should wrap around the body and corners and ends must be rounded and free of sharp edges.
6. Where mud guards are flared and the edges are reinforced, the wrap around bumpers may join into the flare reinforcing.

2. Side Bars

1. A single external side bar, max. size 50mm high x 25mm wide x 3mm w.t. R.H.S. is allowed.
2. Side protection inside the bodywork is allowed. There is no limit on the number and location of the bar work, providing they are securely attached and do not impose on the driver seating position and driver access to/exit from the vehicle. Maximum size, 50mm O.D. pipe.

NOTE: The following criteria, up to and including Part 28, is applicable to ALL vehicles in ALL race classes unless indicated elsewhere in this document.

C. BUMPER BARS AND SIDE BARS

1. To be manufactured as detailed in Section 2, Part 4, A.1 or Part 4. B.1 – appropriate to the race class.
2. All vehicles must be fitted with tow hooks to both front and rear of the vehicle. Alternatively, sections of the front or rear bar works or bumpers are to be clearly identified by contrasting coloured paint as satisfactory towing points. Production and Modified saloon or Street stock can NOT fit a front nerf bar for use as a lifting or tow point.
3. Side bars on Open wheelers, Production or Modified Saloons are to be no higher than from the top of the rim to the top of the rim of the tyres.

D. NERF BARS

1. Modified, Production and Street Stock vehicles may fit a rear nerf bar above and below the rear bumper as a means of protecting rear bodywork from damage caused by

another vehicle driving into the rear of their vehicle. No front nerf bars are allowed outside of the bodywork.

2. A nerf bar will be mandatory where original manufacture fuel tanks are installed and in use under the boot compartment of the vehicle and hence vulnerable to a following vehicle damaging the fuel tank. The nerf bar must be made as such that in the event of an accident the fuel tank will not be damaged/pierced by a following vehicle.
3. The material used must be a maximum of 25NB x 33.7mm OD. The width of the bar must not be greater than 900mm. The height above the bumper shall be a maximum of 200mm and below 200mm.

PART 5 - BODY WORK

1. Must be of good general appearance and be of sound condition and construction.
2. Excluding Production and Street Stock vehicles, removal of exterior steel body skins and their replacement with replicas of fibreglass or alloy is permitted provided that such alteration does not detract from the requirements of safety as they affect the driver and/or vehicle. Any replacement panels are to be fitted in a substantial manner able to withstand considerable contact with other vehicles before dislodgement occurs.
3. Excluding Open Wheeled vehicles, vehicles must be fitted with a complete body including mud guards - (Refer to Part 1 Definition of Major Classes.)
4. Any doors not welded or bolted closed must be provided with some form of secondary locking device in addition to manufacturer's original supply to ensure positive locking of doors.
5. Bonnet to be snug fitting at all times. Bonnet to be securely located at each corner (4 points). Manufacturer's fitted bonnet hinges may each constitute one securing device.

For Open Wheeler vehicles, the body work will extend over the sides of the engine bay so that at a minimum they intersect a horizontal line level with the top of the Exhaust Header (Manifold) flange, where it meets the cylinder head.

Open Wheeler vehicles Log booked prior to May 2019 are not required to meet the above unless they structurally modify or rebuild the body/panel work, at which point they will be required to meet the above rules.

Engine Bay Body Work, is to be a continuous panel, with no joins or holes that are not sealed.

- 5.a) Forward facing bonnet scoops and/or air induction apertures are allowed to Street Stocks, Modified and Open Wheeled vehicles. They must be installed as far forward from the driver as is practicable.

Rule 5.a applies to new vehicles as from 11th August 2018 – bonnet scoops/air induction apertures installed in existing vehicles up to the 11th August 2018 are deemed to comply.

6. All unnecessary fittings, trim, mouldings etc. shall be removed.
7. Headlights and other glassware to be removed. Rear vision mirrors excluded.
8. The vehicle floor to be complete in the driver's compartment from front to rear fire-walls, and from side-to-side door skins or fire-walls.
9. Any ballast must be mounted inside the bodywork. Steel ballast to be welded or bolted in place. Sand bag ballast is to be contained by a steel plate cover or similar welded or bolted in place. All ballast must be secured to substantial parts of the vehicles body such that in the event of roll-over or collision, there is no likelihood of the ballast being dislodged. Concrete ballast is not allowed.

PART 6 - MARKINGS ON VEHICLES

1. All vehicles must have their correct number affixed on both sides of vehicle.
2. Minimum size of numbers to be 300mm high and 40mm thickness, and must be of a high contrast to the background colour. All numbers and club letters must be readable by the club officials.
3. The car number must be preceded by the club letter(s) and these letters shall be approximately half the size of the numbers i.e., 150mm high by 20mm thickness. The club letters can be separate to the background the numbers are fixed to. Notwithstanding, the club letters shall be fixed to a background contrasting with the letters similar to the requirements with the numbers.
4. Where other drivers drive the one vehicle, the other driver's number only must be displayed on both sides of the vehicle when that driver is racing and the size of the complete numbers must satisfy (2) above.

CLARIFICATION: Driver/vehicle numbers – Each driver when sharing a vehicle must have their own number; no numbers and letters combination will be allowed. For example – 14 is allowed but 14A is NOT allowed. Two or more drivers sharing any vehicle cannot compete under the same number; each must have a different number.

5. The driver's name/names may be displayed on the vehicle.
6. Display of number on vehicle roof is optional.
7. Any advertising on vehicles must be in good taste and not infringe on vehicle number.
8. Competition number "1" is reserved exclusively for the current champion driver in each club. The champion driver may elect not to use number one and, in such eventuality, it would be withheld for the appropriate period.
9. The following numbers are not allowed;
 - "Zero" alone.
 - A number presented in the form of Roman numerals.
 - Any other forms that in the opinion of the scrutineer(s) is inappropriate.
10. A small vehicle identification number will be affixed at the front of the vehicle to afford easy identification for scrutineers, starters, and other officials on race day.
11. Vehicles with numbers that are any of the following will be excluded from the results of that event.
 - Poorly identified.
 - Partially overwritten to try and be a different number.
 - Masking and other tapes used to hide or change a number.
 - Within a number the individual numerals vary in size, colour or font making identification of the actual number difficult to decipher.
 - Different numbers on different sides of the vehicle.
 - Other sign writing on the vehicle encroaches on the number making it difficult to identify.
 - Numbers hidden by and/or interrupted by bar work making it difficult to identify a number.
 - Damaged by side impact making them unreadable.
 - Or otherwise, cannot be reasonably understood by the officials of the race meeting.

PART 7 - FIRE WALLS

1. All vehicles must incorporate fully protective steel or aluminium fire walls that effectively isolate the driver from the engine compartment, the drive train, the battery and the fuel tank. Minimum thickness 0.75mm steel or 1.5mm aluminium.
2. Fire wall enclosing the fuel tank area to be constructed and positioned so as to contain any fuel leakage or fire which may occur in the fuel tank area and not create a vapour or liquid trap.
3. In the case of rear radiator vehicles, the radiator core must not form part of the rear fire wall.
4. All fire walls to be safely sealed such as to be flame and fuel proof. The use of sealants which can burn and/or give off toxic fumes and/or break down by the action of fuels, solvents, acids etc. Are not to be used.
5. Exposed air cleaners protruding through vehicle bonnets do not meet the requirements of this section and accordingly are not allowed.
6. Where the battery is mounted in the passenger compartment, the requirement of a fire wall is covered by a plastic or metal box (see Section 2, Part 22.1.4).
7. In the case of rear engine vehicles, the following applies:
 - ✓ The fire wall must be positioned behind the driver, extend to both sides of the vehicle bodywork, and carry through to the rear of the vehicle above the engine at approx. window-sill level or lower, and be safely sealed all round so as to fully contain any fire, fumes etc. Which may occur on or around the engine.
 - ✓ Any air intakes required in the engine compartment must be ducted from outside of the vehicle, well clear of the driver.
 - ✓ The vertical section of the fire wall is to be suitably reinforced and/or made of thicker material to prevent the engine being "cannoned" into the driver compartment in the event of a rear end collision. A positive method of restraining the motor back to bar work or other substantial components is mandatory. Suggested methods to include chain, wire rope, metal straps etc.
8. In the case of a vehicle that has the engine moved rearwards through the original firewall, or in the case of a vehicle where any part of the motor sits beside the driver, then provision shall be made to restrain the motor from infringing into the area occupied by the driver.

This can be achieved by the vertical section of the fire wall adjacent to the driver being suitably reinforced and/or made of thicker material to prevent the engine encroaching into the driver compartment in the event of a collision, or roll over.

A positive method of restraining the motor back to bar work or other substantial components is mandatory. Suggested methods to include chain, wire rope, metal straps etc.

NOTE: In 7.3 and 8 above, the reinforced firewall must in itself be substantially mounted to bar work or other appropriate parts of the vehicle. It shall not simply be thicker material attached to what may be an engine cover made of light gauge material, that only has as its primary function to act as a fire wall rather than restrain a heavy motor.

9. Automatic transmission dipsticks shall not be accessible from the driver's compartment, i.e., it must be behind a sealed wall that meets the requirements of fire-walls as defined in this section of the rule book. However, this does not preclude access being able to be gained to the dipstick from the driver's compartment via a sealed door or similar fitted to the fire-wall within the driver's compartment that can be opened or removed to gain access to the dipstick. It must however be refitted and safely sealed before the vehicle can return to racing.

PART 8 - SCATTER SHIELDS

1. Application

1. A scatter shield complying with paragraph 2 below (Specifications of Transmission Scatter Shield) must be fitted to all vehicles so as in the event of a clutch/flywheel/torque converter explosion, the risk of injury to driver and/or officials/spectators is minimised.
2. These rules apply to all front, mid, and rear engine vehicles in all ADCCSA vehicles.

2. Specification of Transmission Scatter Shield

1. The scatter shield must be made of 6mm mild steel plate_
2. Laminated construction is not allowed e.g., 2 off 3mm plates in lieu of 1 off 6mm plate.
3. The scatter shield must be mounted such that it starts forward of the flywheel at the bell housing to motor flange position, and extends to a point 50mm past the rear-most point of the clutch or torque converter assembly.
4. It may be mounted to the engine/transmission assembly using existing bolts or in the case of front engine vehicles, be firmly attached to a substantial part of the vehicles fire-wall and/or floor or be attached to chassis or bar-work members. In all instances, it must be mounted as close as possible to the bell housing. If attached to the fire-wall or floor, the mounting points must be reinforced using 50mm diameter x 3mm thick plates Only if the engine/bell housing connection point is level with or rearward of the engine bay firewall can an internal scatter shield be fitted.
5. It must extend and cover the upper 180 degrees of the clutch/flywheel/torque converter.

3. Engine Scatter Shield

1. When the engine in a vehicle is positioned wholly or partly beside any part of the driver's body, a scatter shield additional to that described above must also cover the driver's side of the engine.
2. It must be positioned and be of a size such that in the case of engine failure and the block is ventilated, no part of the driver's body is in the direct path of any debris.
3. Material to be 1.6mm plate of steel. **Refer also to Part 7, Fire Walls - 7.3 and 8.**

4. Alternatives

1. Scatter shield(s) may be dispensed with on vehicles where the construction of the flywheel/clutch/torque converter housing and/or fire-wall meets or exceeds the requirements herein, e.g., a housing fabricated from mild steel plate of 6m thickness and in the case of mid mounted motor, the fire-wall on the driver's side is made of 1.6mm plate.
2. NOTE: Whether conforming to Section 2 or 3 above, easily accessible witness holes must be provided to all scatter shields.

5. Fan Scatter Shield

1. On Open wheeled vehicles, where the motor is open on the sides, the engine fan must be enclosed by a scatter shield of adequate proportions to contain any debris in the event of a fan failure.
2. Minimum material to be 1.6mm mild steel plate or a minimum of 3mm aluminium plate (**refer also to Part 21.6**).

6. Tail shaft Protection Shields

1. In the case of all vehicles that have not retained the original manufacturer's floor pan, adequate protection for the driver must be provided where the potential exists for a broken or disintegrating tail shaft/half shaft or parts thereof to enter the driver's compartment.
2. The minimum requirement shall be to provide substantially mounted covers between the driver and the drive shafts, minimum thickness 1mm steel plate.

PART 9 - DRIVER'S SEAT

1. All vehicles must be fitted with a purpose built or manufactured bucket racing seat, with adequate hip and head support as part of the seat. This can include those seats available from reputable motor accessory outlets.
1. The seat must be manufactured with suitable attachments as part of the seat to allow attachment by bolts to the sub frame/cage structure of the race car.

The vertical or backrest part of the seat must be braced or closely supported high up on the seat i.e., use of the seat belt over the shoulder bracing.
2. Seat must be securely bolted to 2 support rails which are attached to the roll cage or other substantial bar work on the driver's side of the vehicle, and must run across the vehicle floor to pick up corresponding points on the opposite side.

Seat must not be bolted or welded to floor plate only of vehicle, but must be on common components to that which the safety harness is attached (see part 10).
3. All seats including hip and head restraints are to be in good condition and can be padded and covered.
4. Cut-outs (if any) for belts to be suitably grommeted.
5. The front of the driver's seat swab must be 25mm higher than the rear.
6. Padding in the form of loose cushions or pillows placed behind the driver to bolster or push them forward to reach the pedals, steering wheel, etc. is outlawed as an unsafe practice. Only when the padding or cushion is substantially affixed to the seat in a way that they cannot move will this practice be acceptable.

PART 10 - SAFETY HARNESS

1. From the 1st January 2022, all vehicles competing in ADCCSA events will be required to be fitted with a 5-point safety harness complying with SFI 16.1 or FIA 8853. The harness will be fitted, worn and maintained as per the manufacturer's instructions.
2. Subject to a satisfactory maintenance regime, the ADCCSA will permit an extension of the certified replacement dates for both the FIA 8853 safety harness and the SFI 16.1 safety harness as follows. The FIA harness by another 5 years from its 5-year expiry date and the SFI harness for a further 8 years from its 2-year expiry date, giving both a potential 10-year replacement life from the manufacture date.

PART 11 - WINDSCREEN MESH AND WINDOW NETS/MESH

1. They shall be fitted to at least half the windscreen opening in front of the driver in the case of closed or saloon cars, and the full opening in front of the driver in the case of open vehicles, a protective steel mesh no courser than 75mm wide x 50mm high apertures. Wire gauge to be a minimum of 3mm. The mesh shall be substantially attached to the vehicle by welding or brackets, of sufficient strength to withstand the impact of projectiles. Mesh secured by wire, cable ties or other similar means is not permitted.
2. Window nets shall be fitted to the driver's window in the case of closed or saloon cars, and to both windows in the case of open cars and cars with the driver positioned centrally where it is possible for part of the driver's body to protrude outside the driver's enclosure.
3. Nets are to be made of nylon or webbing material suitably reinforced where necessary on the edges. The aperture size shall be no greater than 50mm x 50mm. The use of netting that limits the vision of the driver, e.g., all forms of shade cloth are not allowed.
4. Nets when closed are to be held tightly in place by attachments on at least the top and bottom edges. The mounting points must be located internally on the roll cage.
5. Clips/Latches securing the window nets shall not contain plastic components that will restrict the access to the driver should they be exposed to fire.
6. Windscreens and any other glass is to be removed.
7. Drivers are allowed to use wrist straps, but window nets are compulsory.

PART 12 - FIRE EXTINGUISHERS

All vehicles must be fitted with a fire extinguisher that complies with the following:

1. It must be serviceable and fully charged with a gauge indication to substantiate this. Regular inspection and removal from the vehicle shall be carried out to minimise the likelihood of powder compacting in the extinguishers.
2. It must be securely mounted in a suitable location inside the passenger compartment where it is accessible by the driver when correctly harnessed in the driver's seat.
3. It must comply with the Australian Standard AS1841.5.
4. It must be at least 1kg capacity.
5. Fire extinguisher mounting brackets must be purpose built and made of metal only. Plastic is not allowed.

PART 13 – TAIL SHAFT STRAP

1. A tail-shaft strap of one of the following materials must be securely fitted beneath the tail-shaft, approx. 150mm behind the front universal joint, so that in the event of any breakage of the tail-shaft, its components or mountings shall be effectively prevented from striking the ground.
2. Tail shaft strap material must be either:
 - Flat steel strip 25mm wide x 3mm thick, OR Chain of 6mm diameter, OR
 - Steel rod of 13mm diameter, OR
 - 5 ply belting minimum width of 100mm
3. In the case where the vehicle is fitted with a two-piece tail-shaft with centre bearing, two tail-shaft straps shall be necessary.

PART 14 - SUSPENSION

1. The type of suspension fitted to Open wheeled and Modified vehicles is free. Street Stock vehicles are to be fitted with the standard suspension as supplied by the manufacturer with modifications limited to that described in more detail in these rules. **Note:** Suspension requirements for Production class is stipulated in Section 2, Part 1.C.5.
2. All modifications to suspension components to be carried out in a professional manner.
3. All suspension/steering/wheel/tyre combinations to be adequate for the vehicle's weight and power. Where it is observed that a vehicle suffers an abnormally high rate of suspension and/or steering failures which can be reasonably assumed to be caused by excessive power, weight, or other loads being imposed on the items, and not caused by unrelated vehicle collisions or otherwise, then the driver, in the interests of safety, will be required to rectify the problem.

NOTE: A major contributing factor to suspension/steering failure may be excessively wide wheels and tyres for the particular vehicle.

PART 15 - STEERING

1. Any modification or additions to manufactured steering components must be carried out in a substantial and professional manner.
2. Steering boxes are to be firmly attached to substantial members, steering joints are to be split pinned as required, tie rod or drag link joints are to be firm.
3. The steering column is to be securely mounted and braced as necessary to prevent the column being forced back in the event of an accident. This particularly applies to open wheeled class vehicles or other vehicles where the steering box may be mounted forward in the vehicle.
4. Collapsible steering columns made by a vehicle manufacturer are allowed providing they are in good condition and have not been modified in any way to render them ineffective or unsafe.
5. All steering column locking devices must be removed or rendered inoperative.

PART 16 - WHEELS

1. Wheels to be of steel or aluminium/magnesium construction. Dual wheels are not permitted. **Note: Refer to Section 2, Part 1.C.7 for additional information on wheels criteria for Production Class.**
2. Wheels are to be in good condition, free of cracks and major buckles.
3. Any reinforcing, widening or modification to wheels not carried out by a recognised manufacturer is to be carried out in a professional manner.
4. With aluminium/mag wheels;
Correct mating nuts and washers are to be used.
5. With steel wheels;
 1. Nut to wheel chamfer to match.
 2. Nut to fully engage stud when wheel in place by at least one diameter of thread length.
6. Wheel stud pitch circle diameter to be exact match to wheels P.C.D.
7. Where it is observed that a particular vehicle suffers an abnormally high rate of wheel

and/or stud failures which can reasonably be assumed to be caused by excessive power, weight, and/or other loads being imposed on the items, and not caused by unrelated vehicle collisions or otherwise, then the driver in the interests of safety will be required to rectify the problem.

NOTE: This problem could be related to failures in suspension and steering components and a contributing factor may be excessively wide wheels and tyres for the particular vehicle.

8. All rims to be of the safety type.

PART 17 - TYRES

1. All tyres must be in good condition.
2. For tyre requirements see Part 1, Section 2, A – Open Wheeled Vehicles (sub section 6), B - Modified Saloon Cars (sub section 6), C - Production Class Saloon Cars (sub section 8) and D - Street Stock Saloon Cars (sub section 8). Vehicles must comply with these rulings if running in these classes.
3. The size of the tyre must suit the rim size they are fitted to.
4. In the case of hand grooved relugged tyres, the grooving process must not remove any more than 1/3 of the tread surface area.
5. In respect to the steel belted radial control tyre reference as an ABSOLUTE minimum the tyre MUST have a reference to steel belts used in the tyres construction and only marked as manufactured. Steel beading WILL NOT suffice as steel belted.

PART 18 - BRAKES

1. Effective hydraulic brakes to be fitted and foot operated on all four wheels at all times. ABS brakes are allowed except for Street Stock vehicles. **Note: Brake requirements for Production Class is referenced in Section 2, Part 1.C.5.**
2. Dual circuit systems are allowed and where original equipment on the vehicle should be retained.
3. The Scrutineers may from time to time, request that certain vehicles undergo a brake performance test. To pass this test, a vehicles brakes must stop effectively when in a "crash stop" from approx. 60 km/h. Test to be carried out on a dirt surface similar to track conditions, as specified by the Scrutineers.
4. All foot pedals shall be covered with a non-slip surface.

PART 19 - MUDFLAPS

1. Open Wheeler Vehicles
 1. Effective mud flaps to be fitted to front and rear wheels. If front mud guards are fitted and operate effectively, front mud flaps are optional.
 2. Mudguards and or mud flaps must effectively stop material from being directed towards the driver, irrespective of the direction the front wheels are in.
2. Saloon Vehicles – Modified Saloon, Production Saloon and Street Stock
 1. Effective mud flaps required on the rear wheels.
An exception to (1) above is if the vehicle is front wheel drive, then mud flaps must be fitted to all wheels.
 2. In the case of Modified Saloons, where the tyres protrude outside the line of the

bodywork then the minimum requirement is to also have bodywork flares around the wheel arch made from material similar to the mudflaps described in 19.3.2 below.

3. General — All Vehicles

1. The mudflaps must be securely fitted to the bodywork or any other substantial part of the vehicle, in such a manner that they may be expected to remain in place throughout the event.
2. Mudflaps must be of a flexible material of a minimum thickness of 6mm, a minimum width of not less than what is necessary to provide for at least 25mm overlap of the tyre on each side, be no more than 200mm behind the rear most part of the tyre, and not more than 50mm off the ground with the vehicle ready for competition. In the case of open wheeled vehicles not fitted with mud guards, the top of the mud flap must be on or above the centre line of the wheel.

PART 20 - DRIVER SAFETY APPAREL

1. Safety Helmets

Drivers must wear helmets complying with and carrying the following standards –

- AS 1698 (cannot be used with HANS or FHR devices)
- Snell SA and SAH
- FIA 8860
- SFI 24.1 and 31.1
- E22
- BS 6658

NOTE: There may be other standards of helmets not listed above that will comply. Purchasers of helmets should check with their club Chief Scrutineer to ensure compliance prior to purchasing a helmet.

Helmets must be in good condition and not have been repaired in any way.

Repainting is not allowed.

Helmets are an essential part of the vehicle's safety equipment, and all helmets used in any competition within these rules will be checked for compliance with the relevant standard, and general condition.

Helmet straps must be worn beneath the chin. Chin guards or other devices that prevent the proper location of helmet straps are prohibited.

The helmet of any competitor involved in an accident, collision, or other incident, will upon request by an authorised official of a club, be surrendered at the event for inspection.

2. Eye Protection

1. Must consist of either goggles or a visor fitted to the safety helmet.
2. Items with glass lenses of any kind are not acceptable, excepting where prescription glasses must be worn as a normal requirement. In this situation they must be worn in conjunction with an approved visor.
3. Lenses shall be of a plastic material with high impact resistance, satisfactory optical

qualities and comply with Australian Standard Specification AS 1609-1981

3. Clothing and apparel

1. Good quality enclosed footwear must be worn at all times. Thongs, sandals, high heeled shoes and the like are not permitted. Refer to section 3 below for footwear (socks and boots) recommendations.
2. The minimum requirement is for drivers to be fully attired from neck to ankle to wrist in a one-piece race suit meeting a minimum standard of SFI-3.2A/1 or FIA 8856. All SFI-3.2A and FIA compliant race suits must have the relevant compliance label attached (stitched) to the race suit.
3. In the interests of driver safety, the following is strongly recommended. That the race suits described in 2 above be worn with SFI 3.3 or FIA 8856 certified underwear, socks, boots and balaclava.
 - a) Gloves complying with SFI 3.3 or FIA 8856 must be worn by drivers at all times when competing and or practicing.

4. Neck Braces

1. All drivers whilst competing at ADCCSA race meetings are required to wear a basic form of neck brace (donut or horseshoe type) as part of their safety apparel. The basic form of neck brace shall conform to any of the following specifications. SFI 3.3, FIA 8856 and ISO 6940 or ISO 15025. In lieu of the basic donut or horseshoe style devices, other more substantial head and neck support (HANS) and frontal head restraints (FHR) devices are also acceptable provided they conform to either SFI 38.1 or FIA 8858 specifications.

Whichever of the above devices is chosen MUST have the appropriate conformance label attached to the device.

PART 21 - COOLING SYSTEMS

To conform to the following requirements:

1. Oil and water radiators shall not be installed in the driver's cabin area of all vehicles.
2. As of January 2012, any newly built cars must have radiators mounted in the front of the vehicle. Any built prior to this date MUST show proof of scrutineering prior to this date and have them completely protected from the cabin area.
3. Pipes leading to and from any rear mounted radiator which pass through the driver's cabin area of the vehicle must be of good quality steel or copper tube. It is recommended the minimum I.D. to be not less than the ID. of engine outlet Plastic pipe is not permitted.
4. Pipe couplings of any description are not allowed in the passenger cabin unless completely isolated from the driver.
5. Pipes in the passenger compartment are to be fastened where practicable with U clamps on the opposite side of vehicle to the driver, on the inside of the roll cage in such a manner that they cannot be flattened or punctured in the event of a collision.
6. All pipes in driver's cabin area must be shielded from contact in a professional manner using an impervious material.
7. Cooling fans are to be enclosed in such a manner that in the event of a fan failure, flying

debris is contained within the engine compartment. The minimum requirement is that the fan be, enclosed on the sides and top with the sides extending to a point level with the bottom of the fan.

PART 22 - ELECTRICAL SYSTEM

1. Battery

1. The battery must be securely fastened in a steel frame or box to a substantial part of the vehicle. It is recommended it be mounted as far as practical away from the driver and fuel tank or securely mounted in the engine bay. It should be in a position where it is unlikely to be damaged in the event of impact or roll-over.
2. Mounting must be substantial in that it can overcome any inertia forces of a heavy battery in a roll-over or collision that could cause the mounts to let go. Also, the battery must be secured within the battery box and not be allowed to move around.
3. The top of the battery is to be covered with rubber sheeting to avoid accidental "shorting" of the battery terminals.
4. Where no fire wall exists between the battery and the driver, the battery must be encased in a sealed vented box suitable for use with lead acid batteries. This can include a plastic box purpose built for batteries. For any battery enclosed in a box, the battery must be independently secured through the base of the box onto a substantial part of the vehicle and not rely on the box mounting to secure the battery also.

2. Kill Switch

1. As from the 1st January 2023 all race vehicles must be fitted with an emergency push button style kill switch which is to be located in the centre of the vehicle immediately forward of the lower windscreen position and be able to be reached from outside the vehicle and from both sides of the vehicle. The switch must control all electrical circuits other than the primary starter motor circuit.
2. All other types of kill switches are no longer acceptable.
3. The switch must be clearly identified by:
 - a. A red spark in a white edged blue triangle with a minimum base length of 100mm or,
 - b. The words "KILL SWITCH" clearly written adjacent to the switch.

3. Master Switch

1. A master switch that isolates the battery from all the vehicle electrical circuits is mandatory.
2. It must be accessible to the driver and persons outside the vehicle and shall be clearly identified by a 150mm blue triangle on a white background, if necessary, for contrast.
3. The switch must be on the live side of the battery

4. Automatic transmission lockout Switch

1. All automatic transmission vehicles are to be fitted with a gearshift mounted lockout switch to isolate power from the starting circuit of the vehicle except when the vehicle gearshift is in the park or Neutral positions.
2. In addition, the gearshift will retain the mechanical lockout facility or similar as fitted to the gearshifts of road registered vehicles that mechanically locks the gearshift out of the driving positions and locks it in Neutral or Park.

PART 23 - FUEL SYSTEMS

1. Fuel Tanks/Fuel Cells
 1. The vehicle **must** be fitted with:
 - a. A heavy duty (Defence Type) Jerry Can, or
 - b. A fabricated tank constructed of at least eighteen (18) gauge steel. It is mandatory fuel tanks over **30** litres to be baffled, or
 - c. A purpose-built plastic fuel tank up to 30 litres capacity. **(See 10 below for more details).**
 - d. Aluminium tanks are allowed with a minimum 3mm wall thickness.
 2. All fuel tanks are to be securely fixed by means of metal straps or brackets, in a position where damage in the event of impact or roll-over is minimised. They may not be welded in position.
 3. Tank and filler to be at least 200mm inside the external perimeter of the vehicle, and the tank enclosure should be well ventilated and have the facility to drain off spilt fuel. When locating a fuel tank consideration must be given to the adequacy of protection provided by way of bar work or other substantial materials to ensure there is sufficient 'crumple zone" around the fuel tank in the event of a substantial impact. E.g., 200mm may be inadequate if the fuel tank is only surrounded by lightweight panels.
 4. Fuel tanks to be fitted with a breather pipe of the anti-spill type, the outlet of which is to atmosphere and must be through the vehicle floor pan (where fitted), to a point below the lowest part of the fuel tank.
 5. An effective fire-wall must be mounted between the fuel tank and the driver's seat. **(See Part 7 – Fire Walls).**
 6. All filler caps to be a positive closing type which render the filling point fully sealed and leak proof.
 7. Pressurised tanks are not allowed.
 8. Where an electric fuel pump is fitted, a kill switch is mandatory.
 - 10 In regards to plastic tanks, the following must be strictly adhered to.
 - Must be purpose built plastic fuel tanks up to 30 litre capacities built for automotive or marine applications and must be allowed in any vehicle.
 - In the absence of any applicable standards covering these types of tanks being known then any person intending to use such a tank shall seek approval via their club from the ADCCSA management before proceeding. In seeking the approval of the ADCCSA management the onus is on the person building the race vehicle to provide all necessary documentation that will satisfy the ADCCSA management as to the suitability of the items for use in Dirt Circuit vehicles.
 - A suitable plastic tank will need to be substantial and be manufactured with the provision to be securely located in a vehicle, have fitted at manufacture an appropriate filler cap, fuel outlet and fuel breather pipe connections. Attempts to retrofit these to a plastic tank will render the tank as unsuitable.

Note: A plastic jerry can does not comply with the requirements of a plastic fuel tank.

Note: As at 1.1.2024 ALL fuel tanks/fuel cells must comply with the above criteria.

2. Fuel Lines

To conform to the following:

9. Can be original equipment as fitted to production vehicle, or
10. Can be flexible hose either neoprene or reinforced plastic (fuel line grade) or 'Black Fuel Line', or metal tubing.
11. Flexible lines are to be secured to metal fittings with screwed type hose clamps.
12. All fuel lines must be located and secured in such manner that they cannot be damaged/dislodged in the event of a collision or during racing.
13. Care needs to be also taken when fitting fuel lines to the motor to ensure sufficient "give" in the fuel line in the advent a motor moves in a collision or roll-over.

3. Nitrous Oxide Systems

14. The use of nitrous oxide and any other compressed fuel (gaseous or in liquid form) is not allowed.

4. Allowable Fuels

15. Allowable fuel is unleaded pump fuel up to 98 RON.
16. Non-complying fuels consist of - unleaded fuels with additives or blends, ethanol, methanol, E10 and E85 and oxygenated race fuel or unleaded race fuels.
17. ADCCSA club officials can drain a driver's fuel if suspected of having non-allowable fuels and replace with club fuel as per "allowable fuel rulings."
18. Clubs have the right to test or drain fuel. If members are found to be not complying with the above criteria, they will receive an automatic 12-month suspension as per Section 3, Part 24.2.13 of the rule book and will be disqualified from competing and lose any race points accrued on the day and further investigations will be conducted into the situation which may result in disciplinary action.

PART 24 - EXHAUST SYSTEM

On all vehicles the design of the exhaust system is free within the framework of the following:

1. Exhaust pipe(s) is to be directed away from driver, fuel tank and fuel lines, battery, electric cabling and other vulnerable parts of the vehicle.
2. Exhaust pipe(s) is not to protrude further than 10mm outside vehicle body line.
3. Internally ducted exhaust system must vent through the body no higher than 100mm above the bottom door sill panel, and must be suitably insulated from the driver, and be free of any leaks.
4. Excluding Open wheeled vehicles, the exhaust pipe/s outlets must extend beyond the rearmost point of the driver's seat unless the exhaust outlet exits from the opposite side of the vehicle as to the driver's seat location.
5. All exhaust pipes are to be firmly attached to the vehicle.
6. Safety chains are optional, and if fitted are to be welded or clamped to the front and rear of pipes and bolted to substantial members of the vehicle.

PART 25 - REAR VISION MIRROR

1. Rear vision mirror/s are compulsory for all vehicles.

PART 26 - LIGHTING

1. Front and rear running lights must be installed on all vehicles participating in night racing. There must be a red light for the rear and an amber light for the front, of 5 watts or equivalent. Both lights must be installed in prominent locations and be easily visible for other participating drivers.
2. A red brake light mounted on the rear of the vehicle is optional.
3. Any lights fitted must be installed in prominent locations where racing damage is unlikely and be in clearly visible locations for other participating drivers to see.

PART 27 - APPEARANCE AND MAINTENANCE

1. To assist in the promotion of a professional image for Dirt Circuit Racing, it is requested that all vehicles are constructed and maintained in a professional manner.
2. Bodywork and chassis members to be repaired or replaced as necessary. All paint-work, sign writing and numbers are to be neat, attractive and proficiently finished. This will be strictly enforced where any infringement relates to safety or vehicle/driver identification.

PART 28 - PERFORMANCE AND TECHNOLOGICAL CONTROLS

1. The contents of the preceding SECTION 2 - RACING VEHICLE RULES relate to the technical aspects of racing vehicle construction.
2. The ADCCSA has formally agreed for reasons relating to management simplicity, safety, cost, and alignment of the sport's technical rules to the broad membership needs means vehicle performance and technological excesses must be controlled further than that described in Section 2 — Racing Vehicle rules. Controls already exist for Street Stock vehicles.
3. As of the printing of this edition of the rules the particulars of performance and technological controls are a matter of ongoing consultation as to the specifics.
4. The purpose of this notation is to make members aware of the likelihood of further rules being introduced.
5. That as a Performance Control, there are to be no superchargers or turbochargers on engines over 4.1 litre capacity (plus 60 thousandth tolerance) for all classes and to clarify the matter further, all engines over 4.1 litre capacity (+ 0.60) are to be naturally aspirated.

CLARIFICATION May 2015 –

De-stroking engines to meet 4.1litre ruling. As a Performance Control, there are to be no superchargers or turbochargers on engines over 4.1 litre capacity (plus 60 thousandth tolerance) for all classes and to clarify the matter further, all engines over 4.1 litre capacity (+ 0.60) are to be naturally aspirated.

This is based on the manufacturers original litre capacity, not modifying the engine to reduce the litre capacity. For example, if someone was to modify a 4.2 litre engine it would still not be able to be turbo charged as the manufacturers advertised litre capacity is 4.2lt.

SECTION 3 - DIRT CIRCUIT GENERAL RULES

1. GENERAL SAFETY WARNING

1. All drivers, mechanics, officials, organisers, spectators or other persons regardless of age, or title, enter the property on race days or at any other time entirely at their own risk.
2. The organisers, officials, drivers and their pit crews will hold no responsibility whatsoever for any death or injury to any person or persons or for damage to or loss of any property on the race days, or at any other time.
3. No person or group of persons whoever he, she or they, may be, shall have any claim for any death, injury, loss or damage that may occur on the property.

2. CONDUCT OF EVENTS

1. Each member and/or participant agrees to familiarise himself with all applicable rules prior to competing in any ADCCSA sanctioned event.
2. Each member and/or participant expressly agrees that the act of entering an ADCCSA sanctioned event shall constitute an agreement by him to be bound by all of the rules covering the event.
3. The participant also agrees to be bound by any of the decisions of the Meeting Clerk of the Course and/or ADCCSA/Club Officials, and to release the Meeting Clerk of Course and all Event Officials, from liability for an alleged erroneous decision.
4. The word "participant" shall include any person directly or indirectly associated with any vehicle lawfully upon the premises for purposes of competition, including, but not limited to, owners, drivers and crew persons.
5. The authority of the Meeting Clerk of Course and/or ADCCSA/Club Officials to make decisions shall include and cover every facet of any kind in connection with the track, conduct of the race, competition, behaviour of contestants, and shall include the right to suspend, bar, expel, or disqualify without liability of any kind or nature.

3. ALCOHOL AND DRUGS

1. Consumption of intoxicating beverages by drivers, passengers, pit crews and officials is forbidden during the day of the meeting until the official close of the race meeting. The possession and use/consumption of non-prescription medication (over the counter medication excepted) is forbidden at any ADCCSA event.

Any official registering a positive reading will be required to stand down from official duties for that event. Any pit crew registering a positive reading will be required to stand down from any further involvement in the car/team they are assisting and be removed from the pit area.
2. Only when a driver notifies the Pit Marshall or designated official of the day of withdrawing from racing, or an official completes their duties on the day or the meeting has been officially closed is the above no longer applicable.
3. If an official, driver, pit crew and/or other person are involved in the resolution of a protest, (see below), or other tasks associated with finalising the results of a race meeting, then all persons will refrain from the consumption of alcohol and/ or other intoxicating drugs until resolution has been officially notified by the Clerk of Course or other authorised person.
4. The consumption or possession of the above substances in the pits area during the course of the meeting including practice is strictly forbidden.
5. Random Breathalyser Testing of event officials (drivers, passengers, pit crews and officials) shall be carried out by Club officials at any time during the running of an

event.

Any testing by an official shall include a second person being present to witness the test, the alcohol limit shall be zero percent (0%). Any person showing signs of alcohol shall be subject to a retest no less than 20 minutes later to confirm the reading. Any driver/passenger found to register a positive reading will be excluded from racing for the rest of the day.

Any instance of an event participant registering a positive reading will be referred to the management of the club for possible further review and action as necessary.

4. SPEED LIMITS ON MEMBER CLUB PROPERTIES.

1. The overall speed limit in the non-racing areas of the member club's properties is 10 km/h absolute maximum. The only exception to this rule is an absolute maximum speed limit of 5km/h (walking pace) that covers all movements of vehicles inside the pit area. The above speed limits will be strictly enforced.
2. On race days, practice days, and other events that are open to the general public, racing vehicles and other vehicles not complying with the Road Traffic Act must be unloaded from and loaded onto trailers only within the designated pit area and remain within this area and the designated race track area

5. COMPETITORS RESPONSIBILITIES

1. Arrival at Track

Competitors should arrive at the race track before nomination and/or scrutineering closing time on race day (depending on individual club requirements).

2. Readiness for Racing

All competitors are required to be ready with their vehicles to race, when called by the Pit Marshall. The Pit Marshall will not be responsible if a competitor misses his race through his own laxity. The Pit Marshall will be responsible for writing up and keeping up to date the race schedule notice board in the pits, but will not "chase" competitors who do not form up for their race. Any competitor not present when race start is called will be scratched.

3. Retirement from Racing

If for any reason, during practice or once racing has commenced, a competitor retires from that day's racing, he must immediately inform the designated official of his intended retirement for that day.

4. Ambulance Fund Membership

All drivers must be financial members of an appropriate Ambulance Fund or have Ambulance cover through a medical fund, insurance company or similar organisation and be able to produce documentation to Scrutineers prior to practice to substantiate they have full ambulance cover. The expiry dates are to be written in their driver log books by the officials.

5. Notification of Injuries

Competitors and other officials/persons present at the meeting must notify the Clerk of Course of any injuries received on the race day. These details must be recorded by the Clerk of Course in the Race Day Log. Any injuries must also be reported to the Ambulance/First Aid officials present at the meeting to ensure appropriate treatment is obtained.

6. ELIGIBILITY TO RACE:

1. Prior to accepting a nomination to race all drivers must be registered as members of an affiliated club of the ADCCSA, must have obtained an

Australian Auto-Sport Alliance (AASA) general speed licence and have obtained an electronic copy of the rule book from their club. Purchasing a copy of the rule book will not be required if the driver can produce a viewable electronic version. Affiliated clubs will be responsible for printing any copies of the rule book and ensuring all members receive updates as they are made.

CLARIFICATION – If a driver cannot produce a viewable electronic version of the rule book, then a rule book **MUST** be purchased for each driver, including junior drivers, not 1 per family.

2. Each driver of a vehicle entered in any ADCCSA sanctioned event must hold the necessary Logbooks as specified in this Rule Book. Where a driver is entering another person's vehicle, it will be their responsibility to ensure permission to use the vehicle has been obtained from the registered owner.
3. The owner of a vehicle who loans a vehicle to another person to compete in competition will be required to ascertain prior to handing over the vehicle to the person is eligible to drive in the competition, as well as ensure as reasonably as is practical, the other person is not under the influence of alcohol and/or other drugs.
4. All vehicles registered with and conforming to the rules of the ADCCSA are eligible to race.
Vehicles registered with any other affiliated or recognised Clubs will be eligible to race on any of the Associated Club Circuits, providing the basic safety standards are met for the first competition day. On subsequent competition days these vehicles must conform with the ADCCSA requirements.

7. DRIVER'S NOMINATION AND INSURANCE

1. Competitors enter and drive at their own risk and are responsible for adequately covering themselves for personal injury insurance suitable to their needs. The ADCCSA and the member clubs do not carry any personal accident insurance on behalf of any persons associated with Dirt Circuit Racing and will not accept any claims for death, injury, property loss, or financial hardship, howsoever caused.
2. Drivers shall nominate to race according to the prescribed procedure that may be agreed by the ADCCSA from time to time.

8. AGE CONSIDERATIONS

1. The minimum age limit at which a person becomes eligible to race Dirt Circuit will be **10 years of age**.
However, they must demonstrate they are physically able and competent to drive and control a vehicle under racing conditions. The final decision on this lies with the Clerk of the Course in consultation with the parent/ guardian and child safe officer.
2. If the parent/guardian disagrees with the decision made on the day, they can appeal at the next club general meeting for a determination to be made by the committee.
3. Underage Drivers Consent Forms **will be completed during the AASA licence process**.
4. Any person under the age of 18 must join the club under the family membership of their parent or legal guardian.
5. If the minor intends to race, a consent form must be provided to the club when they first join the club or nominate to race, with this form being renewed annually or more often at the discretion of the club until the club is satisfied the person has reached the age of 18 years.
6. If a minor nominates to race at a track other than their home track, they must

provide the club they are visiting a consent form for that calendar year.

7. Persons can be required to provide proof of age in the form of a birth certificate or similar at the discretion of the club.

9. P PLATE DRIVERS

1. The home club of the driver will be required to note in the driver logbook from the outset whether "P" plates will be required. Notwithstanding 2 below, any new driver to Dirt Circuit Racing generally will automatically be required to commence racing on "P" plates.
2. Drivers who can demonstrate a history of experience in motor racing may be given the option to dispense with the use of "P" plates. The Clerk of the Course will decide this in his/her absolute discretion.
3. Persons who will be required to run on "P" plates will have an entry to this effect entered in the Drivers Logbook. At the completion of each meeting a 'P' plate driver competes, the Clerk of Course will make an entry in the Drivers Log book. Comments can include positive aspects of the driver's performance on the day as well as areas needing improvement.
4. If a driver competes at another track, the Club Competition Secretary when taking the nomination will need to check with the Drivers Logbook for currency of membership, and whether any restrictions on racing exist e.g., "P" plates.
If "P" plates are still required by the home club this will continue to be enforced at other club meetings. As above the Clerk of Course of the track being visited will make the appropriate entry in the log after the close of racing. The driver will be obligated to obtain this entry at the end of that day's racing.
5. The power to remove "P" plates will only be in the hands of the officials of the driver's home club. The entries by officials of other clubs will however be taken into consideration when deciding if and when "P" plates can be removed.
6. There shall be no minimum or maximum time period or number of races or race meetings a driver will run with "P" plates. This shall be decided purely on the competence, attitude and general performance of the person at the race meetings. When officials of the home club remove "P" plates this will be noted in the Drivers Logbook.
7. If a driver who is racing unrestricted and competes at a track other than their home track and in the opinion of the Clerk of the Course the performance of the driver on that day indicates a need to consider putting the person onto "P" plates, then this needs to be noted in detail in the Drivers Log book and the secretary of the drivers club notified providing reasons for this decision.
8. "P" plate drivers must start from the rear of field for a period of time at the discretion of the Clerk of Course and shall not compete in State Championships.

10. THE CLERK OF THE COURSE

1. The Clerk of the Course at any Dirt Circuit Race Meeting will be responsible for the conduct of the entire meeting and all officials on the day shall be responsible to the Clerk of the Course to perform their required duties.
This responsibility includes the ensuring the meeting is run efficiently and safely, notwithstanding the individual responsibilities of other officials, competitors and so on to be individually accountable for their own actions.
2. The Clerk of the Course has a standing obligation at all times to consider the views or recommendations of other club and ADCCSA officials, competitors and others who may have an interest in the decision(s) being handed down and be prepared to justify same.
3. His responsibilities include:
 - Receive and adjudicate on protests.

- Approve use of red flag during races.
 - Approve the disqualification of any driver who is involved in a serious infringement of the rules and/or who acts in an unsportsmanlike or unsafe manner. i.e., a driver who deliberately hits or rams other competitors may be disqualified from racing that day.
 - Approve re-runs
 - Log any notified injuries received on race days.
 - Maintain a Race Day Log, (see 17 below) and report issues regularly to the Management Committee of that club. Where necessary, issues shall also be reported to the ADCCSA via the regular Management Committee meetings.
4. The Clerk of the Course shall always be responsible to the Management Committee of the Member Club promoting the event the Clerk of Course is officiating at.

11. VEHICLE LOGBOOK

1. Any person presenting a vehicle for competition at an ADCCSA event will be required to produce at the scrutineering session a properly issued and maintained ADCCSA Vehicle Logbook.
2. Logbooks will be issued by the Competition Secretary or designated official of the day the member club the applicant is a member of. The Competition Secretary must keep records of all applications and logbooks issued.
3. Failure to produce the correct logbook when the vehicle is presented for scrutineering may involve exclusion from the relevant competition of the vehicle concerned. This decision will be at the discretion of the Clerk of the Course and the Chief Scrutineer or their nominated deputies.
4. The vehicle logbook will contain the following:
 - a. A description and specification of the vehicle it refers. Whenever a vehicle is modified, the changes are to be entered in the logbook and endorsed by the Chief Scrutineer of the member's club prior to the vehicle racing in the modified form.
 - b. The name and address of the vehicle owner. Any changes in ownership of the vehicle will require transfer of the vehicle logbook to the new owner, with the change in ownership being endorsed in the logbook by the Chief Scrutineer at or before the first race meeting the vehicle is presented by its new owner.
 - c. Two photographs taken from 3/4 front and 3/4 rear positions of the vehicle described in the logbook. The photographs must be permanently fixed in the logbook and be endorsed by the Chief Scrutineer.
 - d. Only one logbook shall be issued for each vehicle (other than by way of replacement or extension) and the possession of 2 or more current logbooks for one vehicle shall be deemed an offense against these rules.

12. VEHICLE STANDARDS AND SCRUTINEERING

1. Each Club shall appoint a Chief Scrutineer, plus an appropriate number of deputies (the Scrutineering Panel) who shall be responsible for the interpretation and application of the rules relating to vehicle preparation contained herein, as well as have the ability to make informed decisions where specific aspects of vehicle standards may be absent from these rules.
2. Scrutineering must be carried out to ensure safe vehicles are participating in Dirt Circuit Racing, as well as vehicles comply with the various class classification requirements as detailed herein.
3. Any person intending to build, repair, modify or upgrade a vehicle intended for Dirt Circuit Racing will be required to purchase a current rule book or be able to access a viewable electronic version. Hard copies are available from the committee of the member club upon payment of the relevant fee.
4. Persons involved in working on any Dirt Circuit vehicle are required to seek the

advice of the club Chief Scrutineer and other authorised persons when clarification of the rules or checking of any completed work is required.

5. Unfamiliarity with the rules for vehicle preparation will not be accepted as an excuse to allow non-conforming vehicles to pass scrutineering irrespective of any other precedents set for whatever reason.
6. The responsibility for ensuring a vehicle is built to the standards defined in the rules and presented for scrutineering will rest with the registered owner. If the vehicle is presented for scrutineering by a person other than the registered owner it shall be that person's responsibility to communicate to the registered owner any verbal and/or written comments relating to the vehicle.
7. The Chief Scrutineer or deputy(s) and other officers of a member club are not responsible for guaranteeing the condition of the vehicle. They are responsible only to the best of their ability to do all that is reasonably practical to ensure the owner/builder has prepared the vehicle in accordance with the rules and to pass judgement on any remedial work required, and when this work must be carried out by.
8. Each vehicle, regardless of classification, must complete and satisfactorily pass the inspection of the event scrutineer, before being permitted to engage in practice or competition. The onus is on the competitor to ensure that the vehicle has been fully scrutineered and passed, and the notation to confirm this has been recorded in the vehicle logbook.
9. Any comments relating to the condition of the vehicle when presented for scrutineering are to be recorded in the vehicle's logbook. Unless instructed otherwise any defects identified during scrutineering are to be rectified by the next race meeting. When a vehicle has been involved in a major incident, i.e., roll-over or severe impact, the vehicle must be re-scrutineered before being allowed to re-enter racing.
10. Scrutineering will be carried out at times as determined by the member club and owner/drivers are responsible to ensure they present vehicles in accordance with this.
11. Any person who tries to avoid having a vehicle scrutineered for whatever reason shall be in breach of the rules and will be excluded from racing.

13. SERVICE VEHICLES

A race will be stopped if any service vehicle (ambulance, tow-truck, fire tender, etc.) is required at any point of the track.

14. LADIES RACING CLASS

At state title events, any lady driver who competes in open competition is not eligible to participate in the ladies demonstration events on that day.

15. CLUB MANAGEMENT COMMITTEES

Some examples of elected officers for a current year of a club may be as follows:

President, Vice President, Secretary, Assistant Secretary, Treasurer, Competition Secretary, Assistant Competition Secretary, Assistant Treasurer, Property Officer, Public Officer, Child Safe Officer.

Sub-committees of a Track Committee and Social Committee may also be formed.

16. RACE DAY RECORDS LOGBOOK

The Clerk of the Course of all clubs must keep a Race Day Records Logbook for the purpose of recording any significant event or issue including safety matters that occur on the race day. This to include but not be limited to:

1. Accidents, serious or minor that has the potential to cause injury. Details to include
2. Events leading up to the accident,
3. Accident,

4. Witnesses to event.
5. Disciplinary action on drivers for contravening the racing rules including details/reasons for such action.
6. Any event or incident/accident occurring from within the spectator area that has the potential to result in a claim either now or in the future. e.g., persons injured or incidents occurring in the grounds, the canteen or booth, in or on machinery owned by the club or contractors to the club.
7. Any racing incident that may neither cause injury or result in disciplinary action against a driver, but the details of the incident are considered worthy of recording for future reference.

17. PROCEDURE FOR LODGING PROTESTS

1. Whenever possible, competitors' grievances must be presented to the Clerk of the Course immediately they become known by the protesting party. In the case of an on-track racing Incident, this shall initially be to the Pit Marshall or Drivers Representative upon completion of the race in which the alleged incident took place such that the Pit Marshall or Drivers Representative can notify the Clerk of the Course of an impending written protest.

For State championship events it will be via the Club Team Manager. This is especially important if the outcome of a protest may affect subsequent races on that day.

2. The right to formally protest lies solely with the driver who may consider himself aggrieved by an act of an official, promoter, other competitor, or other matter in connection with the meeting. Details of the protest must be lodged in writing, on the prescribed form accompanied by a \$50.00 cash protest fee, to the Clerk of the Course, via the Drivers Representative within 15 minutes of the incident/issue occurring.

The Drivers Representative will also be required to take all reasonable steps to advise those who are implicated in the protest. The onus is on the protesting party to prove the protest. The Clerk of the Course must, within 15 minutes of receiving a protest, advise all affected parties of their implication in a protest, and those parties must then abide by the requirements of the rules herein

3. Any protest correctly lodged under the above conditions must be heard and adjudicated on.

This includes the person managing the adjudication process advising any party likely to be affected by the protest and seeking their views. The views of other officials and any witnesses will be consulted for an opinion. Where possible all parties should be called together to allow all issues to be clarified.

4. The outcome of any protest will be communicated to all involved parties by the Clerk of the Course or an authorised deputy.
5. If a protest is upheld involving an on-track incident, an outcome may need to be to be a re-race of that heat, however this is up to the discretion of the Clerk of the Course. If a rerun is held, the offending driver will be excluded from that heat.

Reruns will be held at the end of a round of racing. If a driver despite being eligible, cannot participate in a rerun, (e.g., vehicle damage from the previous event involving the protest) they will not be eligible for any points in the rerun results

6. Any person(s) who lodges a protest on a race day must remain at the track with their vehicle until the protest has been resolved. This includes the resolution of any counter protests. This requirement stands until all the affected parties have been informed of the decision(s) and advised by the Clerk of the Course (or deputy) that they can leave the grounds.

7. All communication to persons who are a party to protests will be advised by the Clerk of the Course or deputy. The Clerk of the Course will make all reasonable endeavours to find the affected parties and advise them of the outcome/ progress.

However, once a person is aware, they are implicated in a protest it shall be their

responsibility to remain easily available until resolution, and to seek out the outcome of the protest from the Clerk of the Course prior to leaving the Racetrack grounds of the Car Club.

This includes the person's race vehicle also remaining at the track until the matter is resolved or advised by the Clerk of the Course that the vehicle may be removed from the grounds. If it is necessary to leave the grounds that person(s) will be responsible to advise the Clerk of the Course of their movements and reasons for leaving the grounds.

Failure to do so or an unsatisfactory reason to leave may prejudice their position in the outcome of the protest.

8. As resolution of a protest may continue past the cessation of the day's racing, it is a requirement that any person implicated in a protest, including officials handling same, other drivers, etc., will not consume alcohol until the matter is resolved. i.e., until the matter is resolved, the rules of racing as related to alcohol consumption shall apply.

Any person who contravenes this ruling will prejudice the outcome of the protest. (See 3 above.) Other parties that may become implicated in a protest, e.g., a vehicle owner, parent (in the case of minors who may be party to a protest), must abide by the requirement to not consume alcohol until the matter has been resolved. Failure to do so may prejudice the outcome of the protest.

9. In deciding the outcome of any protest, all possible efforts must be made not to penalise the innocent driver. If practical, the Clerk of the Course may deliver a finding on the spot, and providing the protest is not frivolous and the decision is accepted by all parties, the \$50.00 fee may be refunded and the matter will be regarded as being finalised.
10. Should any dismantling of a vehicle be involved, (see below) the protester may, at the discretion of the Clerk of the Course, and depending on the nature of the dismantling necessary, be required to lodge a bond of \$50.00 cash in addition to the protest fee, to cover the costs of dismantling.

Should the matter raised in the protest prove to be correct, the bond and protest fee may be returned to the protester and the cost of dismantling may be borne by the party in breach.

If the protest is not proved, then the protester may suffer forfeiture of the protest fee and bond fee. Orders for payment of moneys including refunds will be made at the sole discretion of the person determining the issue.

11. If the bond fee is inadequate to cover costs of the dismantling, the balance may be borne by the protester, if the protest is not proved, or alternatively, the person in breach, where the protest is proved.
12. For any matter unresolved 1 hour after the finish of racing, which for any reason may affect the allocation of points on the day, will result in the points not being declared, and the trophies/awards for that class being withheld. Upon satisfactory resolution of the protest, the trophies/awards will be presented according to the final decision.

At State Championship Events the protest must be resolved on the day of the event.

13. Frivolous protests - If a protest is considered by the adjudicator to be frivolous, or if the author of the protest has acted in bad faith, he may suffer forfeiture of the protest fee.
14. Once a protest has been adjudicated on the day, no appeals will be considered either on the race day or at any later date.

18. PROCEDURE FOR VEHICLE INSPECTIONS

1. In situations where a vehicle may need to undergo an inspection by officials of the club, the Clerk of the Course in consultation with other appropriate officials, will have the authority on the day to order the impounding of vehicles at a time and place of his preference, and anybody refusing to co-operate will prejudice any points accrued and/or subsequent opportunities to race.
2. Any vehicle that has been sealed will still be required to undergo an inspection at any time at the request of authorised club officials, and failure to agree will be a loss of all points for that year.

19. DRIVER'S LOGBOOKS

1. Any driver being either a full member or a day member of an Association club prior to participating in any club event must be issued with a driver logbook as an acknowledgement that the person has been authorised by the issuing club to compete in ADCCSA/club events.
2. Logbooks will be issued by the Competition Secretary or designated official of the day the member club the applicant is a member of. The Competition Secretary must keep records of all applications and logbooks issued.
3. The logbook shall be used generally to record any aspect of the driver's involvement in Dirt Circuit Racing that needs to be available to any Clerk of the Course, Competition Secretary or other authorised officials of an ADCCSA club. This must include but not necessarily be limited to:
 - a. To record the currency of club membership, ADCCSA driver levy and ambulance cover along with expiry dates to ensure the ability of the person to compete and be signed off by the comp secretary or designated official of the day.
 - b. Any limitations imposed by a club with respect to racing events that can be competed in.
 - c. Any bans on racing including the reasons for and durations in force.
 - d. Any significant driving or other behaviour that needs to be made aware to club officials before a person competes.
 - e. Whether the person is still on "P" Plates and hence may be required to start rear of field. (Refer to section 9 above re "P" Plate Drivers.
4. Failure to produce an appropriate Driver's Logbook at scrutineering, or when nominating, or at any other time when a reasonable request is made by an authorised club official, may prejudice that person's ability to race.
5. Any entry in a driver's logbook must also be recorded in the Race Day Logbook, as maintained by the Clerk of Course and accordingly, be reported to the Management Committee of the member club.
6. Notation of sighting by the appropriate club officials of suitable SA Ambulance cover as per the ADCCSA rules.

20. ADCCSA FUNDING ARRANGEMENTS

1. Affiliation/Insurance

An annual affiliation/subscription fee for clubs shall be ratified at an Association meeting to cover the annual cost of non-race day insurance policies and other expenditure.

This fee will be calculated by the ADCCSA treasurer as indicated in section 6. h of the ADCCSA Constitution with invoices distributed to all clubs as per the indicated procedure.

It is the responsibility of the affiliated club to purchase a Race Day event permit directly through AASA. This permit will include public liability insurance and volunteers' insurance for race day events.

2. Petrol Pool

The policy of the ADCCSA is that all Management Committee Meetings of the ADCCSA be held in Whyalla, due to its central locality. To fund the transport costs associated with delegates travelling to these meetings, the ADCCSA will levy all clubs a similar amount for every meeting. This money will form the "Petrol Pool".

This money will be distributed back at a predetermined cents per kilometre rate, to the clubs in proportion to the distance each club is from Whyalla.

From this money, the member clubs will reimburse the delegates for expenses incurred as may be agreed from time to time between the delegates and their member club. The cents per kilometre rate and the amount of Petrol Pool levy charged will be set by the ADCCSA Management Committee and will be reviewed as and when considered appropriate.

The payout from the Petrol Pool will generally be equal to or as close as reasonably practical to the income into the pool.

3. All driver full members and day members are to pay a yearly driver levy to the ADCCSA. This levy price will be determined by the ADCCSA management committee at each AGM and be notified to all clubs. Each driver full member/day member is to pay once per calendar year prior to racing/competing at their first event for that calendar year. The club to which they pay the levy is responsible for forwarding on these fees to the ADCCSA. Drivers are responsible to keep proof of payment of this levy. Clubs receiving the levy are to write a receipt of this levy in the members driver logbook.

4. Officials, delegates or authorised representatives who are travelling to a track solely for the task of undertaking a track inspection shall have reasonable costs covered by the ADCCSA Management Committee.

These costs will be paid upon production of receipts and shall be covered by the fuel pool initially, or from general funds if there are insufficient funds in the fuel pool.

It will be agreed at the ADCCSA Management Committee meeting where the inspection is organised what types of costs are to be covered, i.e., Fuel only or Fuel and Accommodation etc.

21. DRIVER INJURIES

1. Any driver injured and hospitalised after an on the track incident must provide a certificate of clearance. i.e., a doctor's certificate that states the person is fit for normal duties before they can race again.

22. PRIVATE PRACTICE ARRANGEMENTS

1. In order to manage the use of racetracks outside the times member clubs promote race meetings, the ADCCSA, via the member Clubs, operates a Private Practice process, The management of this activity is the responsibility of club management committees.

It provides an orderly and auditable process to follow for club members to get approval for private practice. It requires the following steps be followed:

- That approval from the club management committee has been sought by the club member(s). **Club committees must also obtain an appropriate AASA permit/licence for private practice events.**
- The committee person responsible for and in charge of the Private Practice is identified.
- Persons to be practising are identified and meet all membership and other requirements.
- Vehicles practicing are identified and meet all scrutineering standards,
- Safeguards are in place with respect to communications and medical expertise available.
- Any issues that arise are recorded and passed onto the club committee for action.

23. PRECEDENCE OF AUTHORITY ON RACE DAYS

1. The Clerk of Course is responsible to manage the racing as noted in (10) above.
2. All designated Officials on the day are responsible to the Clerk of Course to perform all duties necessary within their area of responsibility for the orderly running of the meeting.
3. The Chief Scrutineer is responsible for the scrutineering of the race vehicles and making all decisions necessary as to whether a vehicle is approved to race. **The Clerk of Course shall not overrule the decision of a Chief Scrutineer.**

The Chief Scrutineer and the Clerk of Course may confer on issues regarding vehicle eligibility, but approval to allow a vehicle to race or not is still the Chief Scrutineers decision.

4. All officials are answerable for their actions to the Club's Committee of Management.

24. DISCIPLINARY PROCEEDINGS

1. Generally

This section is designed to give guidance to member clubs in their adjudication of any disputes, on or off site, or the just settlement of conflicting interests.

The discipline necessary in all organised activity, and vital in motor sport, is maintained by a system which involves the enacting of rules, the appointment of officials to administer them and the provision of processes to impose penalties for breaches of them.

Rules pertaining to the conducting of Dirt Circuit Racing within the member clubs of the ADCCSA are contained within this rule book, its appendices, ADCCSA directives or subsequent amendments since the production of this rule book.

Further restrictions, in more particular detail may be published from time to time in particular rules applying to particular events or situations.

2. Breach of the Rules

Any of the following offences, in addition to any other offences specifically referred to previously or hereafter, shall be deemed to be a breach of the rules:

1. All bribery or attempt, directly or indirectly, to bribe any person having official duties in relation to a competition or employed in any manner in connection with a competition; and the acceptance of or offer to accept a bribe by such official or employee;
2. Any action having as its effect the entry or participation in a competition of a person or a vehicle ineligible therefore;
3. Any fraudulent proceeding;
4. Any act prejudicial to the interest of any competition; or to the interests of Dirt Circuit racing competitions generally, the Member Club, or the ADCCSA;
5. Competing for, accepting, or offering to accept, or advertising an award, in nature of a title, record, or championship, in respect of Dirt Circuit racing competitions unless such award is recognised by the ADCCSA;
6. Giving evidence to the ADCCSA or any ADCCSA investigation knowing it to be false, or, when requested by ADCCSA, failing to attend any hearing, tribunal or enquiry instituted by ADCCSA under these rules or their Appendices; or to give evidence as a witness before such hearing, tribunal or enquiry; or to submit to examination there-at by ADCCSA, the parties (or their advocates) or by the members of the hearing, tribunal or enquiry, however titled;
7. Failing to pay to ADCCSA within one calendar month of their falling due any moneys due to ADCCSA for whatever purpose under the provisions of these rules and/or their Appendices;
8. Any action by promoter, official, entrant, competitor, driver, rider or other person contrary to or not in accordance with these rules and/or their Appendices;
9. Failing to obey the proper orders of an official of a meeting, of a Member Club, the ADCCSA, or of any Tribunal;
10. Any action by a driver, a rider, or nominated members of their crews at or arising from a meeting, whether such action be deliberate or due to negligence or failure to exercise proper care and consideration, which action, having regard to all the circumstances, causes or is reasonably likely to cause damage to other vehicles or property or injury to any other person, whether such vehicles, property or person are involved in the said meeting as participants or not;
11. Using offensive language towards any official, or using or offering violence by any means towards any official or competitor or other person at, arising from,

or during the course of, any meeting or in the environs of any track used for a meeting;

12. Failing to produce the required documentation at any time during a meeting:

NOTE - Reference to the ADCCSA above includes Member Clubs of the ADCCSA, or an authorised official of the ADCCSA, or an authorised official of a Member Club in their execution of duties pertaining to the ADCCSA and its Member Clubs.

13. Any breaching of the vehicle rules/eligibility after scrutineering has taken place the owner/driver will be given a one-year suspension from racing at all ADCCSA affiliated clubs this will include any unauthorised changes with driver and/or vehicle logbooks.

3. ADCCSA member clubs/ADCCSA committee responsibilities

The ADCCSA member clubs/ADCCSA committee responsibility in Administering disciplinary Action

1. In conjunction with the ADCCSA Constitution Section 6.j, all clubs shall be responsible to administer the rules of the Association and their club rules. In the interests of the Association, these rules need to be administered firmly, fairly and promptly by all the clubs.

2. Clubs need to keep comprehensive records of any matter resulting in disciplinary action. Where this involves a driver, they shall also log the details of any incident and the actions taken in the relevant Drivers Logbook, as well as the Race Day Log.

3. Any disciplinary action that involves a member being given:

- A restriction with respect to driving e.g., suspension, access to racing limited
- Membership suspension
- Cancellation of membership
- Ban on membership for a period of time
- Been called before the club committee and received a warning

Will be reported via email to the ADCCSA Secretary to all club secretaries within 14 calendar days of the discipline being imposed.

4. The member clubs of the ADCCSA will similarly apply the action at their club.

5. The club responsible for issuing the disciplinary action will be required to be in a position to table if requested full details of the matter and provide explanations as necessary at the next Association meeting.

The ADCCSA committee, after reviewing the details, will have the power to retain the disciplinary action across all clubs (relevant to 4. above) or decide if it should apply only at the club initially involved.

6. Any club that acts contrary to the ADCCSA ruling will be required by the ADCCSA Committee to explain those actions. This could result in penalties imposed by the Association Committee. This action will be determined but may include fines, suspension of the club's right to host events and so on.

NOTE:

Relative to this section, reference to and compliance with the ADCCSA NATURAL JUSTICE POLICY/PROCEDURE is required.

25. ADCCSA Rule Book/viewable electronic version

1. Each individual member must have obtained or have access to an electronic copy of the ADCCSA rule book from their affiliated club. Purchasing a copy of the rule book will not be required if the driver can produce a viewable electronic version.
Affiliated clubs will be responsible for printing any copies of the rule book and ensuring all members receive updates as they are made

26. PARADE LAPS

1. Drivers of parade lap cars who are aged under 18 years of age cannot take passengers in their vehicle during a parade lap.
2. Suggestion that race cars be "staggered" during parade laps with a suitable distance maintained between cars and that cars proceed at walking speed only.
3. Any person involved in the parade lap must be inside the car. They may be seated on the rear "parcel shelf" - but must have their legs inside the car. No one shall be permitted to have any part of their person protruding from the sides of a car.
4. If a child (under 10 years of age) is seated on the rear parcel shelf - they must have an adult seated alongside them.
5. Any child under 3 years of age if involved in a parade lap - must be held by an adult entirely within the car.
6. NO children under 12 months old can participate in parade laps under any circumstances.
7. For Open Wheeler cars - the driver and any person (from 2 years of age and above) involved in a parade lap must remain entirely within the car.
8. The above must be monitored by pit marshalls and flag marshalls during the parade lap.
9. Children (under 10 years of age) partaking in the parade lap must be escorted into the pits area by an adult and escorted out of the pits immediately after the parade lap.

27. MEDICAL/FIRST AID

1. At all ADCCSA competition events, including practice days, at least one suitably qualified medical/first aid person or organisation with the appropriate equipment must be present and be ready to respond to any on site emergency.

The current minimum suitable qualification is - PROVIDE FIRST AID (or an equivalent), which must include the following components - Provide cardiopulmonary resuscitation, provide basic emergency life support and provide first aid.

28. FLAG MARSHALLS – Protective clothing/attire

1. It is strongly recommended that all flag marshalls be attired from neck to ankles to wrists in clothing manufactured from 100% cotton material and be wearing fully enclosed footwear.

If that is not viable, flag marshalls must at least be attired from neck to ankles to wrists and be wearing fully enclosed footwear.

Flag marshalls must be attired in fluro/night vision vests at all times.

SECTION 4 - DIRT CIRCUIT RACING RULES

1. FLAGS/LIGHTS

Flags and/or lights will be used by the Starter, and Flag Marshals at race control points around the track, to communicate various messages to drivers. (Messages could include various track and vehicle conditions, race progress, and aspects of the drivers' racing.) It is the driver's responsibility to be aware of the location of flag positions and consistently scan for actions of the starter and flag marshals, or light indications, at race control points. Failure to see a flag and/or light is not deemed an appropriate excuse for any infringement of the rules.

For clarity:

Flags - must be used for racing during daylight hours. Accompanying lights are optional but recommended.

Lights - must be used for racing during night-time hours - Red (STOP) and Yellow (Caution). Accompanying flags are optional but recommended.

Green - Used to indicate the start of the race.

Black and White chequered - Used to indicate the finish of a race.

White - Used to indicate commencement of the last lap of the race.

Yellow - Used to indicate a problem on the track, drivers are to use care and are not to overtake until they have passed the problem.

Note: Drivers who pass under the yellow flag or light will be penalised the points for that race.

Red - Used to stop the race for any reason except the normal completion of the event.

Note: The use of the red flag or light does not mean come to a sudden stop - it means slow down and roll to a stop as soon as it is practicable to do so. The vehicle must be parked on the edge of the track at the nearest flag marshal point for safety reasons, away from any incident that may have caused the race to be stopped and not cause any obstruction to rescue vehicles or officials.

Black - The driver has committed a serious breach of the rules and has been disqualified from the race and must return to the pits.

Black/Yellow (and Number) - The Driver has committed a minor infringement of the rules and may be black flagged if it continues to occur.

Black/Pink (and Number) - Use to indicate a problem with the vehicle. The driver may continue to race at his own discretion.

Night Racing: The starters mound/tower should have adequate lighting to support visibility of these flags if no corresponding light. Where lights used differ from the colours listed above (i.e. Green, White, Black/Yellow, Black/ Pink, Black), drivers must be informed at the drivers meeting.

Other flags (last lap, black flag, chequered flag etc.) will need to be standardised across the ADCCSA in time after consideration by all clubs.

2. STARTING PROCEDURE

1. The starter must have at his/her disposal a safe position to perform the starters duties. It can be a stand or other defined prominent position approx. 10m from the edge of the track and approx. 10m forward of the start finish line such that all drivers on the start line grid can easily see the starter.
2. The position needs to be defined such that if no person is in this position, it can be assumed the race is not about to start.
3. On the other hand, when the starter is in this defined position drivers need to be conscious of the fact that the race could start at any time and they need to remain vigilant.
4. When the start of the race is imminent, the starter will take up position in the starters stand or similar.
5. By liaising either by sight or verbally with the control tower, the starter will ascertain from the Clerk of Course and or the Chief Timekeeper that all conditions are ready for a race start.
6. If using a green flag to start the race - the starter will pick up the green flag from a storage rack or similar.
7. The starter will raise the green flag slowly to a prominent position above his head and hold stationary for approximately 1 to 5 seconds such that drivers can see that the start of the race is imminent.
8. At the discretion of the starter, providing he is satisfied with the situation with no vehicles on the line appearing to be in difficulty, the flag will be dropped quickly to indicate the start of the race. The start of the race will be from the moment the starter commences to quickly drop the flag. If using a green light to start a race, the starter will simply activate the green light.
9. Starters should vary the time the flag is held motionless above his head to avoid drivers attempting to pre-empt when the flag will drop and hence gain unfair advantage.
10. Any driver who moves prior to the flag dropping will have jumped the start and be handled as per the Association rules pertaining to this matter.

3. DRIVERS RESPONSIBILITIES

All participants in Dirt Circuit Racing must recognise the rights of others they are racing against on the racetrack at the same time and display positive sporting attitudes and actions at all times.

The Associated Dirt Circuit Clubs of South Australia Inc. Motor Sport Rules that follow is a range of typical examples of on track rules to be observed.

It is not necessarily exhaustive and the Clerk of Course will interpret these accordingly in conjunction with the situation at hand when deciding any matter in relation the manner in which a person drives on a race track.

1. Aggressive Driving - A driver who drives very aggressively, or is obviously driving outside of his ability and is coming into contact with other drivers and/or is causing other drivers to take actions to avoid this driver, may be black flagged.
2. Deliberate Shunting - Because of its nature, Dirt Circuit racing will always have some body contact. However, a driver who deliberately shunts or pushes can be black flagged.
3. Drivers must pass (overtake) without impeding the progress of the vehicle being passed. The vehicle in front has right of way to choose the racing line, and any overtaking vehicle must be clear of the vehicle being passed before changing line.
4. Drivers must hold line on track, until clear of the following vehicle.
5. When passing a vehicle, overtaking vehicle must be clear before taking the inside line.
6. Drivers must not weave and alter line suddenly (particularly when racing along

the straight).

7. When passing, the overtaking vehicle must have all four (4) wheels on the track. If passing with only two (2) wheels on the track, the driver may be disqualified.

8. Running Off the Track - If a vehicle runs off the track, it must re-enter the track as near as practicable to the point where it left the track. Upon re-entry, it must in no way obstruct or hinder the progress of any other competing vehicle.

The vehicle re-entering the track must in no way endanger or slow any other competitor who is still within the track confines and still competing in the race, i.e., re-entry to the track can only be affected safely when the track is clear to do so.

9. Travel Against the Direction of Racing - Once a race comes under the Starter's orders, drivers must always travel in the track direction of normal racing.

Travelling against the direction of racing is forbidden until the race is over and all vehicles have left the track area and returned to the pits using the recognised procedure and direction.

The only exception shall be when vehicles are being lined up on the starting grid and some minor reversing may be necessary to correctly position the vehicle. This shall only be done on the orders of the Starter or another authorised official.

10. If a vehicle spins out, stalls, or stops on the track for any reason, the driver should remain in the vehicle until the track is clear. This instruction is suspended if the vehicle is in danger of being enveloped by fire. If a vehicle stops off the track by at least 30m, and the area is recognised in that club as a safe place to get out of the vehicle, then the driver may get out of the vehicle.

If the driver does get out of the vehicle, then he must continue to remain aware of the racing that is still in progress and not position himself such that another dangerous situation is created.

Note: - Penalty for consistent breaches of the above rules (1-10) is disqualification from the days racing. The driver must have received a minimum of two black flags in two separate races at the same event before this action should be considered.

11. All drivers must be sober. No alcohol reading at all is permitted. (No alcohol permitted in the pits.)

12. No illegal drugs or medication permitted.

Note: - Penalty for breaches of rules 11 and 12 shall be immediate disqualification from the days racing. Any club penalising a driver in such a manner shall make a notation in the Driver's Logbook and must inform the Association Secretary of its actions and supply the name of the offending driver.

13. Drivers must behave as sportspersons both on and off the racetrack. Any club imposing a suspension on a driver must advise the Association Secretary and the member clubs of the association via email identifying the driver and the period of disqualification and reason for the suspension.

4. GENERAL

1. Vehicles to be lined up in the pits at least one event before their race.
2. No club official to be responsible for chasing late vehicles.
3. One (1) minute hold time on the start line for late vehicles after other participating vehicles have been lined up.
4. Rollovers - In the event of a roll-over, (complete or half) the race will be stopped to enable the condition of the driver to be ascertained. In the event of a serious incident (including any roll-over,) the race must be stopped until the track is cleared. Normal race call rules will apply if the race is over 2/3 finished.
5. Restarts
 - a. If a race is 2/3 finished and stopped the event is classed as a completed race. If less than 2/3 then a restart shall be carried out.
 - b. If in a championship heat of 6 laps the race is less than 2/3 complete i.e., 4 full laps have not been completed by at least one vehicle and a restart is called, it will be a total restart, i.e., a new race. If over 2/3 complete, i.e., at least one vehicle has completed 4 or more laps, and the race is stopped, the race will be declared.
 - c. In long distance races, if a race is stopped, it is the Clerk of Course's discretion as to whether:
 1. A total re-run is called, or
 2. The race is restarted at the lap the race was stopped or,
 3. Whether the race is called.
 - d. For (2) above the Clerk of Course will also decide the most appropriate method to line up the vehicles.
 - e. It is the Clerk of Course's discretion to choose the most appropriate time to carry out a restart.
 - f. In the event of a race being stopped due to a vehicle(s) rolling or stalling etc. and blocking the track, and the race result is declared on the positions of vehicles as they passed the finish line on the last completed lap prior to the race being stopped, then the vehicle(s) causing the race to be stopped will not be classed as finishers of the race and will receive no points.
 - g. This ruling (f) above may be overruled by the Clerk of Course if it is deemed the vehicle(s) causing the stoppage were placed in that situation by another vehicle which acted in a way such that if the race were to have continued that vehicle would have been black flagged.

In this situation only the vehicle that would have been black flagged would receive no points.
 - h. If in the above situation the race is re-run, the Clerk of the Course will use his/her discretion if and where any of the vehicles will restart in the race depending on the factors which contributed to the restart.
 - i. If a driver causes a restart of a race by actions purely attributable to that driver e.g., stalls on the start, jumps the start, spins out and blocks the track etc. then that driver will restart the race at the rear of the field.
 - j. The original starting position held by any vehicle causing a restart will be let vacant with the offending vehicle being penalised by being sent to the rear of the field.
6. Drivers must not get out of the vehicle to repair the vehicle and then re-enter the vehicle and continue to race.
7. Vehicles must not enter the pits and return to the race track during a race unless the race is designed for this to happen, e.g., a forty-lap event or such like in which vehicles would need refueling.
8. Race to finish when first vehicle receives the chequered flag, e.g., a vehicle lapped twice does not have to do two more laps to complete the race, only complete the

lap they are on.

9. Vehicles finishing required number of laps are given points according to position finished. Vehicles finishing fewer laps receive placing and points based on number of laps completed and position with respect to other vehicles on same lap.
10. If a vehicle is scratched from any heat of racing after the starting positions have been determined, then the starting position that would have been filled by that vehicle will be let vacant.
11. All vehicles must be able to start the race under their own power, with no push starts will be allowed. Push starts during the race will also not be allowed and because of the dangers posed by such actions will result in the immediate disqualification of the offending drivers from the days racing.
12. If a vehicle rolls or is involved in a major collision, at the discretion of the Clerk of the Course the driver(s) of the vehicle(s) involved may be required to undergo a check by the Medical/First Aid personnel present before being allowed to return to racing.
13. Any vehicle involved in a roll-over or significant impact or collision must be checked by a scrutineer for road-worthiness before being allowed to return to racing.

4. a. RADIO COMMUNICATION DEVICES WITH DRIVERS

1. Any form of communication with drivers at ADCCSA race meetings during race heats via communication/headset device(s) is NOT permitted.

5. HANDICAPPING

1. Handicapping is only applicable to club events.
2. The purpose of handicapping is to even out the competition between participating drivers who have varying degrees of competitiveness of racing vehicles and individual ability.
3. Whilst the differences in ability of individual drivers to drive competitively will without doubt be a factor when considering handicaps, the purpose of handicapping is not to reward those drivers "with good handicaps" who are unable to drive their machinery in a safe, consistent and capable manner.
4. The fundamental purpose is to ensure drivers with low budget, lesser performing vehicles are given the opportunity to compete and win against high budget higher performing vehicles, assuming other factors like driving skills, vehicle preparation, sportsmanship and the like are equal.
5. As an example, a driver of a high-powered vehicle who consistently gets low placings due to erratic driving, spin outs, poor vehicle preparation, vehicle breakdowns etc. should not be regularly rewarded with favourable handicaps, whilst a driver with a lower powered vehicle who drives sensibly and consistently in a well-maintained vehicle is disadvantaged by harsh handicaps.
6. The handicap assigned to a driver should be based on what is an expectation of the driver's expected best performance in the particular vehicle that is gauged over a number of events.
7. Handicaps can be in the form of:
 - Staggered starts,
 - Delayed starts,
 - Variable on the day, or
 - Be a set handicap for a complete race meeting, based on historical performance data that is reviewed after each race meeting.
8. It is highly recommended the Handicapper not be a person who is also racing on that particular day.
9. The handicapper should be located in the Tower where communication with the Clerk of Course and the Timekeepers can easily occur.

6. TEAMS RACING

Teams Racing General Rules as defined below is intended to accommodate inter club competitions between the ADCCSA affiliated member clubs, where competitors race in club-based teams rather than as individuals.

1. The Teams Racing events will be open to any person who is a member of a club affiliated with the Associated Dirt Circuit Clubs of South Australia.
2. Vehicles eligible to race must be registered with one of the affiliated clubs by means of a current logbook and conform to the Association rules.
3. All vehicles and drivers must meet all eligibility criteria as determined in the ADCCSA Motor Sport rules.
4. Three classes of teams racing will be held:
A Grade, B Grade, plus non-Teams.
5. Each class of vehicles will have separate races from other classes of vehicles, with a Champion Team being decided in each team's class.
6. Each team shall consist of 4 entrants plus a maximum of 2 reserves. All team entrants and the reserves including the vehicles they will be driving must be nominated prior to the commencement of racing. Once racing has commenced team drivers and the vehicles they are driving, including the reserves cannot be changed.
7. Each team must have a Team Captain. All protests, grid positions and changes to the teams to be done by the Team Captain.
8. The number of entries will determine how many vehicles compete in each race_ The expectation is between 8 and 12 vehicles will compete in each heat. The grid position of teams in the heats will be determined by the Association Car Club's competition secretary immediately after nominations close using a grid rotation system.

Positions for the individual team vehicles on the grid for all rounds will be decided by the respective Team Captain immediately the races are posted on the Pit Marshall's board. Grid positions on the track will be 3 - 2 - 3 -2 etc.
9. Depending on the number of teams, there will be a minimum of 4 heats.
10. Each race will consist of 6 laps.
11. All racing will be under normal championship rules and will be scratch racing.
12. Each club, if fielding a team must fill their "A" team with their own members where possible. No "A" team can use another club's member if one or more of their own members are in a "B" team.
13. Each club can only field one "A" team and one "B" team, with those not picked for a team being put into non-teams' heats. Any vehicle and/or driver picked to run in a team who declines will not be eligible to run in the non-teams' events. There will be no limit on the number of standard teams.
14. If four or more vehicles from any one club nominate, they must first form an "A" team for that club. Similarly, a club cannot use vehicles and drivers in a team from another club until all their members have been first selected.
15. Any club unable to make up a full team from all vehicles in attendance from that club then they will have the shortfall made up from vehicles from the host club, subject to the host club drivers being available and willing to participate in that team. These vehicles must be identified as part of the team prior to the commencement of racing
16. Vehicles cannot swap teams during the day except where the vehicle is nominated as a reserve for more than one team.
17. Any reserve that competes in a team during a particular round of racing, cannot compete in another heat for another team, or compete in non-teams racing, during

that particular round of racing.

18. One driver cannot drive in an "A" team and in a "B" team, unless the driver has a different vehicle in each class, but two drivers can drive one vehicle, with one driver in an "A" team and the other in a "B" team, or if both drivers are in the "A" team, or both drivers are in the "B" team.
19. One vehicle and or driver cannot race for two separate clubs.
20. Non teams racing will be held subject to rule 12 above. A marble draw will be used to determine grid positions.

Reserves can be included in these events providing they have not competed previously in that round of racing in a team and providing the team captains nominate the reserves that will compete in the non-teams' heats by the time the last teams race has been lined up at the pit gate marshalling area.

Failure to nominate may result in missing a race or being missed from the marble draw and having to start at the rear of field, Trophies will be awarded for non-teams racing providing 15 vehicles nominate for this class by the time nominations close.

SECTION 5 - CHAMPIONSHIP GENERAL RULES

1. GENERAL

1. The ADCCSA Committee determines rules as detailed below, to manage the annual Dirt Circuit Championships, currently conducted at 2 host clubs each year.
2. The ADCCSA Committee nominates the clubs that will be the host clubs for the events.
3. The two Championship events shall be conducted over 2 days on two long weekends. One event shall be held in the first half of the calendar year, generally on the June long weekend and the second event shall be held in the second half of the calendar year on the long weekend occurring on or about the first week of October.
4. Some clubs may have local community preferences that means the first round may be better suited to be held in March or April (but not on the Easter Weekend).

Where this preference exists, the host club must give at least 12 months written notice of their preferred date. For the avoidance of doubt, this notification should be tabled at the Annual General Meeting of the ADCCSA.
5. These Championship rules are to be read in conjunction with all other applicable rules contained within this publication.
6. Each host club will prepare and distribute to all member clubs well in advance of the event, Supplementary Rules including a Nomination Form specific to the event. These Supplementary Rules must not contradict any rules as specified by the ADCCSA.
7. The protest fee at state title events shall be \$200 cash.

2. CHAMPIONSHIP NOMINATIONS

1. Championship nomination fee to be as set by the ADCCSA Committee at the Annual General Meeting.
2. If a driver nominates to race 2 different vehicles in 2 different classes, then the nomination fees due will be the set amount per nomination. Similarly, for 3 or more nominations in 3 or more classes each nomination will be the set fee.
3. Late nomination will result in a penalty fee equivalent to each of the nomination fees
4. All nominations for Championship events must come via the member's club such that a review of class allocations can be made.
5. Nominations for a Championship event are to be received by the host club no later than 14 days prior to the championship round.
6. Championship nomination fees per driver per nomination will be determined by the ADCCSA management committee and notified to all clubs via email. If nomination and money is not received by 14 days prior to State Titles the driver is placed rear of field for the first round as a penalty.

3. CHAMPIONSHIP CLASS RULINGS

1. State Championships shall be for 6 classes, consisting of
 - ✓ SUPER OPEN WHEELER VEHICLES
 - ✓ OPEN WHEELER VEHICLES
 - ✓ SUPER MODIFIED SALOONS
 - ✓ MODIFIED SALOONS
 - ✓ PRODUCTION CLASS SALOONS
 - ✓ STREET STOCK SALOONS

2. A Ladies demonstration only event may be run if a minimum of 6 nominations are received. Any vehicle from any class will be eligible to participate in this event.

No title will be associated with this event. Each participant will each receive a participation award only.

This is to be determined by the host club. No positions/points are to be awarded.

3. Class Rulings for Multiple Entries by One Driver/Multiple Drivers
 - a. One driver can only drive one vehicle in a particular class on any one competition day.
 - b. A driver may nominate a particular vehicle prior to a race meeting that subsequently becomes unavailable to compete in.
 - c. The driver may change this vehicle nomination for the particular class, subject to the substituted vehicle meeting the eligibility criteria for the class, any time prior to the first race the particular vehicle presents itself to race in.
 - d. The appropriate club officials must be notified prior to this race to ensure approval for the change is granted.
 - e. However, once a vehicle, either the original nominated vehicle, or a substituted vehicle has entered the track area to compete in their first event for the day, the vehicle cannot then be changed to the original nomination or any other vehicle for any subsequent race for the duration of that competition day.
 - f. The vehicle can also not be changed if a situation occurs where this "first" race becomes subject to a re-run due to protest, safety issues, or any other reason considered necessary to call a re-run of the event.
 - g. Two drivers can drive the one vehicle in the same class subject to the ruling in Part 7.7 "Two Driver Vehicles at State Title events" below or enter it in 2 different classes, e.g., Super Modified Saloon and Modified Saloons, subject to the vehicle (and the drivers) meeting the eligibility criteria for the classes, but one driver cannot drive the one vehicle in two or more different classes on a particular race day. For example, 1 driver racing the same car in Super modified and modified class on the one day.

CLARIFICATION to subsection 3.g - Driver members are NOT allowed to race in the same vehicle in multiple grades at a state title event.

4. STATE CHAMPIONSHIP TEAMS RULES (Duns Brothers Trophy)

1. The Duns Brothers Trophy has been part of Dirt Circuit Championships for several years. It is a popular award that encourages club participation and rewards for successful club performance (as a team as opposed to individual performance) at the State Championship events.
2. The criteria for selection of a Club team are as follows.
 - a. Each club shall only nominate one team on the DUNS Brothers nomination form.
 - b. Club Team Manager shall nominate up to 10 members for their team at least 30 minutes before first race on the day by handing the completed DUNS Brothers nomination form to the Senior Clerk or race control tower personnel.
 - c. Team members can be selected from any of the classes participating, Super Open Wheeler, Open Wheeler, Super Modified and Modified Saloons, Production Saloons and Street Stocks.
 - d. A Club must use all their own club members who are racing on the day. No mixed teams will be allowed
 - e. For the 2nd round of the State Championship, team members who competed at the first round must be selected first. New drivers can be used to fill the place of a driver(s) who selects not to race the second round of the Championship.
 - f. If a vehicle breaks down before the first race of the day a substitute vehicle can be used, subject to 3.1 above.

If the race control tower is not notified prior to the start of the first race, the substitute will be disallowed.
 - g. No team shall be altered after the first race has begun on the day.

5. SENIOR CLERK AND DEPUTY CLERK OF THE COURSE

1. The clubs hosting the state championship rounds will nominate and appoint a Senior and Deputy Clerk of the Course for their events.
2. At championship meetings, all clubs (other than the host club,) that have drivers participating must supply a competent person for a panel of deputy clerks. The names of these persons are to be made known to the Senior Clerk of Course at least 30 minutes prior to the commencement of the racing via the DUNS Brothers nomination form. For each position not filled a \$50 fine will be imposed on the club(s) by the Association Committee.
3. Senior Clerk of the Course decision is final; however, the Senior Clerk will consult with all deputy clerks before coming to that decision.
4. At State Championships meetings, the Clerk of the Course has fifteen minutes in which to advise drivers involved that there has been a disputed result.
5. All other clubs who have drivers participating at a State Championship, are to provide a Deputy Clerk of Course.
6. The responsibilities of the Deputy Clerks will be to assist the Senior Clerk of Course on the day and can include tasks like providing feedback on racing incidents, and in the adjudication of any protests.
7. To assist the Senior Clerk in managing the championship, radio contact between all officials including the deputy clerks is mandatory. In addition, officials including the deputy clerks are to be strategically positioned around the track.
8. The Clerks of the course may decide that due to conditions on the day, to alter the numbers of laps raced or cancel the rest of the title meeting. If a class of racing vehicle has started racing, they must complete their round.

6. TEAM MANAGERS

1. At championship meetings, all clubs represented by participating drivers must supply a team manager. The names of these persons are to be included on the DUNS Brothers nomination form and handed to the Senior Clerk of the Course or race control tower personnel at least 30 minutes prior to the commencement of the racing. For each position not filled a \$50 fine will be imposed on the club(s) by the Association Committee.

7. CHAMPIONSHIP RACES

1. The amount of practice per vehicle before any race meeting depends on the track status. Therefore, it is at the discretion of the host club to decide the amount of time and/or laps available for practice.
2. No restrictions to the number of vehicles that can race on any given championship day.
3. Championship heats are to be six (6) lap races.
4. The number of vehicles per championship heat to be left to the discretion of the host club. Every effort must be made to ensure approx. equal numbers of vehicles are in heats, and not less than 6 vehicles compete in a heat.
5. Race timing
 - a. Number of vehicles timed is at the discretion of the host club.
 - b. In order to assist in the allocation of vehicles into heats, it is recommended as many vehicles as possible are timed since it may in some instances be necessary to refer to times in order to split between heats.
6. Allocation of Vehicles into Heats
 - a. In order to equalise as fairly as is possible, the opportunities for drivers to demonstrate via the results of the racing who are the better drivers, it is essential that the combination of vehicles in heats be mixed over the 4 rounds of racing.
 - b. Except when there is only one heat for a class in a round of racing, the same vehicles should not race together for the 4 rounds of racing.
 - c. Round 1 heats will be selected by the host club using a marble draw. This draw should be done as close to the race day as possible to allow for any known scratching's to be left out of the draw, hence ensuring 7.4 above re vehicles in heats is maintained.
 - d. Between rounds, vehicles are to be placed in their next round of races based on the placings gained by all the vehicles in all the previous heats in a round of a particular class. e.g., if 18 vehicles compete in 3 heats of a round for a particular class in a round, then for the next round for that class the 3 first and 3 second placing make up heat 1, the 3 third and 3 fourth placing make up heat 2, and the 3 fifth and the 3 sixth placing make up heat 3.

If a simple split of vehicles cannot be made as above due to an uneven number of vehicles, e.g., the second placed vehicles may need to be split between heat 1 and heat 2, then the individual times are used with the fastest vehicle(s) into the first heat and the slower vehicle(s) into the second heat, and so on when determining vehicles in other heats.
 - e. Vehicles will be allocated to heats based on placings followed by times. There will be no reallocation of vehicles to heats other than that determined as above. E.g., mechanical problems requiring more time to fix, or personal requests, or any other reasons will not be considered.

Before the start of each heat drivers must pick their positions on the grid using a marble draw or other suitable and fair allocation method.

7. Two Driver Vehicles at State Title Events

- a. If driver 1 and 2 are locked after the first round, driver 2 drops out of round two. Driver 1 races in their normal place in round two, Driver 2 having paid second driver penalty by not racing in round two re-enters in round three.
 - b. If necessary, driver 2 is split by the Clerk of the Course into another race in round three, moving driver up being the preferred option. If driver 1 and 2 become locked again after round three driver 2 drops out in round four. The same will apply if drivers become locked after second or third round
8. For each round of racing all the heats of each class shall be run in blocks of each class. i.e., for Round 1, all heats of Production shall be run before starting the heats of Modified Saloons and so. Round 2 shall repeat the process in the same order and so on for Rounds 3 and 4.

8. DIRT CIRCUIT STATE CHAMPIONSHIP - TROPHY CRITERIA

1. Classes

Classes eligible for trophies shall be Street Stock, Super Modified and Modified Saloon, Super Open Wheelers, Open Wheelers and Production Saloons with a minimum of six entries required at the close of nominations for a class to be held.

In order that points are awarded as fairly as possible there should be as near as practical even numbers of vehicles in the heats as well as trying to ensure a minimum of 6 vehicles in each heat.

2. Allocation of Points

At the completion of each race, points shall be allocated as follows:

1st	6 points
2nd	5 points
3rd	4 points
4th	3 points
5th	2 points
6th	1 point

Other race finishers all receive 1 point

- a. A competitor is classified as a "race finisher" if they are still mobile when the chequered flag is waved to signal the race is over, the vehicle completes under their own power the current lap they are on, i.e., it is not pushed by another vehicle and in doing so they have completed 3 laps of racing.
- b. If a competitor does extra laps after the chequered flag has been shown in an attempt to reach the 4-lap minimum, then those extra laps will not be counted. The driver must pass and receive the chequered flag to gain points.
- c. Any vehicle that returns to the pits during the race or is unable to receive the chequered flag is classified as a did not finish and receives no points.
- d. Where a race result is called before 6 laps have been completed by at least 1 competitor and that race is called due to an on-track incident or other valid reason of the Clerk of Course, then the Clerk of Course shall decide whether any competitor(s) that may have been involved in or otherwise causing or contributing to the incident shall receive any or no points for the race.

3. Driver Championship places for each state title round.

Two rounds of state title events will be held whenever possible. The determination of the Championship driver places **for each round in each class** will be as follows—

- a. The aggregate of the points for all heats of racing will decide the driver placings for each round in each class. If only 1 round is held, the driver placings will be decided on the aggregate points accrued for that 1 round.

- b. Where equal points occur, a count-back shall be used to split those drivers on equal points. Count-backs are based on positions in a race, and not race times. This is achieved by counting the driver with a higher number of placings in all rounds of racing, (Ladies and Allcomers events excluded), working from first places and if equal working down to second, third etc. until a difference is found which will determine the higher placed driver.
 - c. If after a count back the drivers are still equal, then it shall be deemed a tie for that award.
4. Trophies for each Round
 - For each round of the State Championship, i.e., for the on the day results for each round, modest sized trophies are to be awarded to recognise the results of that day.
 - For 6 to 13 class entries, the first four place getters in the class on the day to receive trophies, or:
 - For 9 or more class entries, the first five place getters in the class on the day to receive trophies
 - All competitors who compete at a State Championship round will receive an item of memorabilia specific to the event in recognition of their participation. This could include (but is not limited to) a medallion, cloth badge, echo holder, or similar, the choice to be made by host club.
5. At each round and at the discretion of the host club other trophies can include:
 - Fastest time trophy for each class - (up to 6 trophies if 6 classes held).
 - Best prepared vehicle on the day - (1 trophy) at host club's discretion.
 - All-comers for all classes - Preferably a minimum of 10 vehicles in each class - trophies 1st, 2nd and 3rd.
6. ADCCSA State Champion drivers and DUNS Bros recipient club
 - a. The points to determine the overall state champion drivers for each class and the DUNS Bros trophy recipient club will be determined by the aggregate points accumulated over the 2 State Championship rounds of that calendar year - assuming 2 rounds are held.
 - b. Due to unforeseen circumstances beyond the host clubs' control, if only 1 round is held in any calendar year the overall state champion drivers award for each class and the DUNS Bros trophy recipient club will be determined by the results of that 1 event.
 - c. Where equal points occur, a count-back shall be used to split those drivers/clubs on equal points. Count-backs are based on positions in a race, and not race times. This is achieved by counting the driver/club with a higher number of placings in all rounds of racing, (Ladies and Allcomers events excluded), working from first places and if equal working down to second, third etc. until a difference is found which will determine the higher placed competitor/club.
 - d. If after a count back the drivers/clubs are still equal, then it shall be deemed a tie for that award.
 - e. Class trophies for the State Championship are to be awarded for placings 1 to 5 for all classes.
 - f. The Perpetual Trophies (6) for the champion driver in each class will be awarded at the second round (if held) and must be handed in to the host club before the second championship round of the subsequent year.
7. Duns Brothers Trophy (Shield)

10 medallions or small block trophies for each driver who is a member of the winning team at the 2nd round. No trophies to be awarded based on the first-round results.

SECTION 6 - TRACK TECHNICAL SPECIFICATIONS

1. Track Specifications - Introduction

1. It is recognised that to establish specific track specifications that are prescriptive and require all facilities to specifically meet these does not easily allow application to the wide diversity of layouts and locations that have been used in establishing the current Dirt Circuit Tracks over the considerable time the sport has been in existence. It is also recognised that changing expectations with respect to track standards imposes difficulties for some tracks to comply with these upgraded expectations.

This document is intended to lay down the guidelines for new facilities in order that they may meet current expectations.

2. Notwithstanding the above, this section states some principles that must be considered, as well as identifies minimum requirements and guidelines to follow when designing and building a Dirt Circuit Racing track.

In particular the safety of spectators, officials, and drivers is the factor that shall override all other considerations when designing, building and modifying a Dirt Circuit Racing Track.

Any other considerations will always be secondary to this requirement and will not take precedence over the consideration of the safety of spectators, officials, and drivers.

3. The determining of what is a safe track is a subjective assessment based on a range of factors in addition the prevailing requirements as to what is necessary to build a track of the required standards will change with time. These requirements will be based on factors including:
 - Current safety record,
 - Recent incidents/occurrences on Dirt Circuit tracks,
 - Results of investigations arising from incidents/occurrences,
 - Frequency of repeat incidences requiring elimination of the cause,
 - Current practices on other codes of motor sport tracks,
 - Statutory requirements,
 - Duty of care expectations,
 - Community expectations of tracks being a safe place for family entertainment,
 - The need to demonstrate a continuous improvement culture, and so on.

4. Therefore, whilst this specification has been designed to apply to new facilities, it is also intended as a basic minimum that should be applied to a track arrangement to assist both the clubs who operate existing tracks, or those which will be upgrading or building new tracks in the future.

All tracks are different and at some facilities there may be a need to apply more rigorous standards where particular local conditions have an unfavourable impact when applying these standards.

5. All tracks need to be regularly assessed to identify opportunities as may be deemed appropriate to suit the then prevailing requirements, and subsequently be upgraded accordingly to a time plan suitable to the member Club and the Association Committee.

The notion that once a track has been developed to a 'safe.' standard and no further work is required is against the view held by the Association that requires a

continuous improvement process to be applied to all aspects of the Association's activities including the safety of the racing facilities.

6. Where clubs have built tracks in the past to standards that do not meet the prevailing requirements and by the layout of their track, they cannot be made to practically meet these requirements without effectively starting again, then those clubs need to provide alternative proposals that will provide equivalent safety standards for drivers, officials and spectators.

Any that cannot be made safe will become deregistered and be unable to promote any Dirt Circuit Racing Events under the umbrella of the Association Insurance. Deregistration of a Dirt Circuit Track will be a decision made by the Committee of the ADCCSA based on an inspection of the track being carried out by nominated persons and an inspection report being presented to the ADCCSA Committee prior to a decision being made.

7. **For new tracks**, either being proposed by existing clubs or intending clubs to the Association, a layout and specification of the track must first be submitted to the Association Committee for approval in principle of the design.

This design and specification must include the distances between track and spectators and where and what form of protective measures will be used between the racetrack and the spectator areas.

The proposals must meet or exceed the current standards. Any club intending to develop a new track or modify an existing will not have the proposals accepted if they do not meet or exceed the current standards. Any past practices will not be deemed a precedent for future actions.

On completion of the new track, it will be inspected by a committee appointed representative and a member of the club concerned as per the ADCCSA site audit process.

A copy of the completed and signed ADCCSA site audit must be emailed to the ADCCSA secretary as soon as possible thereafter.

That report will be tabled at the next ADCCSA Committee meeting for consideration.

8. **For proposed modifications, alterations, additions and the like to existing tracks**, These must be notified via email to the ADCCSA Secretary and include as much detail as possible and should include measurements, diagrams, photographs and the like to assist the Committee to determine if the proposed modifications, alterations, additions will need to be inspected and approved upon completion by a Committee appointed representative.
9. The ADCCSA Secretary will notify the club concerned whether or not an inspection will be required. If an inspection is required, it shall be conducted by the Committee appointed representative and a member of the club concerned as per the ADCCSA site audit process.
10. A copy of the completed and signed ADCCSA site audit must be emailed to the ADCCSA secretary and acknowledged by the secretary prior to that section or sections of track being used for practice and or competition
11. For intending clubs to the Association approval of the design and specification will be necessary before admission to the Association. Any organisation contemplating applying to affiliate with the ADCCSA, should seek advice on proposed track layouts and associated safety issues prior to committing to any property or track layouts.
12. All Member Clubs are required to prepare and submit a Safety Management Plan. Included in this plan will be a review of the prevailing requirements for track

standards against those that currently exist at a facility.

Any Identified variation/shortcomings will be identified and an improvement plan submitted including time frame that addresses how the variation/shortcomings will be managed and rectified without any compromises to the safety of spectators, officials, and drivers.

13. Regular assessments/audits of tracks shall occur and be both an internally managed exercise within the ADCCSA and may involve technical experts from other places including the Insurance Underwriters or their nominated representatives.
14. During internal assessments/audits of tracks member clubs shall be required to arrange for suitable persons from their club to attend.
15. The ADCCSA and the member clubs shall sincerely practice and be seen to practice the constant improvement process in the area of track and facilities safety.

2. Track Surface

1. As implied by the name of the racing, Dirt Circuit Racing tracks are to be constructed on a firm graded dirt surface. This surface can vary from limestone rubble to a clay surface.

When the surface is formed by the bonding of small rocks and stones (rubble) in a fine material the bonding must be such to avoid any likelihood of the rubble being dislodged as loose stones and becoming a hazard to both other drivers and spectators due to lying stones etc.

2. The surface will not be bitumen, cement, sand, grass, or soft uncompacted dirt.
3. The edge of the track will be defined by a soft dirt rill or other safe means. Items that can be dislodged e.g., loose tyres, shall not be allowed.
4. The surface when prepared for a race meeting should be reasonably smooth and free of major ruts and potholes.

Note: This does not mean billiard table smoothness. The nature of the racing means competitors must expect some surface variation, and the high cost of maintenance will invariably result in some tracks being at odds with some driver's expectations.

5. On race days every reasonable effort must be made to eliminate dangerous dust levels. This can be controlled by the track being regularly watered at whatever frequency considered necessary to control the dust.

3. General Layout of Track

1.

Minimum length	650m
Maximum length	1200m
Minimum width	10m
Maximum width	15m (starting line may be wider)
2. The direction of racing can be either clockwise or anticlockwise, providing always the speed and direction of racing does not compromise the safety of officials and spectators. E.g., no safety barriers located at the edge of the track on corners at the end of long straights.
3. The layout should include a combination of long and short straights, 'S' bends, sweeping curves and hairpin corners.

4. The track layout must allow the Clerk of the Course whether he is in the tower or on the start line to have an uninterrupted view of the entire track.

4. Location of Spectator Area in Relation to the Track

The location of the spectator areas in relation to the race track has not been decreed as any absolute dimension due to the numerous factors that affect the relative impact on spectator safety.

Factors that will affect the determination of spectator area locations in relation to the track location and design will include:

- Speed of vehicles at various locations around a track
- Natural or manmade elevation of spectator areas in relation to the track
- Design of any debris fences, barriers or vehicle slow down arrangements installed between the track and the spectator areas;
- Track surface and nature of surrounding areas, hence likelihood of any debris (e.g. rocks and stones) to emanate from these origins.

Clubs when developing and upgrading their Safety Management Plan must detail the process and rationale used to determine what is considered as satisfactory spectator areas and associated safety fences, barriers, etc. Any arrangement will be subject to ADCCSA review and approval.

5. Suggested Spectator Locations for New Tracks

1. As a guide, for a track built on flat ground with no natural safety facilities the following would be a basis to work to for the establishment of a racing track.

Whilst this section does attempt to be prescriptive in describing any arrangement that has been determined as being satisfactory for all eventualities, it does give an indication as what kind of layout and distances should be considered as a starting point when preparing the layout for any track.

From this starting point, spectators' areas may be placed closer or further away from the track, depending on the final layout proposed.

However as for all tracks, the Safety Management Plan as noted above must identify potential risks and detail how these will be satisfactorily managed, whether the arrangement adopted meets these specifications or varies from these.

2. The spectator areas relative to the race track should be generally as per the following line diagrams, (see next page) with safety barriers as detailed below between the track and the spectators.

They are intended to graphically illustrate the relationship between the location of the track and the spectators, and the size and location of track barriers, debris fences and the spectator fence.

Note: - The drawings are for illustrative purposes and are not to scale. The distances for each configuration are deemed as the minimum acceptable, and should be improved upon where possible and any layout conforming to the following or at variance will always require final approval from the ADCCSA as to the adequacy or otherwise of any configuration of safety barriers based on an overall review of the track layout prior to being accepted.

In addition, these prevailing requirements may by resolution of the ADCCSA be varied at their discretion, and the requirement of tracks to be upgraded to the new prevailing requirements will be at the discretion of the ADCCSA.

3. Spectator areas must not be located on corners, and at the end of straights where the vehicles are travelling towards people including run-off areas, or any other area that has the potential to place spectators in areas of uncontrolled risk.

Graphical representation of relationship of track, safety barriers, debris fences and spectators, to be used as a basis of determining an appropriate arrangement, subject always to ADCCSA approval

Figure 1 - Track edge is the safety barrier, i.e., there is no runoff between the track edge and the first safety barrier of 3m high, debris fence above this of 3m high, 1.2m high spectator fence 3m back from the debris fence.

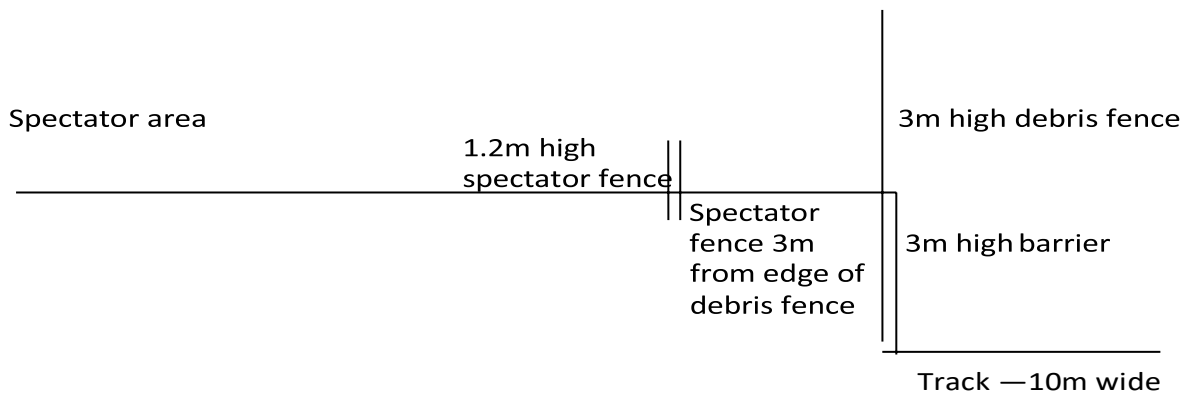


Figure 2 - Track edge to safety barrier is soft tined dirt, and is a minimum of 5m wide, safety barrier is a minimum of 2m high, debris fence above this of 3m high, 1.2m high spectator fence 3m back from the debris fence.

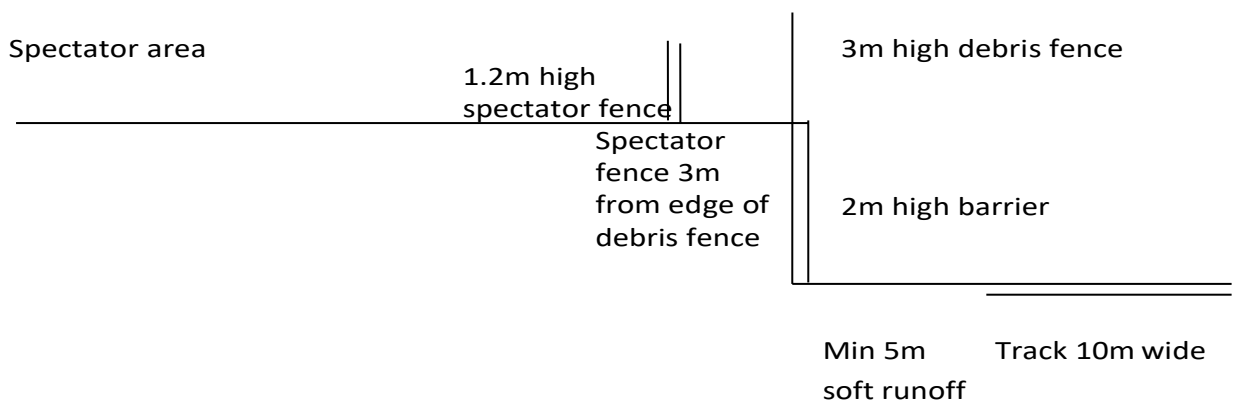
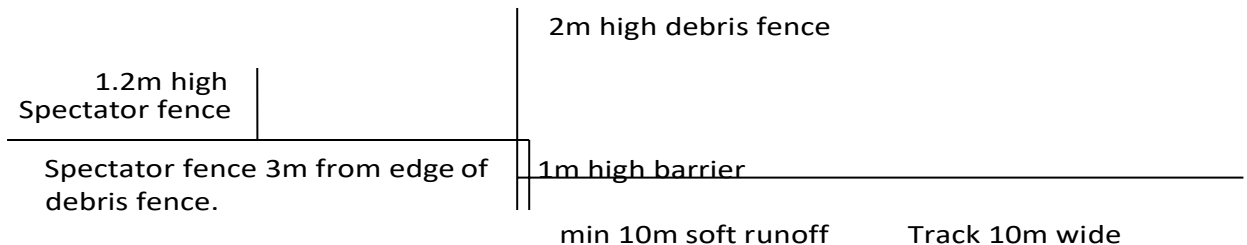


Figure 3 - Track edge to safety barrier is soft tined dirt, and is a minimum of 10m wide, safety barrier is a minimum of 1m high, debris fence above this of 2m high, 1.2m high spectator fence 3m back from the debris fence.

Spectator area



Option 4 - Track edge to safety barrier is soft tined dirt and is a minimum of 20m wide, debris fence of 2m high, 1.2m high spectator fence 3m back from the debris fence.

4. Safety barriers can include the following:
 - a. A wall constructed of steel uprights and railway line sleepers
 - b. A reinforced concrete wall
 - c. A row of heavy earth moving tyres with the option of filling the inside with dirt and backed up from behind with a dirt incline. (Car and light truck tyres are considered too easily dislodged and cannot be used.)
 - d. A professionally designed and manufactured and correctly installed steel fence e.g. Armco railing.
 - e. Plus, other arrangements as may be put forward and become approved on an individual track basis or generally
5. In all cases above the height of the fence must be great enough to stop a vehicle jumping over the fence. Minimum height to be 1m.
6. Runoff areas between the edge of the track, and the safety barrier, will be tined soft dirt or sand to form a sand trap, the purpose being to slow the vehicles down if they leave the track. This reduces the potential for a high-speed impact into the safety barrier.
7. Spectator Fence Construction

The minimum requirement shall be of steel droppers at suitable distances apart to safely support a fence of multi-strands of wire. The fence to be a minimum height of 1.2m from normal standing position.

The fence must be well maintained and be able to prevent unauthorised entry of persons, children and animals onto the track.

Improvements to the above can include:

1. Premanufactured wire mesh fencing or chain mesh.
2. Steel posts supporting railway line sleepers.

Any entry points from the general spectator area into the track must be via lockable gates equal to the minimum requirements of the fence construction.

8. Debris Fencing

Depending on the distance the track is from the spectators, as well as any other natural or manmade arrangements in the area, a debris fence should be constructed just behind the safety barrier between the track and the spectator fence.

The fence is to be of steel uprights supporting chain mesh.

Alternatively, the mesh can be supported by tensioned wire ropes supported by substantial strainer posts

Its design including height needs to take into consideration the layout and location of the track and be such that it will effectively contain any lying debris.

6. Runoffs/Safety Barriers at the end of straights (Escape Roads)

1. At the end of straights, run offs constructed of tined soft dirt or sand shall be provided. This will be a tined area, a minimum width of 10m, that extends around the complete corner.
2. Alternatively, when the above is not possible, a safety barrier of substantial construction is required. (Approximately 1.5m high). The types of construction can include timber sleepers, Armco, or substantial earthmoving equipment tyres (not car or small truck tyres) and should preferably be backed with a sloping dirt mound.

It is strongly recommended that wherever possible there be some runoff area between the track edge and any barrier such that there is some opportunity for a vehicle to "wash off" speed prior to any barrier.
3. However, if the corner is at the end of a long straight where speeds in excess of 100kph are being achieved then the 10m minimum runoff with soft tined dirt shall be mandatory.

The areas behind the run of areas or barriers shall not be used for spectator areas, pits etc. If any access to these areas is required during race meetings it shall be when no racing is occurring.

7. Flag Marshals/Race Control Points

1. Flag Marshall Points or Race Control Points are to be provided at appropriate points around the track. Flag marshal points are to act as a communication medium to drivers re conditions on the track as well as to the tower via 2-way radio (where provided) plus be the on-track controllers in case of fire, accident, or any other significant occurrence.
2. Flag Marshals or Race Control Points are to be no greater than 500m apart, with the minimum recommended requirement being 2 marshal points or race control points suitably placed around the track, plus the starter.
3. Flag Marshals or Race Control Points must be positioned a minimum of 10m from the edge of the track in a position which minimises the potential danger to flag marshals from out-of-control race vehicles and/or debris.) i.e., the position must be such that vehicles normal direction of travel is NOT towards the flag point, and if a vehicle were to be out of control, by the nature of the track layout and the flag locations, the vehicle would in all probability not head towards the flag point.
4. The flag marshals must be protected by a substantial barrier of similar construction to safety barriers described previously.

5. Flag marshal points must be positioned to allow the marshal clear view of the vehicles driving towards the flag point as well as the track in front of the position.

8. Starter's Tower

1. The starters tower should be located a safe distance back from the track, be sufficiently elevated and forward of the start line to enable all drivers to see the person starting the race and be afforded safety barrier protection similar to that described previously.
2. The starter's tower must be positioned such that the Starter has a safe and easy access and egress. The Tower must be fitted with a safety handrail on the track side of the tower, of sufficient magnitude to stop the starter falling towards the track.

9. Emergency Vehicle Protection and Access

1. Provision needs to be made for emergency vehicles (ambulance, tow truck, Clerk of Course vehicle, water truck etc.) to gain prompt and controlled access to the track when the need arises.
2. The access shall be as defined in the Safety management Plan.
3. To allow this, smooth access roads should be provided at appropriate locations across, within and around the outside of the track.
4. If during racing, these vehicles are normally parked trackside of the spectator fence they must be sufficiently back from the track edge and be protected by safety barriers.

10. Safety Barriers General

1. Where safety barriers need openings for entry/exit purposes the barriers must be constructed to prevent out of control vehicles getting through this opening into the area between the safety fence.

Possible solutions could include:

1. Returns on the barriers
 2. "S" bend or chicane built into the access road and safety barriers.
2. Where the nature of the track layout brings two separate parts of the track close together, measures must be taken to avoid a head on collision of racing vehicles.
This is to be done by construction of an effective safety barrier of sufficient height, length, and distance from each section of track to ensure each track remains totally separate.
 3. Whenever designing and constructing safety barriers or assessing locations for spectator or pit areas, locations for emergency vehicles or flag marshals etc. consideration must be given to whether racing will be in one or both directions and ensure the safety requirements accommodate all situations. If necessary, flag marshals may have different positions depending on the direction of racing.

11. Location of Track in Relation of Public Property

1. Tracks must not be constructed in places where the race vehicles pass close to the property boundary and hence put general public external to the car club property at risk of either a race vehicle leaving the property or flying debris landing in public areas.
2. As a minimum the track edge must be 20m from the boundary fence and safety fencing and barriers similar to that necessary between the racetrack and the general spectator areas must be provided between the track edge and the property boundary.

12. Property Boundary Fencing

1. Needs to be clearly defined and of satisfactory construction to limit unauthorised access to the grounds, particularly areas where the racetrack is.
2. Fencing around the property boundary shall be of a standard that positively controls where spectators and others can gain access, as well as positively restricting unauthorised access. e.g. if persons can gain access to areas close to the track due to the cover of darkness, (e.g. if the club promotes night race meetings) and club officials cannot detect this, a dangerous situation can occur if a vehicle leaves the track or debris is to occur.

13. Pits, Fencing, Access Control

1. Must be clearly defined where the pits are e.g. for unregistered vehicles to be unloaded loaded, parked etc.
2. Suitable signage identifying it is a restricted area, particularly for juveniles.
3. Is an area of no alcohol, no smoking or naked flame.

14. Amenities

1. Canteen and Bar facilities must meet any government rules with respect to facilities provided and health standards enforced.
2. Toilet facilities must meet the requirements of any government rules with respect to facilities provided and health standards enforced.

15. Spectator Areas - General Safety Considerations

1. Must provide adequate access for spectators for the parking of any vehicles, and being able to safely move these vehicles, without endangering other persons.
2. Grounds must be maintained in a clean and tidy condition with any rubbish, conditions, or equipment likely to cause harm removed or adequately shielded from the persons present at the grounds. E.g., remove broken glass, repair damaged fencing which has protruding wire, fill holes or ruts likely to be tripping hazards.

16. Definitions

1. Prevailing Requirements
Whilst the rules in this document may be at the time of publication be deemed to reflect the minimum Track Technical requirements at that time, one must expect improvements will be identified over time. When this occurs, these will then become the new minimum Track Technical Specifications or the Prevailing Requirements at that time.

17. Fire Fighting Equipment

The following firefighting equipment is the minimum requirement for each location. All fire extinguishers must comply with Australian Standard (AS) 1841.

All fire extinguishers must be serviced and maintained to Australian Standard (AS) 1851.

Location	Hazard	No	Minimum firefighting requirements
Canteen	Cooking fat fire	1	ABE dry powder and fire blanket
Clubroom	General rubbish/furniture etc	1	ABE dry powder
Control Tower	As above	1	ABE dry powder
Pits	Fuel	1	ECO foam and ABE dry powder
Service vehicles	Fire in race vehicle	1	ECO foam or ABE dry powder
Flag marshal towers when occupied by flag marshals	As above	1	ECO foam or ABE dry powder

18. Safety Management Plan

As part of a Member Club's responsibilities towards the management of safety, is the requirement that they prepare a Safety Management Plan specific to their facilities.

Whilst safety is most obviously associated with the racetrack and its immediate facilities and the Safety Management Plan must address this aspect comprehensively, the Safety Management Plan must also cover aspects of the Member Clubs' operations including the general grounds, buildings, and other activities in addition to the Dirt Circuit racing.

The Safety Management Plan will identify all safety issues relating to the above and will identify the necessary control measures to manage the situations identified.

With respect to the track layout, the Safety Management Plan will address all aspects of the Track Technical Specification. In particular where the as built facility varies from that detailed above, then the Safety Management Plan will describe the alternative facilities provided as well as the management procedures adopted to compensate for the variations.

SECTION 7 - SUPPLEMENTARY EVENT RULES

1. General

1. Supplementary events may be promoted by member clubs subject to committee approval. to the criteria below:
2. Since Supplementary events do may not fall within the general Motor Sport Rules of Dirt Circuit Racing as determined by the Associated Dirt Circuit Clubs of South Australia Inc, AASA event permit criteria for a dirt circuit event, there is a duty of disclosure on our behalf to advise AASA when applying for an event permit the ADCCSA's insurer of any variation to our normal activities, particularly where there may be an increase in the risk the insurance underwriters are exposed to.
3. If a member club wishes to promote a Supplementary Event the process will be as follows:
 - a. Prepare comprehensive rules and specifications that sets out in detail how the event(s) will be managed, paying particular emphasis on the safety of the event. The event must then be managed and run to that criteria.
 - b. Ensure that the information in a. is provided to AASA as part of the AASA event permit application process.
 - c. For insurance purposes, Supplementary Events, no matter when they are conducted, must be endorsed by AASA by way of an event permit.
 - d.
 - e. Email this documentation to the ADCCSA Secretary at least 30 calendar days in advance of the planned event.
 - f. The proposal will be referred to the ADCCSA's insurers to ascertain if the event is covered under ADCCSA insurance.
 - g. On receipt of written approval, If the event is approved, the member club will be notified and they will be expected to manage the event as described in the proposal and approved by the ADCCSA management committee. Failure to do so will result in disciplinary action by the committee. This action will be determined but could include fines, suspension of the club's right to host events and so on.
4. The ADCCSA as the controlling body of Dirt Circuit Racing within the affiliated clubs has the obligation to ensure sanctioned rules are of a satisfactory standard with respect to statutory, general community expectations, and duty of care requirements. The ADCCSA insurance underwriters may also require the ADCCSA to implement further rules for the control of any event where they believe they are exposed to unnecessary risk.
5. If the club property is to be used exclusively by some other organisation on a specific day or days, that organisation will be responsible to provide proof of public liability cover to the club and the ADCCSA Committee at least 30 days in advance. In the event of any of the parties being unsatisfied with the cover in that it does not satisfactorily indemnify the officers and members of the affiliated club and the ADCCSA Committee then the event will not proceed. The onus to prove the cover meets the requirements of the ADCCSA and the ADCCSA's Insurer will lie with the persons or organisation proposing the event.
6. Section 3, Dirt Circuit General Rules and Section 4, Dirt Circuit Racing Rules of the Associated Dirt Circuit Clubs of South Australia Inc. Motor Sport Rules will apply where appropriate with Supplementary Events. Other sections need to be interpreted having consideration for other rules contained in this document.

2. Navigator Racing

1. Description of Event

- a. A Navigator Race is defined as a demonstration event that allows each race vehicle competing to carry 1 (one) passenger seated alongside the normal driver providing that the vehicles carrying the "Navigator" qualify for such an event as detailed below.
- b. A Navigator Race is a supplementary event intended as a support feature at normal ADCCSA sanctioned club meetings. It is not intended that 'navigator' be allowed as passengers in race vehicles competing in the normal races of a race meeting.

2. Qualification of Vehicles

- a. Any vehicle that is to be nominated as eligible for such an event must be an ADCCSA registered race vehicle and pass all normal scrutineering examinations/tests as required for normal race conditions, with added security requirements for passenger, e.g. additional side bars on passenger side of roll cage, full cover roof plates of standard thickness, full cover windscreen mesh, passenger side window mesh, approved safety harness, and seat to the required standard and secured to the vehicle accordingly.
- b. The club reserves the right to refuse any vehicle to participate in Navigator Races if it deems the vehicle inappropriate for the event.

3. Qualification of Drivers

- a. All drivers must be ADCCSA financial members with all the requirements for normal racing, and have proven to the club's officials, that they can control their vehicle in a safe and capable manner.
- b. The club reserves the right to decline the offer of any driver who wishes to

4. Qualification of Passenger

- a. All nominated passengers must be ADCCSA financial members with the necessary S.A. Ambulance (or similar insurance) coverage.
- b. Minors under the 18-year age limit, will require written parental or legal guardian consent, (appropriate consent forms will be used).
- c. A minimum age and size of person will apply in keeping with safety for the "navigator". This will be determined by the Clerk of the course.
- d. All passengers shall be required to wear regulation clothing as per Section 2, Part 20.
- e. Any person under the influence of alcohol or drugs, will be excluded from participating.
- f. The club reserves the right to refuse the nomination of any person who wishes to be a "Navigator" in Navigator Races.

5. Manner that Race will be Conducted

- a. In the interests of safety, it is intended the number of vehicles participating will be limited to suit the track conditions prevailing.
- b. In addition, a nominated pace car driven by a person approved by the Club Committee will lead all heats and govern race speed to suit the varying track conditions.
- c. All other normal race conditions will apply, with the inclusion that should a vehicle spin out or stall on the track, (which would normally call for a yellow flag), the RED flag will be immediately shown, and the track cleared before the race recommences.

3. ADCCSA DEMONSTRATION BURN OUT EVENT RULES

1. General

- a. A burnout demonstration event is defined as a single vehicle event that allows a vehicle to perform a burnout under controlled conditions within a designated area.
- b. To be covered by the ADCCSA insurance, this event must only be performed as part of a scheduled Dirt Circuit Race Meeting.
- c. It can occur during the lunch break or after the last round of competition.
- d. It will be limited to a maximum of 5 burnout vehicles.
- e. The entire demonstration event must not exceed 45 minutes duration.
- f. No prizemoney is to be awarded for this type of event.

2. Eligibility and participants

- a. All drivers must be financial members of an ADCCSA member club or pay a day membership fee and have appropriate ambulance cover.
- b. The club reserves the right to decline the participation of any driver who nominates.
- c. Minimum age of drivers participating is 16 years.
- d. All vehicles must have a working lap sash seatbelt and a working door for the driver.
- e. Only the driver is permitted in any vehicle whilst doing a burnout.
- f. The driver must also have been issued with an ADCCSA driver logbook and an ADCCSA vehicle logbook

3. Procedure

- a. Burnout cars are to proceed onto the track to a preselected site. This site is to be advised to participants at the drivers meeting held prior to the event commencing.
- b. They are then to be checked by the Track Marshall to ensure all safety requirements are in place and when satisfied will then indicate to the driver that they may attempt a Burnout.
- c. Only one burnout car at a time is allowed on the pad.
- d. At the end of the burnout the driver is to proceed in an orderly fashion off the pad and to the cool down area and return to the pit area only after all clear is given by the Track Marshall. (Allowing time for vehicle to be inspected for any possible flare ups or safety problems)
- e. If the vehicle has to be towed from the pad area, no other vehicle is allowed to enter until the Track Marshall gives all clear.

4. Controller

- a. The Track Marshall will be the Controller of the event. He/she will indicate to the driver when to start the event and will monitor the condition of the vehicle from a safe distance. (Minimum distance – exclusion zone - from the Pad is to be 6 metres for all personnel stationed at the Pad)
- b. The Track Marshall or an assistant is to always be visible (where possible) to the driver and will stop the event if a safety matter becomes obvious.
- c. The burnout will be stopped by the Track Marshall (or assistant) by waving a RED flag or the display of a RED light.
- d. Only those essential personnel are allowed out at the pad. (Track Marshall, fire tenders and pad cleaning party)
- e. A dry chemical powder and an ECO foam fire extinguisher is required at the exit

of the pad with a fire marshal. These must be a minimum of 9 kg each.

5. Burnouts

- a. The burnout will continue under the control of the Track Marshall while the car is producing smoke from the driving tyres and the vehicle continues to perform the event in a safe manner. Duration of the burnout is 90 seconds maximum.

6. Vehicles/Clothing/Safety Requirements

- a. All vehicles are to be fitted with a fire extinguisher. Minimum is a 1kg dry chemical powder type.
- b. Any vehicle that uses Methanol must display the letter “M” on both the front and rear windscreen.
- c. The driver must wear a minimum of the following:
 - Non-flammable 100% cotton apparel that covers the driver from mid-neck to wrist to ankles (also refer to d. below) and 100% cotton socks of sufficient length to cover the ankles.
 - Enclosed shoes of non-flammable material.
 - Australian Standard 1698 helmet or equivalent – helmet visor or eye protection required for those vehicles with a windscreen.
 - For methanol fueled vehicles - drivers must be attired in an SFI 3.2A/1 or FIA 8856 rated fire suit as a minimum.
- d. All burnout officials must wear a reflective vest.
- e. Each vehicle must be competition ready with all loose items removed from the vehicle.
- f. Each battery must be securely retained using steel clamps
- g. All fittings must be securely fastened with no fuel, oil or brake leaks.
- h. Head lights must be in working order.
- i. It is **STRONGLY RECOMMENDED** that supercharged cars be fitted with a Blower Restraint to SFI 14.1 or equivalent standard; particularly where the Supercharger is not fitted entirely underneath the manufacturer’s unmodified steel bonnet.
- j. Each tyre must be in good condition with no steel belts or canvas showing at the commencement of each session.
- k. Each driven wheel shall have an outer rim section of rolled metal, either steel or aluminium alloy. Fully cast alloy wheels are not acceptable without specific approval from the organisers
- l. Each vehicle must be fitted with a minimum 1 litre overflow or water catch bottle.
- m. There must be no oil leaks from the rocker covers.
- n. If the factory engine breather arrangement is not retained, cars must be fitted with an oil vapour catch can that is baffled and filtered. The catch can is to be located a sufficient distance from the headers.
- o. All vehicles must have a bonnet fitted unless permitted otherwise by the Organiser. If no bonnet is fitted, all ancillary drive belts must be covered.
- p. Structural rust is not acceptable.
- q. Any Structural Modifications from factory are to be brought to the attention of the Scrutineers and are to be assessed and approved by a competent person.
- r. No wheel weights are permitted on driven wheels for the duration of the competition.
- s. Each brake and fuel line must be at a safe distance from the exhaust and driven wheels.

- t. Each hole in the firewall is to be plugged.
- u. Where wheel arches are cut to fit tyres, each subsequent opening so created shall be closed to ensure separation between burnt rubber and the fuel tank.
- v. Each vehicle must be fitted with a tail shaft loop immediately behind the gearbox.
- w. It is STRONGLY RECOMENDED that all cars be fitted with an SFI 4.1 rated Scatter Shield and or Trans Blanket.
- x. Each vehicle with mechanically operated throttles must be fitted with secondary accelerator return springs.
- y. Each vehicle equipped with N2O must have all holes plugged in the rear parcel shelves and rear firewall
- z. Each vehicle equipped with N2O must have an approved sticker of yellow printed with black text
- aa. Cars running N2O must be fitted with a Pressure Relief Burst Disc and Down Tube System or Safe Pressure Relief Valve. This is to limit the risk of a bottle rupturing due to excess pressure (i.e. in a Fire etc.).
- bb. Airbags are to be disabled.

7. Scrutineering

- a. Drivers presenting cars to be scrutineers must present their vehicle logbook to the scrutineer. Any defects found on the car are to be recorded in the vehicle logbook and repaired before the following competition. For serious defect the scrutineer may require the defect to be repaired before competing.
- b. All hubcaps, wheel trims, wheel weights and steel valve caps are to be removed from the vehicle before Scrutiny.
- c. Vehicles entered in the competition must have passed scrutineering prior to participating in any track activities.
- d. Full driving apparel must be presented at scrutineering. Vehicles which suffer damage must be re-examined before entering the track again

8. Refuelling

- a. Vehicles can refuel in the clubs designated “Refuelling Area” and comply with the club’s refuelling policy.
- b. An attendant is to be present with an approved fire extinguisher.
- c. No vehicle is to be refueled whilst the motor is running or within 15 minutes from returning from a Burnout.

4. Mechanics and Celebrities Racing

1. Description of event

- a. Mechanics and Celebrities racing is defined as a supplementary event that allows persons not normally a participant in Dirt Circuit Racing the opportunity to compete.
- b. The events are separate events intended as a support feature at normal ADCCSA sanctioned club meetings.
- c. It is not intended that “Mechanics and Celebrities Racing” be allowed as part of the normal races at a race meeting.

2. Eligibility of Participants.

- a. The mechanics events will be open to any persons who are the mechanic for regular Dirt Circuit participants at the ADCCSA member club.
- b. The celebrities’ event will be open to persons who are sponsors of vehicles or clubs or are prominent/noted persons associated with the club or community or are persons who would normally on race days be actively involved in the management of the racing.
- c. Participants must be ADCCSA financial members and must not have raced competitively for points at any ADCCSA club event, a State Championship or teams Championship event including all comers’ events during the preceding 3 years.
- d. Persons who wish to compete must demonstrate that they are competent drivers of vehicles on the road. Underage drivers and persons who DO NOT possess a current driver’s licence that allows the person to drive on South Australian roads will not be eligible to enter.
- e. When nominating the driver's licence must be produced to the club official accepting the nomination. In addition, a photocopy of the licence must be attached to the nomination.
- f. The Committee of the ADCCSA member club reserves the right to decline, without tendering an explanation, the nomination and/or membership of any person who may express an interest in participating. In this case all nomination and membership moneys will be returned to the applicant.

3. Nominations

- a. The nomination to race form including an application for membership of the ADCCSA club (for non-members) proof of Ambulance cover for driver, the relevant Driver's Licence, and where applicable a Consent Form for drivers under 18 years, must be lodged with the Competition Secretary of the ADCCSA member club in accordance with the member club's general rules for the event.
- b. The onus is on the driver to prove to the club they have ambulance cover that will meet any expenses that may be incurred by a driver whilst participating on the ADCCSA member club track. If this cannot be proven the nomination will not be accepted.
- c. The nomination form includes a declaration by the driver in relation to any reasons why they should not be allowed to race. This must be correctly filled out No late nominations/membership applications after the date (as noted in (1) above) including on the race day will be allowed.
- d. Nominations fee will be decided by the club committee. This fee will be advised to the persons applying to race prior to accepting their nomination.

4. Vehicle Eligibility/Scrutineering
 - a. Vehicles eligible to race must be registered with one of the affiliated clubs by means of a current logbook and conform to the Association rules.
 - b. Scrutineering will be conducted prior to the event and each Mechanic and Celebrity driver must present Club Membership, S.A. Ambulance cover or equivalent Insurance cover, Vehicle Logbook, helmet and conforming race suit.
5. Event Rules
 - a. Practice will be made available on the race day for Mechanics and Celebrities. Mechanics and Celebrities must make themselves available for the practice opportunity and be able to demonstrate a satisfactory degree of vehicle control.
 - b. In the interests of safety, any person who is obviously showing difficulty in controlling the vehicle will, at the discretion of the Clerk of Course (or other officials authorised by the Club Committee) be refused the opportunity to drive. If this eventuates any moneys received will be refunded. This decision will be final.
 - c. All Celebrities and Mechanics must attend the drivers meeting prior to racing commencing on the day.
 - d. The Mechanics and celebrities' races will be held after the completion of the normal days racing.
 - e. There will be one 10 lap race for Mechanics and one 10 lap race for Celebrities, run on the Short Track [where applicable.]
 - f. Racing will be under normal championship rules and will be scratch racing.
 - g. The grid position of vehicles in the heats will be determined by marble draw immediately prior to the running of the events. Grid positions on the track will be determined by that clubs' officials on the day.
 - h. All protests to be done via the drivers' representative.

SECTION 8 - SAMPLES OF STANDARD FORMS

The following section comprises a selection of standard forms as recommended for use by member clubs.

Please Note:

Since the 01st January 2024 all member clubs are required to have public liability and Indemnity insurance to cover race day events through Australian Auto-Sport Alliance (AASA).

Following this change to public liability insurance - all forms, relevant to race day participation must be completed on the authorised forms provided by AASA.

The below forms have been removed from this edition.

- Nomination to Race form
- Consent to Race form
- Application for Private Practice form
- ADCCSA Register of Officials and Volunteers form

Clubs must complete all relevant paperwork as deemed necessary by AASA and submit within the relevant timeframes as noted on the AASA website.

**ADCCSA DUNS BROTHER’S TROPHY
STATE CHAMPIONSHIP EVENT**

ROUND: _____ DATE: _____ LOCATION: _____

For the selection criteria, please consult Section 5.4 of the rule book.

The following information is provided as a guide:

- Each club shall only nominate one team.
- The Club Team Manager shall nominate up to 10 members for their team on this form and hand it to the race control tower Officials or to the Senior Clerk of the Course at least 30 minutes prior to the first heat of the day’s competition.
- Team members can be selected from any of the classes participating - Super Open Wheeler, Open Wheeler, Super Modified, Modified Saloons, Production Saloon and Street Stocks.
- A Club must use all their own club members who are racing on the day. No mixed teams will be allowed.
- For the 2nd round of the State Championship, team members who competed at the first round must be selected first. New drivers can be used to fill the place of a driver(s) who selects not to race the second round of the Championship.

CLUB/TEAM _____ DATE _____

	CAR NO	DRIVER NAME
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		

TEAM MANAGER _____ DEPUTY CLERK _____

EXAMPLE - ADCCSA SCRUTINEERS CHECKLIST

Event date: _____ **Scrutineer:** _____

Vehicle Number							
Nominated Class/grade							
Roll cage							
Helmet/overalls							
Harness							
Ambulance cover							
Club Membership							
Fire extinguisher							
Battery							
Fuel lines/tank							
Racing seat							
Kill Switch							
Firewall							
Roof and door plates							
Scatter shield							
Exhaust							
Electrics							
Radiator							
Tow hooks							
Tail shaft chains /strap							
Steering / split pins							
Window net / front mesh							
Body / External bars							
Mudflaps							
Wheels /Wheel nuts							
Numbers 300mm high							
Driver sign							
Scrutineer sign							



SECTION 9 - CONSTITUTION of the Associated Dirt Circuit Clubs of S.A. Incorporated

Constitution Wording

1. Name

The Association shall be called The Associated Dirt Circuit Clubs of S.A. Incorporated (herein after called the Association or the ADCCSA).

2. Definitions

“**ADCCSA**” means the Associated Dirt Circuit Clubs of South Australia.

“**Affiliation fee**” means the amount payable by each club, to cover the total ADCCSA insurance premiums for the insurance specified in 3.g and any other additional fees the ADCCSA management committee apply to manage the Association and its running costs.

“**AGM**” means the Annual General Meeting of the ADCCSA.

“**Associate membership**” means an affiliated member club with no voting rights at ADCCSA meetings.

“**Association**” means the member clubs of the ADCCSA and all its members (see 5.a)

“**Committee**” means the Committee of Management of the Association also referred to as the ADCCSA management Committee.

“**Meeting**” means a general meeting of the ADCCSA.

“**Affiliated club**” means a club that has been admitted as a member organisation of the Association as per Part 6 Rules of Affiliation.

the “**Act**” means the Associations Incorporation Act, 1985.

The “**Regulations**” means the Associations Incorporation Regulations 2023 (SA)

“**Special resolution**” means a resolution requiring at least 21 calendar days prior written notice to ADCCSA members of the intention to propose the resolution as a special resolution which is passed at a duly convened meeting by not less than three quarters of voting club delegates/proxies present at that meeting.

“**Ordinary resolution**” means a resolution which is passed at a duly convened meeting by simple majority of voting club delegates/proxies present at that meeting.

“**Proxy delegate**” or “**proxies**” means a member of an affiliated club authorised to act as a club delegate.

“**Rules**” – means the content of the ADCCSA Motor Sport Rules and Constitution 2025 Edition up to but not including Section 9 and thereafter.

“Simple majority” when referring to voting or a quorum means more than half.

“quorum” means a simple majority of member clubs represented by their delegates/proxies that need to be in attendance at a meeting to enable business to be conducted.

3. Objectives

The objectives of the Association shall be:

- a. To promote Dirt Circuit Racing as a recreational and social activity within and between affiliated clubs of the Association.
- b. To ensure Dirt Circuit Racing is promoted as an amateur sport having regard for the following definition. "An amateur is one who competes for the love of the sport and as a means of recreation without any motive of securing any material gain from such competition. This extends to cover individuals, groups of individuals, or organisations who may be involved in the sport."

The only rewards for successful performance will be in the form of trophies, ribbons, or similar. Prizemoney or substantial materialistic prizes is not in the spirit of the Association's aims and is not permitted.

- c. To be the representative and controlling body of Dirt Circuit Racing for the affiliated clubs and to ensure that all clubs are aware that safety is the paramount consideration and that it be managed as a priority at all times.
- d. To set up and maintain uniform specifications and safety standards, for all cars and tracks of affiliated clubs.
- e. To provide assistance and direction to the affiliated clubs of the Association to enable them to conduct Dirt Circuit Racing competitions and other ADCCSA sanctioned activities within the rules, policies and directives decided upon by the Committee.
- f. To collaborate with any other organisations with similar objects and to assist and supplement the work of such organisation, where desirable.
- g. To provide all affiliated clubs with satisfactory Public Liability, Association Liability and Voluntary Workers insurance.
- h. The Association shall be a non-profit making organisation. The income and any assets of the Association whether derived per medium of income or property shall not be given, paid or transferred in any way to any person who is a member of an affiliated club of the Association excepting that payment in good faith be made for goods supplied in the ordinary course of business, or for reasonable out-of- pocket expenses incurred by an authorised person acting under directions from the Committee.

4. Financial Year

The financial year of the Association shall commence on the first (1st) day of January annually and end on the thirty first (31st) day of December in the same year.

5. Membership

- a. The Association shall consist of a maximum of nine affiliated clubs as defined by the Rules of Affiliation along with the duly appointed management and officials and all persons duly registered with the affiliated clubs as members of those clubs and all persons serving on the Committee of Management and subcommittees (if any) of the Association.
- b. Affiliated clubs and the individual members thereof, shall be bound by the Constitution and Rules of the Association and the decisions and directives of the Association Committee and Association meetings and failure by an affiliated club and its members to comply with these may prejudice further acceptance of the affiliation of that club and or may also result in disciplinary action.

- c. Membership shall be either classified as full membership or Associate membership as defined in Clause 6, Rules of Affiliation.

6. Rules of affiliation

- a. Any club wishing to be a member of the Association must be an incorporated body and have a club Constitution acceptable to the Committee. Evidence of a club's Constitution lodged with CBS (SA Consumer and Business Services) represents an acceptable club Constitution. Clubs may be required to produce a copy of their Constitution if requested by the Committee.
- b. Any club that applies for membership of the Association shall be proposed by one affiliated club authorised by the President and Secretary of that club and submit an email application to the ADCCSA Secretary authorised by the President and Secretary of the applicant club.
- c. The applicant club must give a written account of the expected long-term viability of that club and the reasons why the club should be considered for affiliation.
- d. The Committee, when deciding on an application for affiliation, must consider the geographical location of the club in relation to existing member clubs of the Association, and make the judgement as to whether acceptance of a new club into the Association would be detrimental to the viability of an existing club and hence may be undesirable, or whether the new club requesting affiliation (and the Association) would be better served by some other arrangement being considered.
- e. In reference to c. above, any proposed new club which relies on its membership to be drawn from towns or districts which support an existing affiliated club or clubs, or intends to establish a club in the same town or district as an existing member club of the Association will likely not be granted affiliation.
- f. If the Committee is of the opinion that a club is not complying with the objectives, directives or rules of the Association, that club may be requested by the Committee to give reason why it should not revert to associate membership of the Association with voting rights for the club being withdrawn.
- g. If this situation eventuates and voting rights are withdrawn, it can be reviewed at the written request of the club in question, at the Annual General Meeting of the Association.
- h. Any affiliated club that becomes an associate member will retain their representation on the Association Committee providing it meets all other obligations to the Association.
- i. The club must currently be or intend to be a promoter of Dirt Circuit racing as defined in the rules of the Association and agree that the club and its members be bound by all the rules, policies, specifications and any other directives that may be handed down by the Committee.
- j. The club must have a Dirt Circuit racing track to the standards set down by the ADCCSA rules with the track having been inspected by a person or persons authorised by the ADCCSA Committee to ensure the standards are met. A report on the track inspection will be tabled at the next Association meeting for consideration.
- k. An annual ADCCSA insurance premium will be payable by each club to cover the total ADCCSA insurance premiums for the insurance specified in 3.g.
- l. The method used to calculate this fee will be determined or amended, when necessary, by the Committee at a duly constituted Committee meeting and entered into the minutes of any such meeting.
- m. On that basis, the Treasurer will calculate the total amount payable by each club and email an invoice for this amount to the Secretary of each club as soon as possible thereafter.

- n. These invoices must be paid no more than 28 calendar days from the date the email containing the invoice is sent, unless negotiated otherwise and approved by the Executive Committee.
- o. Relevant to the above and 7. below, all clubs must pay all affiliation fees within the 28-day timeline unless negotiated otherwise and approved by the Executive Committee.
- p. Clubs that make approaches to become affiliated with the Association must have their racetracks and club headquarters lying within the following geographical boundaries in the state of South Australia.
- q. Within the area enclosed by the coastline of Spencer Gulf commencing at Port Pirie, to the West Coast at Ceduna (Denial Bay) and a line which joins Pt Pirie, Jamestown, Truro, Dutton, Peterborough, Leigh Creek, Roxby Downs, Pt Augusta, and Ceduna (Denial Bay), including all of the afore mentioned towns and cities.
- r. Any club which applies for and becomes a member club of the Association does so with the full understanding that the Association Committee is the controlling body and administers the rules and regulations governing the sport and has final authority over any matter.
- s. However, all clubs have a responsibility to ensure that their clubs and their members are aware of and abide by all Association statutory and other rules, regulations, or directives applicable at any time. This responsibility lies with the individual club's management Committees, officials and members generally.
- t. This is to include those times when a member club agrees to promote and manage events sanctioned as Association events.

7. Resignation and arrears of affiliation fees

- a. Subject to the NOTE below - Any affiliated club whose affiliation fee is not paid by the due date for payment, shall be notified by the ADCCSA Secretary via email that if payment is not made or if a valid written explanation acceptable to the Executive Committee for the inability to pay is not received within the negotiated time frame (see NOTE below), they shall be deemed to be suspended from the Association and on no account shall members and delegates/proxies of the affiliated club be permitted to hold a Committee position, vote, or take part in or promote/conduct any Association activities.
- b. The Secretary shall inform the affiliated club of the suspension, if applicable, via email and advise that within a further 14 calendar days from the date of that email being sent if payment is not received or a satisfactory written explanation acceptable to the Executive Committee for the non-payment is not forthcoming, then the affiliated club will have deemed to have resigned from the Association.
- c. Such affiliated club may however with the approval of the Executive Committee, be reinstated on payment of all arrears and shall be entitled to all privileges held prior to such resignation.

NOTE:

It is the responsibility of any affiliated club or clubs, if it is apparent that they may or will experience difficulty in paying their affiliation fee within the prescribed timeline, to contact the ADCCSA Secretary via email prior to the due date explaining their situation. If that occurs, the Executive Committee will liaise with the club or clubs concerned and attempt to establish a negotiated time frame agreement for payment of the outstanding amount.

Should an agreement not be obtained for whatever reason, the Executive Committee may initiate the actions described in a. above or instigate other actions as it sees fit in its absolute discretion.

In the event of a club having been suspended or having resigned as per the terms in a. above – such club may, with the approval of the Committee, be reinstated on payment of all arrears and shall be entitled to all privileges held prior to such

resignation.

- d. Any affiliated club whose affiliation fee is not in arrears may resign their membership by giving written notice via email, authorised by the President and Secretary of the member club, to the ADCCSA Secretary, who shall submit such notice to the next Association meeting.
 - e. Any affiliated club that resigns from the Association must be able to provide documentary evidence to demonstrate to the Committee that this is the will of the majority of members of that club.
 - f. This can only be achieved by that club having raised at least 30 calendar days prior to a Special General meeting or the Annual General Meeting of that club, a notice of motion to that effect, with the motion being voted on at the club Annual General or Special meeting called for that purpose.
 - g. The agenda of the meeting shall specify the nature of the business to be voted on and must be carried by at least a two-third majority of members present who vote on that motion at the meeting.
 - h. Resignation will not be considered to be in effect until it has been before a meeting of the Association Committee who reserves the right to investigate the matter further before accepting the resignation.
 - i. Any affiliated club that resigns from the Association will be liable for all outstanding affiliation fees which shall be recovered as a debt to the Association and will have no claim against the Association for any refund of any costs incurred or fees paid to the Association.
8. Expulsion/Suspension of an affiliated club or a member of an affiliated club.
- a. Subject to compliance with THE ADCCSA NATURAL JUSTICE PROCEDURE the Committee may resolve to expel or suspend or otherwise discipline an affiliated club or their affiliated club member upon a finding of misconduct detrimental to or actions which are in conflict with the interests or character of the Association.
 - b. Any affiliated club which has been expelled or suspended, including the persons making up the membership of that club will cease to have any rights to promote or compete in any Association event, to use the name of the Association, or to participate in any arrangements applicable to the Association including any sponsorship rights, advertising arrangements and insurance cover.
 - c. Any person who was formerly a member of an expelled or suspended affiliated club who subsequently joins another affiliated club will then as an individual enjoy the rights and privileges afforded any other members of an affiliated club, subject to any ruling of the Association Committee as to that person's acceptability as a member of an affiliated club.
 - d. It shall be open to an affiliated club or affiliated club member to appeal to the Committee against any expulsion or suspension. The intention to appeal, including the grounds for the appeal, shall be communicated in writing as per the requirements of Sections 9, 10 and 11 of THE ADCCSA NATURAL JUSTICE PROCEDURE.
 - e. In Section 9 of THE ADCCSA NATURAL JUSTICE PROCEDURE, the wording "member concerned" refers to either an affiliated club or member of an affiliated club.
 - f. In the event of an appeal being lodged for a decision handed down to an affiliated club by the ADCCSA Committee it shall be at the discretion of the ADCCSA Committee as to whether the affiliated club and its members may promote and/or compete in any Association event, pending the hearing of an appeal, or whether these rights are suspended until the appeal is heard.
 - g. Relative to an affiliated club or affiliated club member being expelled or suspended; the grounds of the appeal shall be considered by the Committees of each of the affiliated clubs. The decisions of each of the affiliated club's Committees with respect to the expulsion or suspension shall be submitted in

writing via email to the ADCCSA Secretary, authorised by the affiliated club's President and Secretary.

- h. These decisions will be considered by the Committee at the next Association meeting and the decision taken by the majority vote of the Committee shall be final.
- i. When considering the question of expulsion or suspension of an affiliated club the Committee shall take all reasonable steps necessary to determine if the reasons to take such action are due to the general actions and/or attitudes of the majority of the members within that member club, or the actions/attitudes are of a minority in the membership.
- j. If the latter is the case, the Committee shall first take all reasonable steps to enable the affiliated club to address these problems internally.
- k. If these problems remain unresolved after reasonable time has been given, the Committee may resolve that expulsion, or suspension is the only option available as per the rules above.
- l. Any affiliated club that is expelled or suspended from the Association will be liable for all outstanding affiliation fees which shall be recovered as a debt to the Association and will have no claim against the Association for any refund of any costs incurred or fees paid to the Association.

9. Management

- a. The general conduct and management of the Association shall be vested in a Committee of Management who shall be elected at an Association Annual General Meeting.

For the Committee of Management, each club must annually elect up to 2 (two) delegates to represent its club at the meetings and other events during the ensuing year.

Clubs may also elect proxy delegates to represent their club. Delegates and proxies must be aged 18 years and over.

All affiliated club secretaries must advise the ADCCSA Secretary of the name/s and email addresses of their delegate/s and proxy delegates by email as soon as possible after they are elected.

Subject to the requirements of d. below, these delegates/proxies must attend the AGM of the Association and should be prepared to be nominated to be Executive Committee members on the Committee consisting of 7 positions namely: -

- President
- Vice President
- Secretary
- Assistant Secretary
- Treasurer
- Public Officer
- Child Safe Officer

- b. The tenure of each member of the Association Committee is one year up to and including the AGM at which they are due to retire. All members shall be eligible for re- election.

For the President, Secretary and Treasurer positions, candidates must have been financial members of an affiliated club and be active members of the Committee or a sub-committee of either or both the ADCCSA or an affiliated club for a minimum of 2 years prior to the Annual General Meeting at which they are elected and have attended at least 3 Association Committee/sub- committee meetings over that period.

For any of the other Executive positions, delegates/proxies must have been financial members of an affiliated club for at least 2 years prior to the AGM at which they may be elected.

- c. The Committee may decide from time to time, to propose that some Executive positions that cannot be filled from the ranks of attending delegates/proxies of the Committee be filled by a member/s of a specific club(s) for reasons of convenience or otherwise.
- d. As required by the criteria in a. above, proxy delegates must be identified at the Association meeting by an advisory email from the Secretary of their respective club.

The proxy(s) shall then be able to assume the same rights and responsibilities of a delegate.

10. Election of the Executive Committee

- a. Subject to 9. c. and d. the Executive Committee shall be elected by delegates/proxies present at the AGM with each affiliated club being able to cast one (1) vote via a club delegate/proxy. Affiliated clubs who are not represented will not be able to exercise a vote. Postal and absentee votes will not be accepted.
- b. Candidates must be moved and seconded from the floor.
- c. In the event of more than one candidate being nominated an election shall be conducted by secret ballot.
- d. In the case of a tied vote, the Chairperson will have the option of a casting vote.

11. Filling of Executive Committee vacancies

In the event of any Executive position of the Committee becoming vacant the Secretary or another authorised Committee member shall notify the Committee members as soon as possible prior to the next meeting of the necessity to elect a member to that Executive Committee position at that meeting until the next AGM.

12. Resignation of Committee members

- a. A committee member may voluntarily resign a position on the Committee at any time by informing the Committee in writing to that effect.
- b. In addition, resignation will be deemed to have been received and accepted if any Committee member is absent for two (2) consecutive meetings without an acceptable apology, or without having previously obtained leave of absence from the Committee.
- c. An apology from any Committee member advising their inability to attend a Committee meeting shall be received by the Secretary prior to the meeting.
- d. Whenever resignation takes effect under rule 12. a and b. above, then the member concerned shall not be eligible for re-election to their former or any other position during the currency of the financial year in which such resignation takes place.

13. Disqualification of Committee members

- a. Should it appear to the Committee that any Committee member is not properly performing their duties, the Committee may, subject to the natural justice procedure and by a special resolution declare such position vacant provided that any member so

removed, within 30 (thirty) calendar days of such declaration may appeal this decision and demand a ballot of Committee members at a meeting upon the question of their removal from the Committee.

- b. Notice of the intention to take such ballot shall be given by the meeting Chairperson at the Committee meeting preceding the taking of such ballot, and
- c. the result thereof shall be binding on the Committee.
- d. Any member removed from the Committee under this rule may not be elected to any Committee position during the currency of the financial year in which they are removed.
- e. In the above situation where a disqualified member is part of the Executive Committee the Committee shall elect another Committee member who shall assume the authority and responsibilities of the position until the matter is resolved.
- f. A Committee member will be required to stand aside from the Committee if the affiliated club they represent has been terminated/suspended from the Association.
- g. A Committee member will be required to vacate their position on the Committee if they no longer are the duly appointed representative of the affiliated club or the club is no longer an affiliated club due to resignation or expulsion from the Association.

14. Authority of the Committee

The Committee shall be authorised to: -

- a. Where Committee approval has been granted, to act with other representative bodies in the interests of Dirt Circuit Racing and the members of the Association.
- b. To promote and/or sanction meetings, trials and championships and any other competition, event or function that may be deemed necessary for the benefit of the affiliated members of the Association.
- c. To make any resolutions and make decisions on matters submitted to the Committee by the affiliated clubs.
- d. Administer policies and the affairs of the Association in a manner which will attain the objects of the Association and maintain the authority of the Association.
- e. Recommend and introduce new rules and alterations to the existing rules including the Constitution and Rules of the Association and all affiliated clubs.

Such recommendations shall be notified to affiliated clubs at least thirty calendar (30) calendar days prior to the date set for the next Annual General or Committee meeting at which they are to be presented.

- f. The Committee may resolve to delegate any part of its duties to a sub- Committee with the exception of its authority of delegation, provided that it shall retain the authority to review or reject the actions or recommendations of such sub-committee, if necessary, which shall only carry out the functions stated in such resolution.
- g. Recommend affiliation fees as deemed necessary by the Committee.
- h. To do all other things compatible with the objects of the Association and necessary for the proper and efficient management of the Association.

- i. To commence, adjudicate and determine disciplinary process in accordance with the Motor Sport Rules and Constitution at that time.
- j. The Committee shall have all the authority conferred by section 25 of the Act, except such modifications and exclusions as are specified in this Constitution.
- k. A member of the committee having a direct or indirect pecuniary interest in a contract or proposed contract with the association must disclose the nature and extent of that interest to the committee as required by the Act and shall not vote with respect to that contract or proposed contract. The member of the committee must disclose the nature and extent of his or her interest in the contract at the next annual general meeting of the association.

15. Duties of Executive Committee members

The respective Executive Committee members shall be responsible for the following duties:

(A) President/Chairperson

- The President shall act as Chairperson of meetings of the Committee, and other meetings as appropriate of the Association.
- At all meetings of the Association presided over by the President, the President shall have the ultimate authority on every point of order and shall have the option of a casting vote as well as a deliberative vote.
- Carry out duties as approved by the Committee.
- May investigate any disputes within or between Clubs which in the interests of the Association requires intervention by Committee and recommend conciliatory action.
- As required and with the approval of the Committee, liaise with any associations with similar aims and objects, with a view to furthering the aims and objects of the Associated Dirt Circuit Clubs of South Australia.
- As required liaise with Government Departments on matters relevant to the Association, with a view to fostering and maintaining good relations.
- Liaise with sponsors of the Association, with a view to securing long term arrangements of benefit to the Association and the sponsors.
- Assist affiliated clubs and the Committee in framing proposed amendments to the Constitution and Rules of the Association to ensure continuity and completeness of amendments.
- If requested, assist any intending or currently affiliated club or proposed club with drafting its Constitution or proposed amendments.
- If requested, assist any affiliated organisation with incorporation applications and procedures.
- In consultation with the Committee, delegate duties associated with any of the above to other appropriate persons.
- Any other duties considered necessary to promote and ensure success of the Association.
- Sign and date all Committee approved ADCCSA meeting minutes as being a true and correct record of proceedings.

(B) Vice President

- In the event of absence of the President, the Vice President will assume the position of President with all the rights and authority of that position.
- By agreement with the President/Chairperson and with Committee approval, to undertake specific duties constitutionally or otherwise allocated to the President/Chairperson.
- Carry out other duties approved by the Committee.

(C) Secretary

- The Secretary of the Association shall convene all meetings by forwarding an email of the agenda and any notices of motions to the Secretary of the affiliated clubs, at least twenty-one (21) calendar days before the date set down for the meeting.

If the agenda includes a motion or motions needing to be dealt with by a special resolution – the Secretary shall indicate on the agenda which motion or motions are special resolutions.

- The Secretary shall record the minutes of all properly convened meetings and email one copy to affiliated clubs and their delegates/proxies within one (1) calendar month of such meetings. Minutes shall be submitted to the next meeting for confirmation in compliance with 15. (A) 13.
- Assist in the collection of affiliation fees and all other monies due and payable to the Association and hand same to the Treasurer.
- Conduct the correspondence of the Association.
- The Secretary is authorised to audibly record all meetings for reference to assist in the compiling of meeting minutes. This action must be advised to the Committee members at the start of the meeting. All audio recordings will be deleted once the meetings minutes have been accepted by the committee and signed by the Chairperson.

(D) Assistant Secretary

The Assistant Secretary's duties will be to take over from the Secretary on a temporary basis during any absences, and to assist the Secretary when necessary.

(E) Treasurer

- The financial affairs and other property of the association shall, with direction from the Committee, be administered by the Treasurer, who shall carry out the following.
- Receive all moneys owing to the Association and if requested issue receipts for all such monies and deposit all such monies into the Association bank account as soon as practicable. Pay all invoices and expenses which have been approved for payment by the Committee.
- The authorised signatories to the ADCCSA bank account and EFT transactions shall be a minimum of two of the following Executive Committee members – President, Vice President, Secretary and Treasurer.
- Make all necessary financial arrangements in connection with any Association function.
- Keep correct account books showing the financial affairs of the Association and shall report at meetings as to the Association's financial position stating the income and expenditure since the preceding meeting.
- With the approval of the Committee supervise all necessary purchases in connection with the Association.
- Submit all relevant documents annually for auditing to an elected auditor relevant to 7 below and as per Section 23A(c)(iii) of the incorporated association act.
- Present to the Annual General Meeting an audited statement of the preceding year's financial transactions. An auditor will be appointed by the members at each Annual General Meeting. The auditor shall hold office until the next annual general meeting and is eligible for re-appointment. If an appointment is not made at an Annual General Meeting, the committee shall appoint an auditor for the current financial year. (Refer to sections 35(2)(b) and 35(4) of the Act for qualifications of auditor). The auditor can be any bank officer or accredited accountant approved by the Committee. The appointee shall not be a member of the Committee.

(F) Public Officer.

- There shall be a Public Officer of the Association appointed by the Committee who shall fulfill that role until they resign, or their position is terminated by a resolution of the Committee which shall have the authority to appoint another Committee member to be the Public Officer.
- The Public Officer shall be a member of the Committee and may hold any other position on that Committee.
- The public officer receives letters and notices sent by the Corporate Affairs Commission (part of [Consumer and Business Services](#)) and must file returns and notices of rule and name changes with the Commission.

A full description of the public officer's duties is available on the following link - https://www.cbs.sa.gov.au/sites/default/files/resource-files/public-officer-responsibilities_0.pdf

(G) Child Safe Officer

- The Child Safe Officer is essentially an education role to promote awareness within the ADCCSA on child safe issues.
- The Child Safe Officer may –
 - ✓ provide information and training to Committees, volunteers or the broad membership of the organisation.
 - ✓ distribute and or promote the Child Safe policy and procedures to all club members.
 - ✓ work with the Committee to assess risks to child safety within the organisation and develop procedures to minimise this risk.
 - ✓ ensure the organisation undertakes correct screening of all volunteers and employees according to the current legislation.
- The Child Safe Officer at any club or at ADCCSA Committee level should also be the first point of contact for members who have concerns about a child or young person within the ADCCSA and they may provide advice and support to assist the member with making a report.

(H) Duties of members of the Committee

- At the AGM each year, the President shall present a brief written report covering the previous 12 months ADCCSA season.
- A delegate/proxy delegate from each club shall present a brief written report covering their clubs' activities for the previous 12 months season. This report shall include but is not limited to -
 - ✓ A list of events/practice days that included the use of volunteers, officials or had members of the public in attendance.
 - ✓ Any major infrastructure or changes to their premises.
The current committee persons for that calendar year.
The race dates for that calendar year.
 - ✓ All other arranged events that include the usage of volunteers, officials or have a member of the public in attendance.
 - ✓ Any ADCCSA Incident Report compilations.
 - ✓ A report on their clubs' financial status and any financial or organisation issues they may be facing.
- The Treasurer will provide a written report by tabling the previous 12 months audited financials and any other information deemed necessary.
- These reports will be recorded in the AGM minutes.

16. Association Management Committee Meetings.

a. All meetings shall be chaired by the President, or if there shall be no President, then the Vice President, or in their absence, or on declining to take, or retiring from the chair, one of the Committee members chosen by the meeting on the day from those delegates/proxies present shall preside as Chairperson.

At all meetings the Chairperson shall have the option of a casting vote as well as a deliberative vote.

Delegate/proxy representatives present in person from a simple majority of the member clubs constitutes a quorum.

b. There shall be a minimum of four (4) Association Meetings held each year including the AGM. ALL meetings will be held at the Whyalla Car club unless decided otherwise by the Committee. The Committee may decide to meet on any additional occasion considered necessary, and shall endeavor to schedule such meetings on a day and place that will assist delegates/proxies to attend.

c. The Annual General Meeting of the Association shall be held within the first 4 months of the calendar year, the exact date of which shall be communicated to each affiliated club by the Association Secretary not less than 30 calendar days prior to the date thereof.

d. The other 3 meetings will be scheduled by consultation between the Committee members at each meeting.

e. Emergency meeting(s) of the Association may be called from time to time at the written request of at least one third (1/3) of the affiliated clubs. Emergency meetings may be requested by the Executive Committee of the ADCCSA as required.

Notwithstanding the provision of Clause 15 C.1 and 19 (b), seven (7) calendar days' notice of such meeting must be forwarded to affiliated club Secretaries together with the reason for the meeting, agenda and any motions to be put to the meeting.

The necessity of notice for emergency meetings of the Committee or Executive Committee may be waived if time is of extreme urgency provided three quarters (3/4) of the affiliated clubs or the Executive Committee, whichever is applicable, are in agreement to attend an emergency meeting.

These meetings may be held in person at an agreed location or via phone or electronic media (Skye, Zoom, Microsoft teams, messenger meetings or similar) due to the extreme urgency of the meeting. These meetings must be held and minuted as per a general meeting excluding the notice time of 21 days. The minutes will be tabled at the following general meeting.

Because of the geographical location of the clubs with respect to each other, discretion must be exercised when setting the time and date of emergency meetings, to ensure club representation is maximised.

f. Sub Committee Meetings:

The Committee may decide to set-up a subcommittee/s to investigate, manage, and/or report on certain activities on behalf of the Committee.

These shall be held as necessary and as agreed between the Committee and the subcommittee and be chaired by either a Committee member or in that Committee members absence another nominated Committee member.

If it is decided by the Committee that the Chairperson is to come from the members of the subcommittee, then this person, or in this person's absence another person will be elected by the representatives at the meeting.

A simple majority of the appointed representatives present shall constitute a quorum for subcommittee meetings. Resolutions passed at the subcommittee meetings must be presented by the Chairperson at the next meeting of the Association Committee for endorsement or otherwise by the Committee.

17. Authority of delegates at Association meetings.

Delegates/proxies appointed by the affiliated club and duly recognised by the Chairperson of each meeting shall have the authority to:

a. Record one (1) vote per affiliated club -

- on all motions put before the Chair, and

for one (1) person in each individual election that may be conducted.

- Note:

Whether an affiliated club is represented by one (1) or two (2) delegates/proxies the delegates/proxies may jointly only record one (1) vote per affiliated club on all matters requiring a decision.

b. Debate or question all motions before the Chair. Debate and questioning is only applicable for motions listed on the meeting agenda or moved at the meeting that do not have to comply with the procedures indicated in sections 14. e. or 19. b. herein.

All motions listed on the agenda relevant to sections 14. e or 19. b, must have been previously debated and voted on at club level. The delegates/proxies role under those circumstances is to vote on the motion/s as directed by their club membership. Debate and/or questions on those motions is therefore inappropriate and unnecessary.

c. Vote on a motion or motions previously submitted in compliance with section 19(b) herein which may be carried by a vote of the attending delegates/proxies who choose to vote. The result of the vote is dependent on the provisions of 19.c and 19.d.

d. Move a motion to reject any report or proposal presented at the meeting which is considered by the affiliated club which the delegate/proxy represents to be unconstitutional or not in the best interests of the Association or the affiliated clubs.

Move a motion on the day (other than a motion change to the constitution or rule book) and vote on a topic that the delegate/proxy or the club they represent feel is important to the future of, safety or running of the ADCCSA. The delegates/proxy also have the right to vote on any discussed clarification of the rules at a committee meeting.

Delegates/proxies may also (through the chairperson) discuss any issues that their club would like raised and discussed in general business or in other business.

Any ADCCSA guest member may, through the chairperson, ask questions relative to the sport, safety or running of the ADCCSA. They will not have the right to vote at such meetings. These persons may also be invited to speak by the chair on relative points of discussion.

For the sake of safety, privacy and confidentiality any persons may be asked to leave any meeting at any time that the chairperson deems suitable.

18. Responsibilities of delegates/proxies at meetings.

To promote good communication between the Committee and the affiliated clubs as well as assist delegates/proxies in their role, it is essential that persons appointed to act as delegates/proxies at meetings ensure that: -

a. The views and directions of their affiliated clubs have been obtained on all matters appearing on the agenda before attending a meeting.

b. The vote on any motion/s that have been submitted in compliance with sections 14. e and 19. b herein at any meeting must be the vote of their club and not just those of the delegates/proxies. Clubs must be able to provide documentary evidence of this if requested by the Chairperson. This may be in the form of the club minutes from the meeting at which the club decisions on any motion or motions were made or any other evidence acceptable to the Chairperson.

The manner in which the business of each meeting is conducted including points of debate shall be noted for reports to their affiliated club.

c. A full report on each meeting shall be presented at their affiliated club meeting

subsequent to a meeting.

- d. A full report on each meeting shall be presented at their affiliated club meeting subsequent to a meeting

19. Amendments to the Constitution and Rules Motions

Amendments to the Constitution and Rules shall:

- a. Be submitted to a meeting and shall only be proposed by an affiliated club or Committee.
- b. Be in writing and authorised by the Secretary and President of the proposing affiliated club or the ADCCSA Committee after the proposed amendment has been approved by the affiliated club or the ADCCSA Committee.

It shall be sent by email to arrive with the Association Secretary and to the Secretary of all affiliated clubs no later than thirty calendar (30) calendar days before the date set for the Association's meeting and such notice of motion shall appear on the agenda of that meeting.
- c. Amendments to the Constitution will only be voted on at the AGM of the Association as defined by clause 19.c. To become effective a resolution to change the Constitution must be carried by at least a two thirds majority of the affiliated voting clubs present at the relevant meeting.
- d. Motions for proposed amendments to the rules may be voted on at any Committee meeting. They can be voted on by as ordinary resolution and can be carried by a simple majority of attending voting club delegates/proxies.
- e. Any motion for the purpose of introducing an amendment must be specific and refer to the clause or clauses concerned specifying the deletion, insertion or addition of words or new clauses that are required and followed by the clause as it would appear if amended.

20. Dissolution

- a. The Association shall not be wound up or dissolved except by a special resolution (as described in the Definitions section of this policy) at an Association meeting called for that purpose.
- b. In the event of the Association not functioning for two (2) years, dissolution shall be mandatory. The last available list of members of the Committee shall be used to give effect to the provisions of this clause and such members shall act in complying with the requirements of the clause.
- c. Any and all assets remaining after full settlement of all just debts and liabilities incurred by the Association shall be disposed of by the transfer to some institution or organisation approved by the Committee in its absolute discretion as having similar objects to the Association, which has in its constitution an irrevocable clause or paragraph prohibiting the gift or transfer of its assets to any of its members or subscribers.

21. Appeals against decisions

In the event of any affiliated club or any member of an affiliated club being dissatisfied with the decisions brought down by the ADCCSA Committee, or an affiliated club Committee an appeal must be lodged against such decisions in accordance with the requirements of Section 8.c and d. herein.

22. The Seal

Section 20 (3) (a) of the Act requires the ADCCSA to have a common Seal upon which its corporate name must appear in legible characters. The Seal shall not be used without the authorisation of the Committee and every use of the Seal must be recorded in the minutes of the Association.

The affixing of the Seal must be witnessed by any two of the Chairperson, Vice Chairperson, Secretary or Treasurer.

23. ADCCSA Life membership

Life Membership is the highest honour our Association can bestow on a member who has rendered exceptional service over an extended period of time.

Criteria:

Criteria for awarding life membership of the Associated Dirt Circuit Clubs of South Australia (ADCCSA):

- ✓ Have provided long-term, distinguished service to ADCCSA, for a period of at least 5 years.
- ✓ Have made significant contributions that have added value and stature to motorsport in the state, demonstrating leadership, commitment, and passion.
- ✓ Had active involvement and enthusiasm "above and beyond" in promoting the Association, contributing to successful events, or advancing motorsport within the wider community.
- ✓ Have served or serving on committees or subcommittees for a significant period in roles essential to the effective running and wellbeing of the Association.
- ✓ Demonstrated initiative, innovation, and dedication to furthering the objectives of the Association.
- ✓ Being highly respected and of unquestionable integrity within the Dirt Circuit community.
- ✓ Achievements that have significantly progressed dirt circuit at local and state levels.

Additional Considerations:

Some additional considerations for the life membership award:

- ✓ Nominations should typically be made well in advance of the AGM, often at least two meetings prior.
- ✓ The assessment of nominations may be conducted by a subcommittee, which then makes recommendations to the main committee or board.
- ✓ Ratification of a nomination requires a majority vote from the committee.
- ✓ Life membership is generally not awarded posthumously.
- ✓ Acknowledgment and award to be presented at the next state titles event, to recognise their service to the Association.

Life Members to be awarded:

- ✓ Life Membership Engraved Plaque
- ✓ Life Membership Framed Certificate