

**FORMULA 500's AUSTRALIA INC.**

# **Supplementary Racing Regulations**

## **SPECIFICATIONS**



# **OFFICIAL FORMULA 500 LOG BOOK**

**July 2016**

|  |            |
|--|------------|
| CAR OWNER'S NAME   |            |
| CAR NO.  | VIN NUMBER |
| DRIVER'S NAME<br><i>(If Driver does not own a vehicle)</i> |            |
| OFFICIAL'S NAME  |            |

## **PREFACE**

**Motor Racing is a Sport – a dangerous sport – but a good sport if made up of men and women.**

**This is no place for the trouble maker or the person who can see nothing but wrong, believing that every action of the officials is directed at them; that rules are made only for them to break.**

**This person has no place in the sport of motor racing.**

***– Glenn Perret***

**FORMULA 500's AUSTRALIA INC.**

# **Supplementary Racing Regulations**

## **SPECIFICATIONS**



# **OFFICIAL FORMULA 500 LOG BOOK**

**July 2016**

Books will be printed annually  
and available from your State Association.

**Formula 500's Australia Inc.**

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## INDEX

|  |    |   |    |
|--|----|---|----|
| Australian TQ/Formula 500 Champions<br>Speedway.....       | 6  | <b>Chapter V DRIVERS</b> .....                          | 14 |
| Australian TQ/Formula 500 Champions<br>Short Circuit ..... | 7  | 30. Issue of Licences .....                             | 14 |
| Contact Numbers Speedway.....                              | 8  | 31. Validity of Licence .....                           | 14 |
| Life Members .....   | 9  | <b>Chapter VI - DRIVING IN RACES</b> .....              | 14 |
| <b>RULES AND REGULATIONS</b> .....                         | 10 | 32. Outside Assistance.....                             | 14 |
| <b>Chapter I INTRODUCTION</b> .....                        | 10 | 33. Seat Belts .....                                    | 15 |
| 1. Racing Regulations .....                                | 10 | 34. Rerunning of Races.....                             | 15 |
| 2. Qualifications.....                                     | 10 | 35. Substitution of a Vehicle .....                     | 15 |
| 3. Loyal Observance of these Regulations .....             | 10 | <b>Chapter VII TITLE EVENTS</b> .....                   | 15 |
| 4. Interpretation of these Regulations.....                | 10 | 36. Entries .....                                       | 15 |
| <b>Chapter II DEFINITIONS</b> .....                        | 11 | 37. Starting Positions.....                             | 15 |
| 5. The Association.....                                    | 11 | 38. State Titles and Special Events.....                | 15 |
| 6. Club.....   | 11 | 39. Power to Act .....                                  | 15 |
| 7. Speedway.....   | 11 | 40. Australian Championship.....                        | 15 |
| 8. Short Circuit.....                                      | 11 | 41. Method of Elimination .....                         | 16 |
| 9. Clutch (Standing) Start .....                           | 11 | 42. Rule Deleted 2015. ....                             | 17 |
| 10. Rolling Start.....                                     | 11 | 43. Authority to Modify.....                            | 17 |
| 11. Vehicle - F'500 Speedcar .....                         | 11 | 44. Registration Numbers .....                          | 17 |
| 12. Cylinder Volume .....                                  | 11 | 45. Registration of Cars .....                          | 17 |
| 13. Competitors' Register .....                            | 11 | 46. Renewal of Registered Numbers .....                 | 17 |
| <b>Chapter III COMPETITIONS IN GENERAL</b> .....           | 11 | 47. Maintenance of Vehicles.....                        | 17 |
| 14. Promotion of Meeting.....                              | 11 | 48. Inspection of Vehicles.....                         | 17 |
| 15. Unauthorised Meetings .....                            | 11 | 49. Measurement of Engine .....                         | 17 |
| 16. Medical Requirements .....                             | 11 | 50. Australian Championship President's Trophy.....     | 18 |
| <b>Chapter IV ORGANISATION</b> .....                       | 11 | 51. Prize Money Australian Championship.....            | 18 |
| 17. Contents of Supplementary Regulations.....             | 11 | Venue Bond .....  | 18 |
| 18. Alteration to Supplementary Regulations.....           | 12 | 52. Practice .....                                      | 18 |
| 19. Entry.....   | 12 | 53. After National Events.....                          | 18 |
| 20. Dispute Regarding Entry .....                          | 12 | 54. Australian Dirt Track & Short Circuit Ch'ships..... | 18 |
| 21. Opening of Entries .....                               | 12 | 55. Host State - National Titles.....                   | 18 |
| 22. Contents of Entry Form .....                           | 12 | 56. Annual General Meeting (AGM).....                   | 18 |
| 23. Indemnity by Entrants and Drivers.....                 | 13 | 57. Agenda Items.....                                   | 18 |
| 24. Closing of Entries.....                                | 13 | 58. Illegal Fuels and Oversize Engines.....             | 18 |
| 25. Entry by Fax or Email .....                            | 14 | 59. Fuel Testing .....                                  | 18 |
| 26. Entry Containing a False or Incorrect Statement        | 14 | 60. Delegates .....                                     | 18 |
| 27. Refusal of Entry .....                                 | 14 | 61. Changes to Rules and Specifications.....            | 19 |
| 28. Conditional Acceptance of Entry .....                  | 14 | 62. Scrutineers .....                                   | 19 |
| 29. Acceptance of Entries .....                            | 14 | 63. Pusher Cars .....                                   | 19 |
|  |    | 64. Programme.....                                      | 19 |
|  |    | 65. Driver's Representative .....                       | 19 |

|   |           |   |           |
|---|-----------|---|-----------|
| 66. Gate Passes.....  | 19        | 5. Windscreen.....                                | 37        |
| 67. Supplementary Regulations .....                         | 19        | 6. Safety Belts .....                             | 37        |
| 68. Additional Races .....                                  | 19        | 7. Knurling Bars.....                             | 37        |
| 69. Grid Draws.....   | 19        | 8. Aerofoils Rear Wing Specification .....        | 37        |
| 70. Engine Testing Equipment .....                          | 19        | 9. Mounting of Roll Cage.....                     | 38        |
| <b>VEHICLE SPECIFICATIONS .....</b>                         | <b>21</b> | <b>JUNIOR RULES.....</b>                          | <b>39</b> |
| 1. General Dimensions .....                                 | 23        | Background .....                                  | 39        |
| 2. Engine .....   | 24        | Formal Government and National Controlling Body.. | 39        |
| 3. Transmission.....  | 25        | Monitoring Process .....                          | 39        |
| 4. Brakes .....   | 25        | Aims and Objectives .....                         | 39        |
| 5. Steering.....  | 25        | Restrictor Specifications .....                   | 40        |
| 6. Throttle .....   | 25        | Junior Restrictor 600 Class.....                  | 40        |
| 7. Ignition .....   | 25        | <b>OFFICIAL FORMULA 500 LOG BOOK.....</b>         | <b>43</b> |
| 8. Fuel System.....   | 25        | Scrutineer's Declaration .....                    | 44        |
| 9. Body Group.....  | 26        | Indemnity .....                                   | 45        |
| 10. Visor/Debris Screen.....                                | 27        | Scrutineer's Race Day Report.....                 | 46        |
| 11. Safety Belts .....                                      | 27        | <b>RULES OF CONDUCT .....</b>                     | <b>57</b> |
| 12. Bumper Bars.....  | 27        | Social Networking.....                            | 57        |
| 13. Knurling Bars.....                                      | 28        | Driver's Code of Conduct.....                     | 58        |
| 14. Exhaust Pipes .....                                     | 28        | Officials' Code of Conduct.....                   | 59        |
| 15. Aerofoils.....  | 28        |   |           |
| Aerofoils - Mounting Diagram .....                          | 30        |   |           |
| 16. Roll Cages .....  | 31        |   |           |
| Roll Cages - Construction Diagram .....                     | 32        |   |           |
| Chassis Design Diagram .....                                | 33        |   |           |
| 17. Nuts, Bolts - Components .....                          | 35        |   |           |
| 18. Racing Numbers .....                                    | 35        |   |           |
| 19. Transponder Position.....                               | 35        |   |           |
| 20. Cooling Systems .....                                   | 35        |   |           |
| 21. Pit Crews .....   | 35        |   |           |
| 22. General.....  | 35        |   |           |
| 23. Vehicle Examinations .....                              | 36        |   |           |
| 24. Deviations.....   | 36        |   |           |
| 25. Remember - If It's Not in the Book, It's Illegal ....   | 36        |   |           |
| 26. Scrutineers .....                                       | 36        |   |           |
| 27. Engine Testing Equipment .....                          | 36        |   |           |
| <b>REAR WING / REAR ENGINE CARS / OLDER STYLE CARS.....</b> | <b>37</b> |   |           |
| 1. General Dimensions .....                                 | 37        |   |           |
| 2. Steering.....  | 37        |   |           |
| 3. Firewall.....  | 37        |   |           |
| 4. Front Bonnet.....  | 37        |   |           |

## Australian TQ/Formula 500 Champions Speedway

| Year | Driver                                   | State | Tracks        | State |
|------|--|-------|---------------|-------|
| 1964 | Bob Lane                                 | NSW   | Point Bass    |       |
| 1965 | William Simpson                          | NSW   |               |       |
| 1966 | K Yeomans                                | Vic   | Myrtleford    | Vic   |
| 1967 | Les Redpath                              | Tas   | Latrobe       | Tas   |
| 1968 | Jack Treadgate                           | NSW   | Bundaberg     | Qld   |
| 1969 | Bob Haag                                 | Vic   | Myrtleford    | Vic   |
| 1970 | Jack Threadgate                          | NSW   | Latrobe       | Tas   |
| 1971 | Viv Wilks                                | SA    | Murray Bridge | SA    |
| 1972 | Viv Wilks                                | SA    | Warrnambool   | Vic   |
| 1973 | Ken Redpath                              | Tas   | Latrobe       | Tas   |
| 1974 | John Andersson                           | WA    | Claremont     | WA    |
| 1975 | John Andersson                           | WA    | Carina        | Qld   |
| 1976 | Ken Neilson                              | WA    | Heddon Greta  | NSW   |
| 1977 | John Andersson                           | WA    | Murray Bridge | SA    |
| 1978 | George Higgs                             | WA    | Alice Springs | NT    |
| 1979 | William Broadwood                        | WA    | Canberra      | ACT   |
| 1980 | Max Dumesny                              | Vic   | Brooklyn      | Vic   |
| 1981 | Lloyd Thorley                            | NSW   | Bridgewater   | Tas   |
| 1982 | Max Dumesny                              | Vic   | Bibra Lake    | WA    |
| 1983 | Lloyd Thorley                            | NSW   | Archerfield   | Qld   |
| 1984 | Don Bowey                                | SA    | Newcastle     | NSW   |
| 1985 | Don Bowey                                | SA    | Murray Bridge | SA    |
| 1986 | Vince Chapman                            | WA    | Alice Springs | NT    |
| 1987 | Vince Chapman                            | WA    | Bibra Lake    | WA    |
| 1988 | Lloyd Thorley                            | NSW   | Canberra      | ACT   |
| 1989 | Clive Baxter                             | NT    | Swan Hill     | Vic   |
| 1990 | Roy Urpeth                               | NSW   | Carrick       | Tas   |
| 1991 | Graham Odger                             | Qld   | Cairns        | Qld   |
| 1992 | Michael Pronger                          | Qld   | Wagga Wagga   | NSW   |
| 1993 | Don Bowey                                | SA    | Murray Bridge | SA    |
| 1994 | Don Bowey                                | SA    | Alice Springs | NT    |
| 1995 | Tony Pryor                               | NSW   | Goulburn      | ACT   |
| 1996 | Tony Pryor                               | NSW   | Hamilton      | Vic   |
| 1997 | Phillip Woodberry                        | Tas   | Latrobe       | Tas   |
| 1998 | Trevor Harding                           | WA    | Bunbury       | WA    |
| 1999 | Luke Dillon                              | SA    | Cairns        | Qld   |
| 2000 | Luke Dillon                              | SA    | Newcastle     | NSW   |
| 2001 | Luke Dillon                              | SA    | Murray Bridge | SA    |
| 2002 | Jason Loveday                            | SA    | Alice Springs | NT    |
| 2003 | Lee Dillon                               | SA    | Goulburn      | ACT   |
| 2004 | Darren Mollenoyux                        | Vic   | Warrnambool   | Vic   |
| 2005 | Matthew Brown                            | WA    | Latrobe       | Tas   |
| 2006 | Ben Devlin                               | WA    | Esperance     | WA    |
|      | <i>Formula 500'S Australian Champion</i> |       |               |       |
| 2007 | Ben Mcleod                               | Vic   | Maryborough   | Qld   |
| 2008 | Michael Pronger                          | Qld   | Lismore       | NSW   |
| 2009 | Brock Hallett                            | Qld   | Bordertown    | SA    |
| 2010 | Daniel Harding                           | WA/SA | Alice Springs | NT    |
| 2011 | Liam Williams                            | Vic   | Goulburn      | ACT   |

## Australian TQ/Formula 500 Champions *(cont...)* Speedway

| Year | Driver          | State | Tracks          | State |
|------|-----------------|-------|-----------------|-------|
| 2012 | Jessica Moulden | Vic   | Laang           | VIC   |
| 2013 | Marcus Kelly    | Tas   | Carrick         | TAS   |
| 2014 | Brock Hallett   | SA    | Perth Motorplex | WA    |
| 2015 | Dylan Willsher  | Vic   | Rockhampton     | Qld   |
| 2016 | Liam Williams   | Qld   | Gunnedah        | NSW   |

## Australian TQ/Formula 500 Champions Short Circuit

| Year | Driver            | State | Tracks        | State |
|------|-------------------|-------|---------------|-------|
| 1964 |                   |       |               |       |
| 1965 | William Simpson   | NSW   | Salty Creek   | NSW   |
| 1966 |                   |       |               |       |
| 1967 |                   |       |               |       |
| 1968 | George Parkes     | NSW   |               |       |
| 1969 | Jack Threadgate   | NSW   |               |       |
| 1970 | Jack Threadgate   | NSW   |               |       |
| 1971 | Tony Coles        | NSW   | Salty Creek   | NSW   |
| 1972 |                   |       |               |       |
| 1973 |                   |       |               |       |
| 1974 | Don Perry         | ACT   | Bendigo       | Vic   |
| 1975 | Don Perry         | ACT   | Yass          | NSW   |
| 1976 |                   |       |               |       |
| 1977 | John Anderson     | WA    | Darkan        | WA    |
| 1978 |                   |       |               |       |
| 1979 |                   |       |               |       |
| 1980 | Max Dumesney      | Vic   | Wangaratta    | Vic   |
| 1981 | Lloyd Thorley     | NSW   | Harvey Dale   | Tas   |
| 1982 | William Broadwood | WA    | Darkan Wa     |       |
| 1983 | Lloyd Thorley     | NSW   | Maryborough   | Qld   |
| 1984 | Grahame Baxter    | NSW   | West Wyalong  | NSW   |
| 1985 | Grahame Baxter    | NSW   | Murray Bridge | SA    |
| 1986 | Lloyd Thorley     | NSW   | Alice Springs | NT    |
| 1987 | Vince Chapman     | WA    | Narrogin      | WA    |
| 1988 | Steve Kurtz       | NSW   | Cowra (Nsw)   | ACT   |
| 1989 | Lloyd Thorley     | NSW   | Wangaratta    | Vic   |
| 1990 | Lloyd Thorley     | NSW   | Carrick       | Tas   |
| 1991 | Roy Urpeth        | NSW   | Townsville    | Qld   |
| 1992 | John Owen         | NSW   | West Wyalong  | NSW   |
| 1993 | Darren Tierney    | Vic   | Murray Bridge | SA    |
| 1994 | Shorty Maclean    | NT    | Alice Springs | NT    |
| 1995 | Tony Pryor        | NSW   | Yass (Nsw)    | ACT   |
| 1996 | Steve Kurtz       | NSW   | West Wyalong  | NSW   |
| 1997 | Adrian Redpath    | Tas   | Carrick       | Tas   |
| 1998 | William Broadwood | WA    | Darkan        | WA    |
| 1999 | Alan Iverson      | Qld   | Cairns S/W    | Qld   |
| 2000 | Brian Thorley     | NSW   | Cowra         | NSW   |

## State Formula 500 Contact Numbers (Correct at time of printing)

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### LIFE MEMBERS

1968 David Johnson ACT  
1976 William (Bill) McDowell NSW  
1976 Len Quinn TAS  
1984 Darrell Coles NSW  
1984 Glenn Perret WA  
1995 Phil Checkley WA  
2003 Bill Richards WA  
2011 Grahame Baxter NSW  
2011 Marion Baxter NSW  
2013 Ken Willsher VIC

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**2017 Australian  
Formula 500 Championship**

**Murray Bridge SA**

**14th - 17th April 2017**

## **PLEASE NOTE**

**AS THE 2013/2014 SEASON WAS OUR FIRST YEAR IN USING THE SPEEDWAY AUSTRALIA RACING RULES & REGULATIONS THERE COULD BE SOME ISSUES THAT HAVE BEEN OVERLOOKED. IF THIS IS THE CASE, PLEASE NOTIFY THE EXECUTIVE AND YOUR ISSUES WILL BE LOOKED AT AND IF THE EXECUTIVE IS IN AGREEMENT, A MEMO WILL THEN BE SENT TO ALL STATES.**

## **CHAPTER I - INTRODUCTION**

### **GOVERNING BODY.**

FORMULA 500'S AUSTRALIA SHALL BE CITED AS THE GOVERNING BODY FOR ALL  
FORMULA 500 RACING.

### **RACING REGULATIONS**

SPEEDWAY AUSTRALIA RACING RULES & REGULATIONS WILL BE CITED AS  
THE RACING REGULATIONS.

THESE RACING REGULATIONS WILL GOVERN THE REGULATIONS ARISING IN ANY MANNER  
WHATSOEVER IN CONNECTION WITH THE SPORT OF SPEEDWAY RACING BETWEEN  
PROMOTERS, DRIVERS, MECHANICS OR OFFICIALS AND THE  
FORMULA 500'S AUSTRALIA INCORPORATED.

1. **SUPPLEMENTARY RACING REGULATIONS** - These Supplementary regulations govern any further regulations arising in any manner whatsoever in connection with the sport of speedway racing for the Formula 500's Australia Inc. They are to be taken as being in force and may be cited as 'The Supplementary Racing Regulations.
2. **QUALIFICATIONS**
  - (a) Every person licensed to participate in or officiate at any competition, shall be a financial member of the Association, or an accredited honorary member or a member of an authoritative body recognised by the Association, or a member of an Associated or Affiliated Club.
  - (b) All drivers, officials and car owners must own a copy of these regulations and shall be required to have it in their possession at each race meeting. eg. Drivers must have their own copy if they do not own the car they are driving.
3. **LOYAL OBSERVANCE OF THESE REGULATIONS** - no person licensed to participate in or officiate any competition governed by these regulations shall:
  - (a) Assist any person or body or persons that does not comply with and/or conform to these regulations, or that acts in any manner contrary thereto: or
  - (b) belong to, lend his/her name to, or be an officer of any such body. Any person or body being guilty of a breach of this regulation shall thereby become liable to the consequences provided within these regulations.
4. **INTERPRETATION OF THESE REGULATIONS** - The correct interpretation of these Regulations shall be decided by the Formula 500's Australia Inc. Executive Committee whose decision shall be final.

## **CHAPTER II - DEFINITIONS**

5. THE ASSOCIATION - except when the contents or subject matter requires a different construction the Association shall mean the Formula 500's Australia Inc.
6. CLUB - Any club associated or affiliated with the Formula 500's Australia Inc. or any other approved club which has formally undertaken to observe these and any regulations of the Association.
7. SPEEDWAY - An elliptically shaped arena, comprising of a track of an approved surface not exceeding 732 metres or any other track declared a Speedway by the Formula 500's Australia Inc.
8. SHORT CIRCUIT - A continuous circuit which contains both left and right hand bends, and which the surface may be watered or oiled. The terrain may be either flat or hilly nature.
9. CLUTCH (STANDING) START - The start made by drivers when the cars are stationary with engines running until the order to start is given.
10. ROLLING START - The start made by drivers in which the speed up to the starting line is regulated.
11. VEHICLE - FORMULA 500 - A land vehicle propelled by its own means, running on at least four wheels not in a line which must be normally in contact with the ground, and of which the front two must affect the steering, and the rear two the propulsion, and limited in engine size as specified in the specifications adopted by the Australian Association.
12. CYLINDER VOLUME -The volume swept in a cylinder or cylinders by the upward or downward movement of the piston or pistons in such cylinder or cylinders. Cylinder volume shall be expressed in cubic centimetres. For the calculations relating to the cylinder volume of engines, the symbol will be regarded as 3.1416.
13. COMPETITORS' REGISTER - The list maintained by the Affiliated Associations of persons to whom it has issued either a car number, or a driver's competition licence. The register must show the respective licence numbers.

## **CHAPTER III - COMPETITIONS IN GENERAL**

14. PROMOTION OF MEETING - All Formula 500 meetings must be approved by the State Formula 500 Association. "No F500 Race Meeting can be run without the authorisation of the State Formula 500 Association".
15. UNAUTHORISED MEETINGS - The promotion of any meeting otherwise than in conformity with these Regulations is forbidden. Every person connected therewith or taking part in such a meeting, whether as promoter, driver or official, shall be liable to the consequences and penalties provided herein.
16. MEDICAL REQUIREMENTS - A state ambulance or private paramedical service with a properly fitted patient carrying vehicle or equivalent is required to be in attendance at all race meetings.

## **CHAPTER IV - ORGANISATION**

17. CONTENTS OF SUPPLEMENTARY REGULATIONS - The Supplementary Regulations shall contain (insofar as may be appropriate to the meeting to which they relate) the following information:
  - (1) The name and nature of the proposed competitions
  - (2) The name and address of the promoters
  - (3) A statement in accordance with Rule 14
  - (4) The place and date of the meeting

- (5) A full description of the proposed competition, including length and direction of course
  - (6) Comprehensive information regarding personal insurance
  - (7) The date, times and nature of starts, with details of handicapping
  - (8) A reminder of such of these rules as may be particularly applicable to the competition and also in regard to licence, signals, protection against fire etc.
  - (9) The manner in which the results will be determined
  - (10) Provisions regarding postponement, abandonment or cancellations
  - (11) The information required on entry forms
  - (12) The dates of opening and closing of entries and how and where they shall be made
  - (13) The amount of the entry and insurance fee
  - (14) Conditions under which entries may be refused
  - (15) The relative positions of the cars at the start and how they are to be determined
  - (16) Signals to be given for the start and finish
  - (17) Particulars of identification numbers and marks required or permitted to be carried
  - (18) The facts shall be judged by the Judges of Fact
  - (19) The times fixed for the official examination of vehicles
  - (20) All such other requirements and information as may be necessary for the proper conduct of the meeting.
18. ALTERATION TO SUPPLEMENTARY REGULATIONS - no alteration shall be made to the Supplementary Regulations after the commencement of the period for receiving entries.
19. ENTRY - An entry made and accepted in accordance with these rules and any relevant Supplementary Regulations is a contract between a competitor and the promoters by which the competitor agrees to take part in the competition for which he/she has entered unless prevented by force majeure, and the promoters agree to comply with the conditions of entry provided that the competitor has made every effort to take part in the competition.
- A breach of such contract may be treated as breach of these Rules.
20. DISPUTE REGARDING ENTRY - If any dispute shall arise otherwise than by way of protest between a competitor or driver and promoter regarding any entry or nomination to drive which has been already accepted, such dispute shall be referred to the Steward for decision subject to the rights of appeal as provided by these Rules.
21. OPENING OF ENTRIES - An organising permit having been granted the promoters may invite, receive and accept entries from eligible competitors. Every Entry Form or invitation to enter, sent out by the promoters shall be accompanied by a print of the relevant Supplementary Regulations. Entries shall be made in writing, on the Entry Form provided by the promoters which shall provide for a statement of the entrance, of the driver nominated (if any) together with their licence numbers and any other information required by the Supplementary Regulations to be stated on the entry form.
22. CONTENTS OF ENTRY FORM - Entry Forms for all competitions shall contain the following:
- (i) Spaces for the names (not assumed names) of the entrant(s), the driver(s) and the licence numbers of the Entrant(s), Driver(s), Car Log Book Number, Vin Number and Car Racing Number.
  - (ii) Space for the signature of the entrant(s) and/or driver(s).

- (iii) The following statement: "If an entrant or driver is under the age of 18 years this form must be accompanied by a letter of consent signed by both parents or by his/her guardian.
- (iv) The form of indemnity and spaces for the appropriate signature(s).
- (v) Such other information as is required by these Rules or the Supplementary Regulations to be stated on the Entry Form.
- (vi) Prize money schedule to be shown on all Entry Forms.

23. INDEMNITY BY ENTRANTS AND DRIVERS

- (a) Every entrant and driver, before taking part in any competition shall sign an indemnity, in the following form:

I/we declare that I/we have read and understood the Supplementary Regulations issued for the meeting, and agree to be bound by them and the provisions of the Formula 500's Australia Inc. Racing Rules and Regulations and Specifications and Speedway Australia Racing Rules and Regulations (current book).

I/we acknowledge and agree as a condition of entry that neither the Formula 500's Australia Inc., State Associations, Promoters nor host clubs shall be under any liability incurred by my/our death or any bodily injury, loss or damage which may be sustained or incurred by me/us, as a result of participation in or being present at the event, except in regard to any rights I may have arising under the Trade Practices Act 1985. I/we acknowledge that motor racing is dangerous and accidents causing death, bodily injury, disability and property damage can and do happen.

Entrant's signature: ..... Date: .....

Driver's signature: ..... Date: .....

IF THE APPLICANT IS UNDER 18 YEARS OF AGE, a parent or guardian's written consent must accompany this application.

- (b) Any indemnity as prescribed in sub paragraph (a) of this rule which is signed by a person under the age of 18 years shall be countersigned by that persons parents or guardian(s), whose full name and address together with a statement of whichever of the aforesaid capacities entitles him/her so to sign, shall be stated with the said signature.

- (c) Speedway Australia indemnity accepted in lieu of section (a).

Disclaimer and consent statement for persons under 18 years of age. Parent/Guardian consent – persons under 18 years.

I .....of .....(address)

am the parent/guardian \*.....of the above named. ("the minor") who is under 18 years old. I have read this document and understand its contents, including the exclusion of liability and assumption of risk, and have explained the contents to the minor. I consent to the minor attending/participating in the event at his /her own risk.

Signed.....Parent/Guardian\*. Date.....

\*Delete whichever does not apply.

24. CLOSING OF ENTRIES - The date specified in the Supplementary Regulations for the closing of the entries shall be not less than seven clear days before the date of the meeting. In no circumstances shall any entry be received after such closing date, except that it shall be permissible to accept such entries arriving by the first mail delivery thereafter.

25. ENTRY BY FAX OR EMAIL - An entry made by fax or email may be accepted provided it is received before the time laid down for the closing of entries and a confirmatory letter with the entry fee and necessary insurance is despatched simultaneously. A competitor making an entry by fax or email shall on demand, complete and sign an entry form.
26. ENTRY CONTAINING A FALSE OR INCORRECT STATEMENT - An entry which contains a false or incorrect statement shall be null and void and the entrant may be deemed guilty of a breach of these rules and the entry fee may be forfeited.
27. REFUSAL OF ENTRY - An entry for a competition may be refused in accordance with the Supplementary Regulations relating to such competition. If any entry is refused, notification of such refusal shall be sent to the entrant so as to arrive in the ordinary course of delivery within 8 days after the receipt of the entry, or at least 5 days before the meeting, whichever shall be the earlier. Such refusal is final and not subject to appeal.
28. CONDITIONAL ACCEPTANCE OF ENTRY - Supplementary Regulations may provide that entries may be accepted under certain clearly stated conditions. For instance, where the number of starters is limited, an entry may be accepted conditionally upon a vacancy occurring among entrants already accepted. Conditional acceptance shall be notified to the entrant by letter or emailed not later than the day following the date for the closing of entries.
29. ACCEPTANCE OF ENTRIES - If the number of entries received exceeds the maximum number of competitors laid down in the Supplementary Regulations, those to be accepted shall be selected in the manner specified in and by the Supplementary Regulations. If no manner is specified, they shall be selected either by ballot or by the order or the receipt as the promoters shall decide.

## **CHAPTER V - DRIVERS**

30. ISSUE OF LICENCES -
  - (a) A driver may only hold the licence issued by a Formula 500's Australia Inc. State/Territory Association in which he/she is principally a resident (with the exception of the ACT). The licence Formula 500s recognise is a Speedway Australia Licence "A" or higher.
  - (b) A current or previously licensed driver must obtain a clearance from his/her previous State Association in order to be issued with the licence in the state in which he/she will now be principally resident.
  - (c) New drivers to start rear of field until the Steward/s deem he/she is capable of starting in the field.
31. VALIDITY OF LICENCE - A driver's licence is only valid if he/she is a member of the State Body (with the exception of the ACT) in which he/she is principally resident.

## **CHAPTER VI – DRIVING IN RACES**

32. OUTSIDE ASSISTANCE - The Steward shall report to the RDC for conduct prejudicial to the interests of the sport, any person who assists a driver to start in a race or rerun of a particular race for which he/she is not qualified, has been excluded from, or who is ineligible to compete therein, or any person who without due cause obstructs a driver fully qualified from restarting. Radio contact with drivers is not permitted except by designated officials on equipment that transmits to all drivers, one way only. Any driver receiving communication via radio other than from officials may be liable for exclusion from the meeting.
  - (a) One way communication to be mandatory for all blue ribbon events.

33. SEAT BELTS - Once a competitor has entered the track, if their seat belt is unbuckled without the Steward's prior consent, that driver is to be disqualified from that event (heat/race), unless the driver undoes their belts for safety reasons, (eg. tipped on side, fuel leaking, possible fire) and the driver can be ready to re-enter the race, by the time the rest of the field is ready to resume the race.
34. RERUNNING OF RACES - In the case of a rerun, mechanics shall not enter the course proper until permission is granted by the clerk of the course, further, no refuelling, refilling of radiators and/or mechanical adjustments shall be made to any vehicle without the express permission of the Steward. A breach of this regulation shall render the exclusion from the rerun of the driver or drivers and vehicles concerned.
35. SUBSTITUTION OF A VEHICLE - The vehicle shall be defined as the chassis and roll cage. A driver shall not substitute in a final, repacearge or championship event any vehicle for that in which he/she gained the right to compete in such final, repacearge or championship.

## **CHAPTER VII - TITLE EVENTS**

36. ENTRIES -
  - (a) Entries for all Title Events shall close at the State controlling body's discretion prior to the scheduled event;
  - (b) Only drivers who hold Australian citizenship and an open licence shall be eligible to nominate for and compete in an Australian Formula 500 championship meeting, at any other championship meeting only drivers holding an open licence will be eligible to nominate for and compete at that meeting.
37. STARTING POSITIONS -starting positions in all heats shall be balloted for prior to the event.
38. STATE TITLES AND SPECIAL EVENTS - Provisions governing the conduct of a State Title or Special Event organised by a promoter shall be such as are mutually agreed to by the promoter and State Association. State Titles must comply with the Formula 500's Australia Inc. racing regulations and specifications, states may select **whatever format is agreeable with the Club and Promoter**, ie. "How many rounds of Heats, one or two days, etc."
39. POWER TO ACT - In the case of conditions arising during the conduct of any Title event for which no provision is made in these regulations, the RDC shall have the right of decision and power to act.
40. AUSTRALIAN CHAMPIONSHIP - All Australian Championships are to be held between 1st February and up to and including Easter of each year. Host State must give the national secretary six (6) months' notice of the day. No other major meeting or title events for Formula 500 are to be held in any state, host state excepted, where the total payout to drivers exceeds \$1,000 on the weekend or the time of the National Formula 500 Championships.

In order to constitute an Australian Championship ALL States and Territories must be invited and represented by 3 States or Territories minimum.

### 2 DAY RACE FORMAT –

Day 1 – Scrutineering, Practice, 3 Rounds of Heats.

Day 2 – Round 4 of Heats, "B" Main, "C" Main (optional), Final.

### 3 DAY RACE FORMAT –

Day 1 – Scrutineering, Practice.

Day 2 – 3 Rounds of Heats

Day 3 – Round 4 of Heats, 'B' Main, 'C' Main (if warranted), Final.

Host state 'order of rotation' for Australian championships is as follows:

W.A., QLD, NSW, S.A, N.T., AC.T , VIC . TAS.

ALL AUSTRALIAN SPEEDWAY CHAMPIONSHIP EVENTS ARE TO BE HELD DURING NIGHT TIME HOURS  
(NO DAY TIME MEETING ALLOWED)

If any State fails to attend a Formula 500's Australian General/AGM meeting for two Consecutive years, that State/Territory will forfeit their right to host the Australian Championship in that rotation.

If a Championship meeting is rained out before a full round of heats have been run then the whole meeting be run again. If a full round of heats has been run then it can be continued the next day. If the next week or any other, the whole meeting must be rerun.

**Distance:**

Heats..... 10 laps

Championship - nearest number of laps to 10 kilometres

**Number of Competitors:**

Heats (minimum of 10 cars per heat, maximum of 13 cars per heat at time of nominations).

**MUST BE A ROLLING START**

**Minimum Prize Money for an Australian Title \$10,000.00**

41. METHOD OF ELIMINATION - The method of elimination will comprise a series of heats. Each driver will compete four times against a varied field. Draw to be done in such a way that all drivers will get a front quarter, 2nd quarter, 3rd quarter and a rear quarter. Points will be allocated for every position filled in each heat in accordance with the following schedule.

Grid draws for all Australian championship heats are to be attended by a J.P. or magistrate.

| Placing | Points | Placing | Points | Placing | Points |
|---------|--------|---------|--------|---------|--------|
| 1st     | 25     | 6th     | 10     | 11th    | 3      |
| 2nd     | 20     | 7th     | 8      | 12th    | 2      |
| 3rd     | 17     | 8th     | 6      | 13th    | 1      |
| 4th     | 14     | 9th     | 5      |         |        |
| 5th     | 12     | 10th    | 4      |         |        |

FINAL: The top point scorers from the heats to 16th place will go through into the Final.

'B' MAIN: maximum of 20 cars (allowing for the 1st four (4) place getters from the 'C MAIN' to go ROF, if a 'C MAIN' is run.

'C' MAIN: (maximum of 20 cars) first four (4) transfer to 'B' MAIN (ROF) (if enough cars warrant it and promoter is agreeable).

Consolation race may be run if agreed by Promoter.

Reserves for Final: If 21 cars or more start the Final, no reserves will be used. If less than 21 cars start the Final, reserves may be used.

The highest point scorer in championship heats shall be allocated choice of front row positions (either position 1 or position 2) in the Final, prior to entering the track. The positions of any cars tied on points will be determined by their fastest lap times in the heats.

The current Australian Formula 500 Champion, if he/she fails to qualify for the Final, through the heats, and B & C Main after making a bona fide attempt, can start from the rear of the field in the Australian Formula 500 Final.



(a) Electronic lap scoring and timing to be used for national and state Titles. Manual lap scoring to be used as a backup if required.

42. RULE DELETED 2015.

43. AUTHORITY TO MODIFY - Formula 500's Australia Inc. may from time to time increase or decrease the distance and/or method of running title events.

44. REGISTRATION NUMBERS - Registered numbers available for allocation shall be from one onwards and numbers shall not be duplicated. Fractional numbers are not permitted, nor may letters be appended except to designate State, section thereof or country. Registered numbers on Formula 500's shall be a minimum of 20cm high and shall be clearly positioned, one on the nose cone, and one on each side of the car or rear body.

45. REGISTRATION OF CARS - All cars must be registered in the state in which the owner is principally resident (with the exception of GLB Association). All registered cars will be issued a Vin Number (Vin Number MUST be placed on the roll cage facing driver when seated, this will be an accessible place for scrutineers to check. See diagram overall view, page 34 for positioning.) The Vin Number issued and placed on the car MUST correspond with the Vin Number on the rule/Log book issued to that car.

In the case of a driver having more than one car that he/she may drive, the owner/driver may use the same racing number, but each car must be registered and have its own separate Vin Number and Rule/Log Book. If an owner wishes to invite a guest driver and both cars or more are racing on the same night, duplicate numbers will then not be permitted. The lap scoring number must be changed to a number approved by the Association or club organising the night's racing. eg. an owner or driver may have two (2) or more cars with the same racing number displayed; ie. two cars with number 16, each of these cars must be registered separately and have their own Rule/Log Book and Vin Number.

Please note: If Rule/Log Book does not correspond to the Vin Number on the car, that car cannot be raced until correct Rule/Log Book is presented at scrutineering.

46. RENEWAL OF REGISTERED NUMBERS – Upon a vehicle being registered the number thereon shall remain the property of the person granted the original registration whilst they remain a financial member and that their membership be paid in full prior to 1st January of each year.

In the case of a number not being registered for one complete season (1st July til 30th June) it shall then become available for general allocation. Should a particular number be registered but not used during one complete season then such number will also become available for general allocation.

47. MAINTENANCE OF VEHICLES - It shall be permissible for a promoter to equip and maintain workshops for the tuning of drivers' vehicles provided that a fair charge for the costs of such tuning, as may be approved by the State Association, is made to each driver concerned.

48. INSPECTION OF VEHICLES - Drivers and/or owners shall submit their vehicle for inspection and when required by the machine examiners or specifications committee.

49. MEASUREMENT OF ENGINE - If an engine is measured at the request of a driver he shall bear any expense incurred to a maximum of \$500.00, thereby. If measured to determine an appeal, the party against whom the decision is made shall bear the costs, and the registration of the vehicle may, if the engine is oversize, be suspended until all costs incurred are paid. Also see (Rules 59 & Specifications 8 (j) for Penalties).

50. The Australian Championship Presidents Trophy; is to be returned to the State Secretary One (1) Month prior to the Australian Title to check for repairs and forward to promoting State for Presentation to the winner. Promoters of Championship are to provide a token trophy for presentation to the winner.

51. PRIZE MONEY AUSTRALIAN CHAMPIONSHIP

- (a) Prize money for all National Events to be paid by the host club to the state Association and the State Association will then reimburse the Club at the Championship venue on the date of the said Championship.
- (b) VENUE BOND - A venue bond of one-third of the total prize money shall be payable to the Australian Association a minimum of 30 days prior to the Championship date. Should the venue receive a vote of no confidence as to its condition by the committee of the Association then the venue bond will be forfeited.

52. PRACTICE - All entrants to be granted time to practice; time for practice is to be organised between the host State and Speedway Promoter. At a Championship, a minimum time is to be set for practice, based on;

- 50 car entries: 1½ hours
- 75 car entries: 2 hours, and so on.

Only the nominated car and driver is allowed to practice.

53. After national events no car to leave the track for ten minutes which is the period of time during which a protest may be lodged.

54. Australian Dirt Track and Short Circuit Championships are to be held in one State each year.

Should a short circuit vacancy occur then the option remains for any State to apply for the vacancy and can be held at any time during year of Title.

55. If the host State cannot, for any reason, hold the national Titles, then the succeeding host State will be required to take over.

56. ANNUAL GENERAL MEETING - To be held at the time and place of the National Championships (dirt track) on the day after the championship; meeting.

57. AGENDA ITEMS - Agenda items must be postmarked at least sixty (60) days prior to the Annual General meeting (AGM) and in the hand of the Secretary by that time. No agenda items will be accepted after this date and no agenda items will be accepted from any State Association should they be unfinancial on said date. The AGM agenda items and notices of motion should include the reasons for the changes suggested. The submitting association should explain their reasoning.

The Secretary shall give members at least thirty (30) days' notice in writing of all agenda items for an AGM or general meeting.

58. The use of illegal fuels and oversize engines shall carry an automatic suspension of TWO YEARS. Further offences by the same competitor shall carry SUSPENSION FOR LIFE.

59. TESTING OF FUEL - whenever fuel is collected and tested, half of the sample should be sealed and given to the home association.

60. DELEGATES - The only delegates permitted to vote at Formula 500's Australia Association meetings must have been elected at a duly constituted meeting of their State Association and the names of said delegates must be forwarded to the Australian secretary at least 14 days prior to the AGM.

61. CHANGES TO RULES AND SPECIFICATIONS - The only changes that may be made to the rules, regulations and specifications for Formula 500 racing must be made at a duly constituted Annual General meeting of the Formula 500's Australia Association. Any NEW RULE OR SPECIFICATION that is passed at the AGM, will not come into force until the 1st of July of that year.

62. SCRUTINEERS - A meeting of state scrutineers who are present at the Australian Titles should be held with the Australian executive and the examiners responsible for scrutineering the cars for the championship events, prior to machine examination, to straighten out any problems which may occur and at least have an agreed direction. Scrutineers and others who assist shall be given passes (Gate & Pit) at Australian speedway Titles, provided they are authorised by the state Association who is running the Title.
63. PUSHER CARS - A minimum of two pusher cars are to be present at championship meetings for assistance to start cars in heats and finals.
64. PROGRAMME - The Australian Title event must be the main event on the programme and the promoters should be requested to advertise as such on the frontispiece of the programme.
65. DRIVER'S REPRESENTATIVE - The driver's representative should not be a driver, official or mechanic acting in their capacity at a meeting.
66. GATE PASSES - Gate moneys or passes for the entire meeting be it one, two, or three days/nights, for a driver and two pit crew may be arranged by the promoter.
67. SUPPLEMENTARY REGULATIONS - The promoter's proposed schedule of the programme and the supplementary regulations are to be forwarded to the appropriate body for approval, whether State Association or the National Body.
68. ADDITIONAL RACES - Additional races for non-qualifiers are to be scheduled on the National championship Finals programme.
69. GRID DRAWS - Grid draws for all Australian championship heats are to be attended by a J.P. or magistrate.
70. ENGINE TESTING EQUIPMENT - each state body will carry the necessary equipment to carry out engine capacity checks at Australian Titles. Such checks to be done in a clean and crowd free area in the presence of the officials, placegetters and their crews only.
  - (a) The first three placegetters in the national championship or if the supplementary regulations states for an event, will have their engine capacity measured at the driver or owner's expense. If an engine is found to be illegal the next placegetters engines will be measured. Any person refusing to allow an engine to be checked, the said car will be excluded from the meeting and all results in regard to the entire meeting and the prize money forfeited.



# Formula 500's Australia Inc.

## SPECIFICATIONS



### VEHICLE SPECIFICATIONS

|   |    |   |           |
|---|----|---|-----------|
| 1. General Dimensions .....             | 23 | 20. Cooling Systems .....                                   | 35        |
| 2. Engine .....                         | 24 | 21. Pit Crews .....   | 35        |
| 3. Transmission.....                    | 25 | 22. General.....  | 35        |
| 4. Brakes .....                         | 25 | 23. Vehicle Examinations .....                              | 36        |
| 5. Steering.....                        | 25 | 24. Deviations.....   | 36        |
| 6. Throttle .....                       | 25 | 25. Remember - If It's Not in the Book, It's Illegal ....   | 36        |
| 7. Ignition .....                       | 25 | 26. Scrutineers .....                                       | 36        |
| 8. Fuel System.....                     | 26 | 27. Engine Testing Equipment .....                          | 36        |
| 9. Body Group.....                      | 25 |   |           |
| 10. Visor/Debris Screen.....            | 27 | <b>REAR WING / REAR ENGINE CARS / OLDER STYLE CARS.....</b> | <b>37</b> |
| 11. Safety Belts .....                  | 27 | 1. General Dimensions.....                                  | 37        |
| 12. Bumper Bars.....                    | 27 | 2. Steering .....   | 37        |
| 13. Knurting Bars.....                  | 28 | 3. Firewall.....  | 37        |
| 14. Exhaust Pipes .....                 | 28 | 4. Front Bonnet.....  | 37        |
| 15. Aerofoils.....                      | 28 | 5. Windscreen.....  | 37        |
| Aerofoils - Mounting Diagram .....      | 30 | 6. Safety Belts .....                                       | 37        |
| 16. Roll Cages .....                    | 31 | 7. Knurting Bars.....                                       | 37        |
| Roll Cages - Construction Diagram ..... | 32 | 8. Aerofoils Rear Wing Specification .....                  | 37        |
| Chassis Design Diagram .....            | 33 | 9. Mounting of Roll Cage.....                               | 38        |
| 17. Nuts, Bolts - Components .....      | 35 | <b>JUNIOR CLASS/SPECIFICATIONS .....</b>                    | <b>39</b> |
| 18. Racing Numbers .....                | 35 |   |           |
| 19. Transponder Position.....           | 35 |   |           |



# SPECIFICATIONS FOR FORMULA 500's

## compiled for FORMULA 500's AUSTRALIA

**All Material Tolerances used within this Specification Book MUST BE  
in accordance with the applicable Australian Standards.**

**Any Driver found in the possession of a communication device, other than a raceceiver (eg. mobile phone) within the confines of the race track/infield will incur a 12 month suspension effective immediately.**

### 1. GENERAL DIMENSIONS:

- (a) The Formula 500 wheelbase and track

Wheelbase - maximum 1700mm - minimum 1450mm.

Maximum width of the front track to be 1450mm and maximum width of rear track to be 1500mm. Front and rear track to be measured from the outer most part of rim to outermost part of rim, ie. (Bead, Beadlock Plate or Bolt) at lowest point on rim.

- (b) Wheels - NO DUALS PERMITTED.

- (c) Wheel rims to be no greater than 10 inch (254mm) diameter. Controlled right Rear tyre compound, Hoosier D25 or American Racing SD48 **or harder**. The Hoosier D10 compound, and/ or the American Racer SD23 compound tyres are banned for use on the left rear during all registered race meetings. Should another tyre manufacturer become available, with similar super soft compound, then this compound is also banned from use on the left rear.

- (d) Cars must have suspension on front and rear wheels. No restriction on type of suspension. Suspension tubing sizes shall be a minimum of 12.7mm x 1.6mm wall thickness, front and rear.

The minimum size rod ends allowed for suspension or steering should be no smaller than 9.5mm.

All stub axle spindles on steer wheels to be a minimum of 15.8 mm diameter regardless of material used.

All wheel studs to be a minimum of 9.5mm - high tensile. This does not apply to front spindle mount wheel centres or rear splined mount wheel centres. The welding in of headless studs is prohibited. Chrome Moly 4130 steel tubing allowed as an equivalent size and strength to mild steel 12.7mm O.D. x 1.6 mm wall thickness minimum.

Front beam axle must be constructed of 32mm in seamless cold drawn tubing, or equivalent, with a 3mm wall thickness minimum. Chrome Moly or equivalent strength material may be used, 32mm minimum size is to still apply.

Rear beam axle to be constructed of a minimum of 30mm hollow / solid axle with 5mm wall thickness.

Rear Beam Axles fitted with clamp type hubs must have quick release pins of a minimum 3 mm thickness, to prevent the hub sliding off the axle. Splined Rear Axles with right and left handed nuts securing wheel hubs have the option to use quick release pins in the axle ends.

The axle shaft (including "R" Clips) is not allowed to protrude past the outside edge of the rim.

Axle nuts must be minimum of flush with end of axles.

- (e) Chassis - no restriction on type of construction. Must be of sound engineering principle, constructed of tubing and suitably braced. Cars constructed prior to July 2007 may be constructed of square or round tubing of the minimum size of 19mm x 1.6mm wall thickness. Chassis must have webbing between top and bottom rails and be of a minimum of 12.7mm x 1.6mm wall thickness tube. The maximum distance

between the uprights to be 450mm. Any material may be used on the construction of the frame provided that it is equivalent in strength and size as laid down by the Standards Association of Australia, to 19mm x 1.6mm wall thickness mild steel tube.

Cars constructed after July 2007 must comply with material dimensions set out in SPECIFICATIONS Rule 16 Roll Cages and Chassis.

(f) Weight Rule –

- 1) ALL cars to be of minimum total weight 200kg. Maximum total weight 290kg. Cars' weight to be taken 'race ready' less fuel and driver. All cars MUST be weighed at Australian, State and Blue Ribbon events. Weighing at all other event/meetings will be at the discretion of the particular controlling body.
- 2) This section applies to 4 cylinder 4 stroke engine powered cars. Minimum 340 kg weight of car and driver at any time. If added weight is required, weight must be fitted by using 10ml x grade 8 bolts, number of bolts used will be calculated by size of weight (eg. 2 to 3 kilos use 2 bolts, 1 kilo x 1 bolt).

**Weights may be fitted to seats or attached to spuds welded to the chassis. The mounting of the weight must be to the satisfaction of the State Scrutineer and be accessible to the scrutineer for checking. Weights are required to be identifiable to the car, eg. stamped with State Initial and car number.**

**Penalties for breach of the weight rule; loss of all points, placings and prize money from that meeting, second (2nd) offence of this rule will incur a three (3) months suspension, third (3rd) offence of this rule will incur a twelve (12) months suspension.**

- (g) Overall length - the maximum length of the vehicle overall is not restricted, however it is suggested that the overall length should be limited to approximately 2.74m.
- (h) All hand operated controls, except gear change/clutch lever, must be inside the roll cage area. Gear change/clutch lever may be positioned outside the cockpit (not exceeding 100mm) providing adequate protection is provided in that area to prevent the driver's hand coming into contact with the chain.

## 2. ENGINE:

- a (i) Maximum engine capacity 500cc plus 10% for two stroke engines
- a (ii) Maximum engine capacity 550cc for two stroke engines. Maximum engine capacity 600cc for four stroke engines. Compression ratio is not restricted. Any other type of engine must be approved by the Specification Committee. NO SUPERCHARGERS. No supercharging – turbocharging or artificial aspiration of any form permitted. Remote controlled engine management systems are not allowed. Electronic / mechanical fuel injection and carburetors are allowed.
- a (iii) Rule deleted 2015.
- (b) Rotary motors. As rated by the Federation Internationale de l' Automobile, March 23rd, 1976. "Rotary engines will be admitted on the basis of piston displacement equivalence. This equivalence is twice the volume determined by the difference between the maximum capacity of the working chamber."
- (c) Compression ratio is not restricted. Any other type of engine must be approved by the Specifications Committee. NO SUPERCHARGERS. No supercharging-turbocharging or artificial aspiration of any form permitted.
- (d) Remote controlled engine management systems are not allowed.
- (e) All 600cc engines meeting these specification requirements are to be sealed. Engines must be sealed by the relevant State approved engine sealer/s using approved seals and documentation. Engine Sealing – 2 bolts to be pre drilled; these bolts to be placed in the Alternator Cover, one bolt screwing into the top crankcase half and the other screwing into the bottom crank case half at the rear of the Alternator Cover, these bolts to be next to each other where possible. Kawasaki engines – sealing through the two (2) top head bolts.



### 3. TRANSMISSION:

- (a) Any car in which the driver sits over or in which the driver is in close proximity with an exposed drive shaft or chain etc. must be equipped with a suitable protective cover. Drive from rear axle. Definitely NO front wheel drive.
- (b) Clutch - Each car MUST have an operational clutch that allows the car to be stopped in gear with engine running.
- (c) Chain Guards – All Cars must be fitted with a metal or aluminium chain guard. All drive chains and belts must be fitted with a guard to prevent damage to driver, fuel lines, electrical and brake lines. Chain guards must extend forward to the front sprocket and rearward to the back of the driver's seat or to the point where the rear body work begins. Aluminium thickness is to be 2mm minimum. Minimum width of chain guard to be 35mm.

### 4. BRAKES:

All cars must be fitted with an effective braking system.

### 5. STEERING:

All steering wheels to be of a commercially manufactured type. Approved, removable steering wheels are mandatory.

Steering tube size shall be a minimum of 12.7mm by 1.6mm wall thickness.

#### (a) STEERING SHAFT

Minimum material of 19mm x 1.6mm wall thickness steel to be used. If using aluminium, minimum material size to be 22mm with 6mm wall thickness.

### 6. THROTTLE:

Cable operated accelerators with positive return on the carburettors do not need a return Spring Rod operated accelerators must have a return spring on the pedal.

### 7. IGNITION:

- (a) If battery is not dry-cell, it must be in an enclosed battery box.

Each car must have an ignition switch or magneto cut out switch in good working order located in easy reach of the driver. Switch to be clearly marked ON/OFF, to be located in an accessible location in the cockpit. A triangle of contrasting colour a minimum size of 7.5cm x 7.5cm showing ON/OFF markings to be on exterior of body in close proximity to switch. It is mandatory for all cars to display an Ignition Switch location sticker, as supplied by Formula 500's Australia, sticker to be placed as close to the ignition switch as possible on top of the bonnet.

- (b) Electronic Traction Control: NO ELECTRONIC TRACTION CONTROL ALLOWED.
- (c) All 4 stroke cars to have a fusible link (maximum 30 Amp) between the battery and the ignition switch, **eliminating function of all ignition and starter switches when fusible link is removed.**

### 8. FUEL SYSTEM:

- (a) All cars must have a quick action shut off tap in the main fuel lines before the fuel pumps located in an accessible location outside the cockpit *as close to the fuel tank as possible and clearly marked ON/OFF. Size of letters to be 20mm x 4mm minimum.* It is mandatory for all cars to display a Fuel Tap Location sticker as supplied by Formula 500's Australia, sticker to be placed as close to the fuel tap as possible.
- (b) All aluminium fuel tanks must be constructed of a minimum thickness of 2mm material.

- (c) All fuel tanks must be firmly fixed to the frame or roll cage.
- (d) No plastic fuel lines to be used except nylon reinforced or neoprene.
- (e) Tanks to be fitted with metal screw caps or metal spring clip type. Spring clip type fuel filler caps to be pinned or wired to prevent opening in the event of an accident.
- (f) Breather Hoses to be fitted to tanks to prevent spillage from rollovers or collisions, and must go to Bottom Chassis Rail. If a proprietary produced check valve is used it shall be in the configuration provided and will not require a breather hose unless specified by the manufacturer.
- (g) Fuel tanks - any part not to be fitted higher than rollcage.
- (h) All fuel line connections must be securely clamped or use proprietary fittings (eg. Speedflow, Earls, etc.) Wire is not acceptable. All lines must be routed and securely clamped to prevent contact with the ground or moving parts. Fuel lines must be positioned to minimise potential collision damage. Fuel lines must not be run along the lower frame rail under the back axle, or anywhere contact with the ground is possible. Fuel line to be as far away from the brake as practicable.
- (i) Methanol; fuels with lubricant additive ONLY to be used. Petrol is not permitted as a fuel. The use of Nitro Methane or Nitrous Oxide is prohibited. Artificial aspiration in any form is prohibited.
- (j) Whenever fuel is collected and tested, half of the sample shall be sealed and given to the home Association. PENALTY - The use of illegal fuels or oversize engines shall carry an automatic suspension of a minimum of 2 years and any further offences by the same competitor shall carry SUSPENSION FOR LIFE.
- (k) All plastic tail tanks shall have an approved bladder.

## 9. BODY GROUP:

- (a) Car must be fitted with a sturdy cowl and nose piece and body protecting the driver and mechanism and be so constructed as to allow the driver to enter and leave the car easily. All cars must have a rear body piece/tail, so as not to detract from the appearance of the race car. Adequate cockpit room is required.
  - (b) Firewall - a Metal firewall must be fitted between the engine and the cockpit, separating the driver from the engine. Minimum thickness 1.6mm. Engine firewall height to be a minimum of 50mm above the highest point of the engine rocker cover or to the bonnet and MUST extend forward a minimum of 50mm past the front of the rocker cover. All unnecessary holes or openings to be sealed with metal or flameproof material.
  - (c) Under pan or tray - All cars must have floorpans or sub floor made of steel or aluminium that must extend the full length of the driver's compartment to the front of the driver's seat. Steel or aluminium thickness must be 1.6mm minimum. Floorpans have a maximum of 4 holes within driver's compartment of 38.1mm maximum for cleaning purposes only. The seat to be mounted in a manner so that in the event of losing the underpan or tray, the seat cannot pass between the chassis rails. Underpans enclosing engine compartment must contain suitable drain holes behind the firewall in case of fuel leakage.
  - (d) Use of carbon fibre and/or Kevlar wing protectors, body panels, rear body/tail pieces and bonnets to be permitted.
  - (e) Seats - All vehicles to use a bucket type seat with raised sides for sideways support and must be of high back design incorporating headrest. Seats manufactured with rolled-edge holes allowed. Seats with drill holes not allowed other than the three drain holes. A maximum of three 1/2" (12.7mm) drain holes only permitted in seat. All seats to be bolted securely in place with a minimum of 4 x 5/16" bolts. If mounting bolts pass through a single layer area of seat, reinforcing of the area of a minimum of 1" x .062" steel washer required eg; mud guard washer. Protruding bolts to be padded. No fibreglass seats allowed. **If no containment seat is used a head support is required on Right Hand side.**
1. Seat belt holes to be rolled or grommeted.

**10. VISOR/DEBRIS SCREEN:**

- (a) Visors are permitted as an optional extra provided they do not come down so far in front as to impair visibility, and to be constructed of non-breakable material.
- (b) Debris Screens must have a maximum opening of 50 mm in either a square or vertical design. It is to be made of metal (no plastic) and must be securely attached by a minimum of 3 hose clamps to the front of roll cage of all cars at all times. Screen must sufficiently cover the open area of the roll cage directly in front of the driver.

**11. SAFETY BELTS:**

- (a) Must be a five point harness type complying with SFI 16.1 standard or greater.
  - (i) Belts must be fitted according to the manufacturer's specifications.
  - (ii) All belts must attach to one release buckle. No push button latches, only lever type latches allowed.
  - (iii) Sternum belts are permitted.
  - (iv) Seat belt life 2 years from date marked on belt.
- (b) Shoulder belts to pass over restraining bar 19mm x 1.6mm wall thickness level with or 50mm below shoulder height. Belts may be anchored to or below this restraining bar. Seat belts to be of a maximum of 100mm apart at this point.

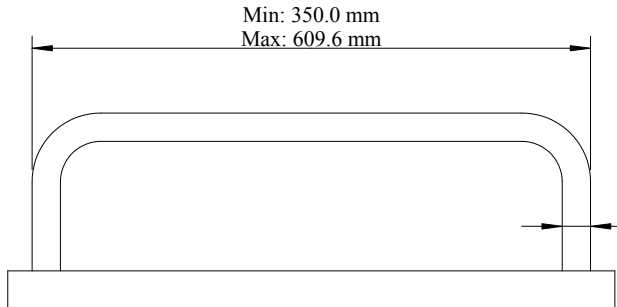
This bar to be full width of Roll Bar Uprights - does not have to be one piece.

Any car with the A frame in rear arch, 25mm or larger, does not require the additional horizontal bracing.

- (c) Seat belts - Seat belts that are not wrap around/lock on seat belts are to be mounted to a minimum 3mm plate by 37.5mm. This to be welded on both sides of plate and the seat belt to be bolted in by 10mm bolt with nylon locknut or 10mm HT eye bolts.

**12. BUMPER BARS:**

- (a) Cars must be equipped with front and back bumper bars extending beyond the front and rear wheels. Minimum width of front bumper to be 350mm. Front bumper must be single tube with no bracing. Maximum width of 609.6mm.
- (b) Front and rear bumper bars to be of material minimum 12.7mm x 1.6mm and maximum 23mm tubing or equivalent. Rear bumper bar to be constructed as to offer protection in the event of a rear-end collision. No pointed sections to be attached to the bottom of rear bumpers.
- (c) Front bumper bars to be no more than 250 mm from the front edge of torsion bar/tube to the front of the bumper.



### 13. KNURFING BARS:

All cars must be fitted with knurf bars constructed and fitted to comply with the following specifications:

#### SPECIFICATIONS:

1. **MATERIAL** STEEL - Any type, Min. 19mm OD x 1.6mm wall thickness to a Max. 22.2mm OD x 1.6mm wall thickness.  
OTHER - Min. 19mm OD to a Max. 22.2mm OD of no greater strength than 22.2mm OD x 1.6mm wall thickness Steel.

2. Knurfing bars to be mounted in 3 or 4 points on the frame and **MUST** not protrude past the outside edge of the tyres. Maximum of 3 uprights of the same angle between the top and bottom rails. Corner bracing to be allowed. The brace to be no longer than 300mm and can only be placed in the rear corners of the left and right side knurf bars. Knurf bars are not allowed outside the line of wheels (front to rear).

Construction of knurf bars as per Rule Book (1) Materials (2) Swing Axle Type Cars only.

3. **Left Hand Mounted 4 Strokes**

Carby/ fuel injection must be protected with knurfing bar, minimum of two ( 2) mounting points and maximum of three (3) mounting points, with one (1) mount point forward of the carbies/ fuel injection and one or two (2) points rearward of the carbies/ fuel injection. Construction of Carby/ fuel injection knurfing bar as per Rule Book Knurfing Bars specifications (1) materials.

### 14. EXHAUST PIPES:

Cars must be fitted with exhaust pipes, interior or exterior, installed in such a manner as to direct exhaust gases out of the body, to the rear or front, away from driver, fuel tank and tyres.

### 15. AEROFOILS OVERHEAD WING SPECIFICATIONS

- a) Centre air foil cannot exceed 12½ sq.ft. (1.161 sq metres) of surface area. Surface area is defined by length x width of the flat plane of the largest projection of the centre foil. Width not to exceed 4 ft. (1220mm).
- b) Top wing must not extend beyond outside of rear tyres or behind rear bumper to be measured with '0' zero chassis tilt.
- c) Centre foil must be square or rectangular in shape with all 4 corners set to 90 degree angles.
- d) Centre foil must be 1 piece. No split or bi-wings permitted.
- e) Maximum dimension of each side panel is 54¼" (1378mm) x 27½" (700mm). Only two side panels allowed. No kick out allowed. Panels must be parallel. Maximum of 2" (51mm) deep side panel, this is the protrusion of the stiffening members not including the struts (tubular or flat bar bracing).
- f) Four mounting points required, 2 front, 2 rear.
- g) If adjustable wing slider is used, must not exceed specifications throughout the wing's full travel.
- h) No top wing is permitted to be adjusted manually where any portion of the body extends outside the roll cage to make such an adjustment.
- i) Which ever side you enter the car, side panel must not extend below the top of the roll cage.
- j) Rule Deleted 2015.
- k) All Formula 500s shall only race with a top wing. Front wing is optional.

#### NOTE: DRIVER MUST BE ABLE TO ALIGHT EASILY.

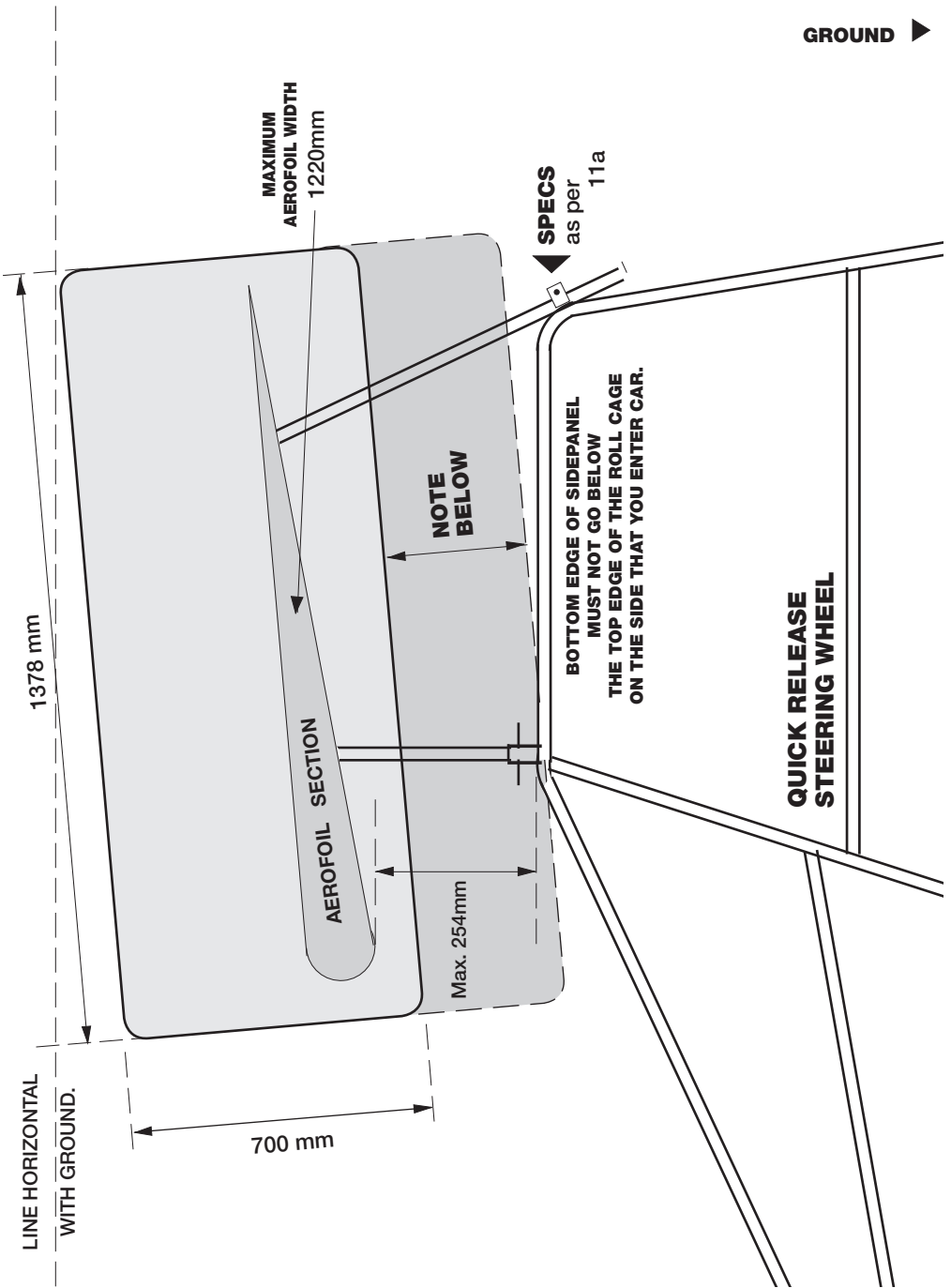
Left-hand side panel must not extend below Aerofoil section by more than 100mm maximum. This specification applies to left hand side panels ONLY.

## FRONT WING SPECIFICATIONS

1. Maximum aerofoil section width ..... 920 mm
2. Maximum aerofoil section length ..... 460 mm
3. Maximum side panel depth ..... 220 mm
4. Maximum side panel length ..... 550 mm
5. Minimum material thickness - aerofoil and side panel 0.4mm min
6. Position - over the front of the car and securely attached to the frame
7. No part of the wing, its side plates or its mounts may protrude past a vertical line above the front point of the front bumper.
8. Four mounting required ...2 front, 2 rear.
9. Mounts - The front must mount with a minimum of two - 18mm x 1mm wall thickness round tubing or 3mm x 19mm aluminium flat section.
10. Minimum rear mount - two - 3mm x 19mm aluminium flat section. The rear strut may be adjustable.
11. Must be securely mounted at all points.
12. Height - Adjustable height allowed only if vision is not impaired.
13. Front wheels must not be able to contact any part of the wing through full travel of the suspension and steering.
14. No sharp edges.

## 16. ROLL CAGES AND CHASSIS

Roll cages are compulsory and must be constructed and fitted to the vehicle according to the specifications as laid down.



## ROLL CAGE AND CHASSIS SPECIFICATIONS

### With the exception of chassis constructed prior to July 2007

- (1) (a) **CONSTRUCTION:** Cage to be constructed of round tubular hard steel tubing of a minimum size of 32 mm OD x 2mm wall thickness seamless drawn or welded and drawn tube. High carbon steel tube must not be used, similarly water or steam tubing or exhaust tubing is not allowed. Bracing materials will be of similar material as mentioned above and of minimum size as indicated in these specifications. Chrome moly 4130 steel tube may be used (32 mm O.D. x 1.6mm wall thickness) minimum size.
  - (b) **WELDING:** Welding must be either electrical or oxy welding.
  - (c) **HEIGHT:** When the driver is seated correctly in the car, the top of the helmet must be a minimum of 50.8mm below a straight line between the front and rear arches of the roll cage and at no stage come in contact with or protrude above the top framework of the roll cage.  
Measurement to be taken from top edge of front and rear arch members.
- (2) (a) **REAR ARCH MEMBER:** (With the exception of cars constructed prior to July 2007)  
Construction material minimum 32mm OD x 2mm wall thickness to be splayed at the top a minimum 50.8mm more than measurement at the mounting point of the chassis.  
**NOTE:** In the event of a vehicle being of a wider chassis construction than normal, the above specifications of splaying may be amended in consultation with the machine examiner.
  - (b) **BRACING of REAR ARCH MEMBER:** Chassis bracing of the rear arch member will be with tubing of a minimum size of 19mm x 2mm wall thickness - to be mounted at least two thirds of the distance up the arch and one third of the height back along the chassis. Any car with the A frame in rear arch, 25mm or larger, does not require the additional horizontal bracing (refer to Rule 11(b)).
  - (c) **Cross bracing of the arch** will be with material of a minimum size of 15.8mm x 2mm wall thickness tubing and the bracing must be a triangulated style. Chrome moly 4130 steel tube 15.8mm O.D. x 1.6mm wall thickness allowed.
  - (d) A head restraint must be included in this construction to prevent a driver's head protruding backwards through the arch.
- (3) (a) **SIDERAILS:** Siderails of the cage will each be of one piece construction of a minimum size of 25.4mm x 2mm wall thickness tubing mounted to the corresponding corner of the rear arch and front mounted to the chassis at a point no closer to the rear arch than the driver's hands on the steering wheel on a normal straight forward position.
  - (b) The siderails to be no narrower than the width of the top chassis rail.
  - (c) The front cross brace between the side rails will be a minimum size tubing of 25.4mm x 2mm wall thickness.
  - (d) Top inside corners of the roll cage will be gusseted with material of a minimum of 1.6mm attached for a minimum of 37.6mm along each edge (all gussets to have open corners).
- (4) **ROLL CAGE SAFETY SIDE RAIL:** Optional extra. Outside rail not to extend beyond 20cm from the trackline of the vehicle. The measurement being taken from the trackline inwards. Must have no sharp edges. May be diagonal if so desired.

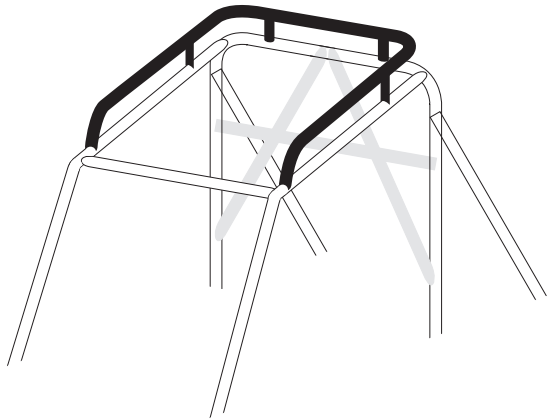
**HEIGHT -** Must not be any higher than the mid point between the driver's shoulder and elbow when seated in normal driving position. Safety side rail may have support bars (braces) and be positioned from the upper chassis rail to the underside of safety side rail.

**OPTIONAL HEAD BAR:** An optional head bar is permitted. It must come no further forward of the roll cage rear arch member than 200mm and must in no way restrict the driver's access. There must be a minimum of 50mm clearance between the bar and the driver's helmet when correctly seated in the car. If the bar is bent by design to allow for extra clearance, and it protrudes above the roll cage top frame work, then suitable bracing between the roll cage side rails at the point where the head bar meets them, and the roll cage rear arch member must be installed. The bar is not to be taken into consideration when determining roll cage to helmet clearance. Material for the head bar and bracing shall be to the same specifications as that used in the roll cage construction.

### Optional Roll Cage Extension

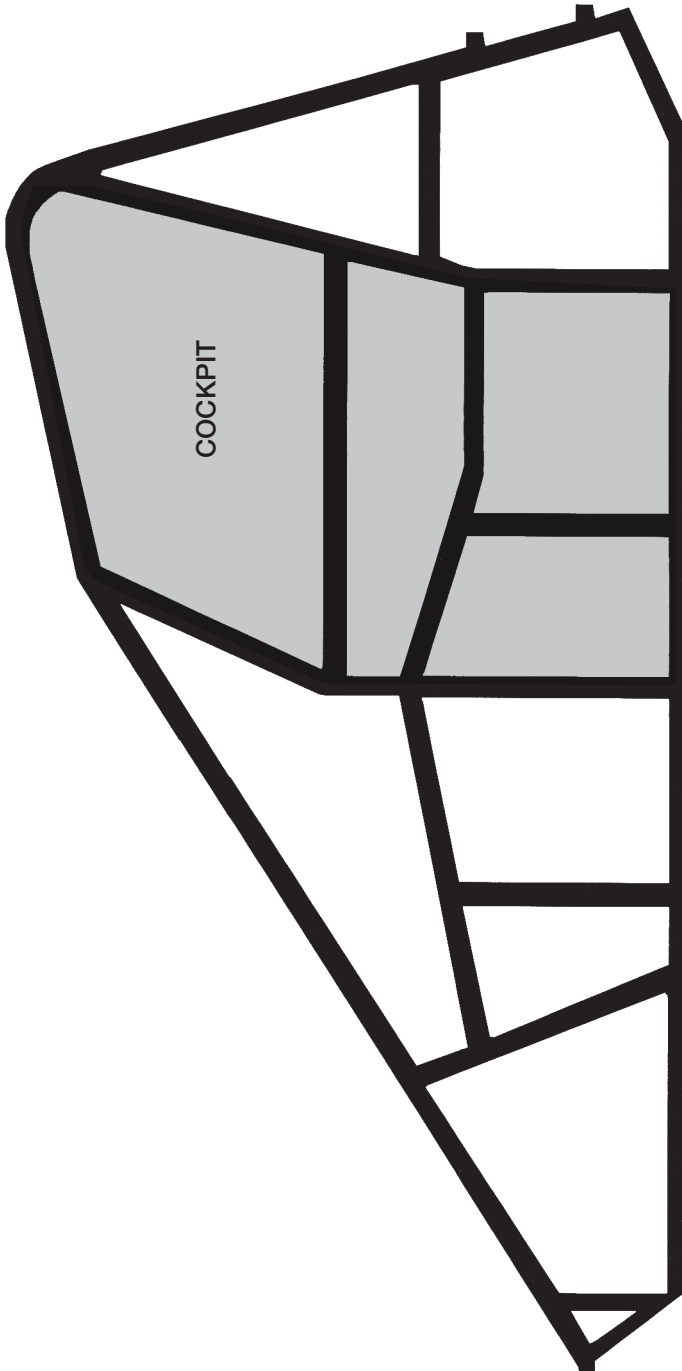
An optional RollCage extension is permitted. Material for the roll cage extension shall be the same as that used in the Roll Cage construction, and be constructed as per diagram.

This bar configuration can be taken into consideration when determining the Roll Cage to helmet clearance.

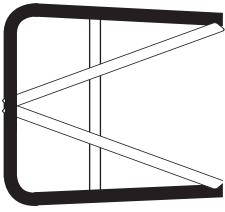


**MOUNTING OF ROLL CAGE:** Roll cages MUST be welded to the chassis as per Rule 22.

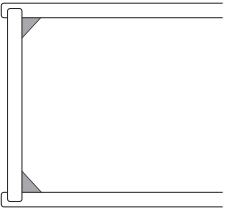




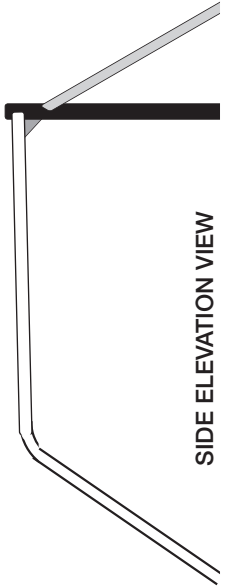
**CHASSIS DESIGN (EXAMPLE ONLY)**



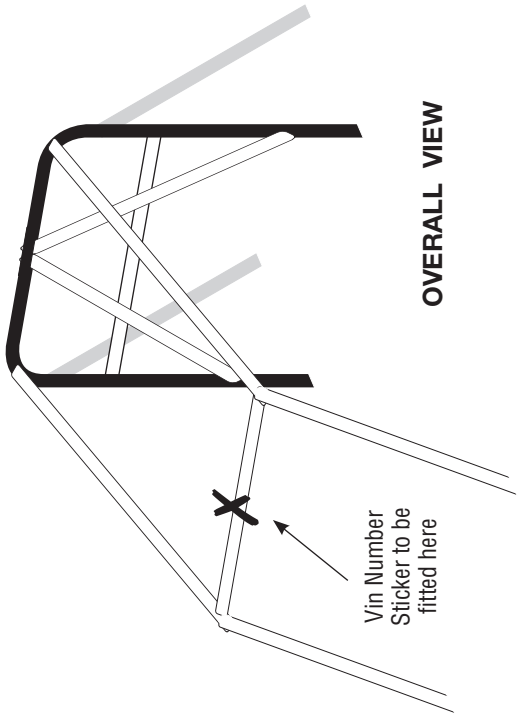
**BACK VIEW**



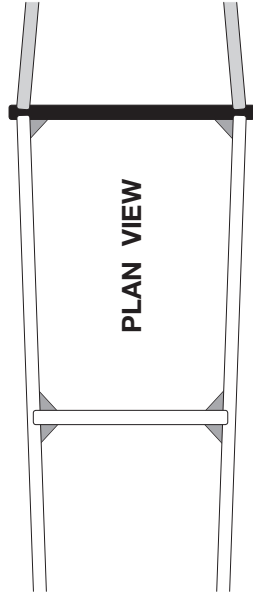
**FRONT VIEW**



**SIDE ELEVATION VIEW**



**OVERALL VIEW**



**PLAN VIEW**



**OPTIONAL  
ONE PIECE TOP ROLLCAGE BAR**

## 17. NUTS - BOLTS - COMPONENTS

All nuts, bolts and component parts on each car's suspension system, chassis, steering and running gear must be secured with either lock nuts, nuts and spring washers, nyloc nuts or castellated nuts with split pins, but excluding approved quick release shock absorber mounts and must have at least one full thread showing through the nut.

## 18. RACING NUMBERS:

- (a) **Numbers will be issued by the respective State bodies and a record kept. Number 1 will be allocated to the winner in the Championship of their State in which they are registered. Interstate drivers may display recognition of a Title held on their car if desired. The predominant number on the car MUST be the State Registered number. Numbers A1,A2 and A3 will also be reserved for the three placegetters in the Australian Speedway Championships for their use throughout the year that they hold those positions. Fractional numbers are not permitted, nor may letters be appended except to designate State, section thereof or Country. Only the defending Title holder is entitled to display the NUMBER 1 on his/her car. All other State # 1's MUST revert back to their allocated STATE NUMBER and MUST change all numbers on their cars.**
- (b) Numbers shall be a minimum of 20cm high and 5cm wide and shall be clearly positioned on the nose, cars with front wings must have number clearly visible on front wing centre section and one on each side of tail and on the outside of the left hand aerofoil side panel. Number must be clearly visible and easily read. A lap scoring number to be positioned on the upper rear most corner of the aerofoil on the inside of the left hand panel. This lap scoring number to be white on black or black on white background.
- (c) Refer to Rule 46.

## 19. TRANSPONDER POSITION

Electronic lap scoring transponders shall be mounted to the chassis on the tube that mounts the front panhard bar and facing directly down. If a race car does not have this member or its position varies from the norm an alternative mount must be provided that places the transponder unit the same distance forward of the front axle centreline.

## 20. COOLING SYSTEMS:

- (a) All hoses to be securely clamped or may use approved push on fittings and hose  
Eg; Speedflow, Earls etc. No wire to be used.
- (b) Pressure relief cap must be used
- (c) Recovery system allowable
- (d) Overflow hoses to travel at least to lower chassis rail.
- (e) All cooling system components should be mounted in a position so that it is afforded the maximum protection possible, in the event of an accident.

## 21. PIT CREWS:

Pit crew must wear suitable attire including protective footwear.

## 22. GENERAL:

ALL WELDING TO BE OF GOOD QUALITY. WORKMANSHIP TO BE OF GOOD QUALITY AND MEET WITH THE APPROVAL OF THE MACHINE EXAMINERS AND TECHNICAL COMMITTEES.

**23. VEHICLE EXAMINATIONS:**

All cars are to be examined in two stages and the log book to be endorsed for the examinations:

- (a) full completion
- (b) then every time a car is presented for a race meeting.

All cars will have log books as supplied by the State Association in which the car number is issued. This log book must be presented to the Machine Examiner and/or Steward upon demand. The machine examiner will complete the log book at all meetings and sign the log book, note any faults found in the book. Faults noted in the log book must be rectified before being signed for any future meetings.

The driver is responsible for making both car and log book available for inspection before taking part in any race meeting. Any driver who competes without the log book entry completed shall for the first offence be excluded from any points, prize money or trophies for that meeting.

**24. DEVIATIONS (perhaps the most important clause of all)**

Approval of any deviations to the specification outlined in this Rule book must be obtained in writing from Formula 500's Australia.

All applications for deviations must first be lodged in writing through the applicants' State Association who is to discuss the item at Committee level. The Application is then to be voted on, and if successful, forward the application to Formula 500's Australia for approval. Formula 500's Australia Executive committee will then discuss the proposal, should the application be successful, written advice will be provided to all Associations. Should the executive feel that the proposal requires further input from all States before a decision is made, all States will be notified.

The approval will be issued for a specific period of time not exceeding beyond the next National Conference, where the deviation should be submitted for inclusion into the specifications.

Should the nature of the deviation be seen to provide an unfair advantage, approval of all other drivers competing at the meeting will be required. Should there be any objections, the deviation may only be run with the understanding that the driver will not be entitled to any Placing, Points or Prizemoney.

The approval of the deviation may be withdrawn at any time by either the State Association concerned, the National Executive.

**25. REMEMBER - IF IT IS NOT IN THE BOOK IT IS ILLEGAL**

Only by application of the previous rule (Rule 24) can a new rule be tried.

**26. SCRUTINEERS:**

All State Scrutineers who are present at the Australian Titles should be involved in the Australian Championship machine examinations. This is to ensure that there is a standard Australia wide interpretation of the rules and specifications.

**27. ENGINE TESTING EQUIPMENT** - Each State body will carry the necessary equipment to carry out engine capacity checks at Australian Titles. Such checks to be done in a clean and crowd free area in the presence of the officials, placegetters and their crews only.

- (a) The first three placegetters in the National Championship or if the supplementary regulations states for an event, will have their engine capacity measured at the driver or owner's expense. If an engine is found to be illegal the next placegetters engines will be measured. Any person refusing to allow an engine to be checked, the said car will be excluded from the meeting and all results in regard to the entire meeting and the prize money forfeited.

## REAR WING / REAR ENGINE CARS / OLDER STYLE CARS

**NOTE: THIS RULE WILL BE PHASED OUT OVER THE NEXT TWO YEARS, ALLOWING TIME FOR ANY OLDER CARS TO BE MODIFIED OR UPGRADED.**

**THIS RULE WILL BE REMOVED FROM THE BOOK IN JUNE 2017.**

1. **GENERAL DIMENSIONS** – Tyres must be showing an unbroken tread pattern, or be a factory manufactured slick.

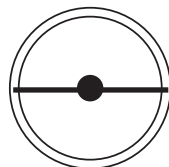
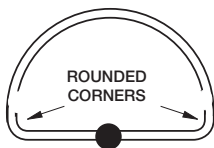
2. **STEERING** – All types of steering wheels are permitted with the exception of wire spoked wheels. Half steering wheels permitted (see diagram). Must be made in an unbroken line and have centre brace fitted or to be of a commercially manufactured type. **NO SHARP EDGES.**

Approved, removable steering wheels are mandatory.

Steering tube size shall be a minimum of 12.7mm by 1.6mm wall thickness.

(1) **STEERING SHAFT**

Minimum material of 19mm x 1.6mm wall thickness steel to be used. If using aluminium, minimum material size to be 22mm with 6mm wall thickness.



3. **FIREWALL** – a Metal firewall must be fitted between the motor and the cockpit completely separating the driver from the motor, minimum thickness 1.6mm. The seat in rear engine cars are to be considered part of the firewall, if the seat is made of metal. All unnecessary holes or openings to be sealed with metal or flameproof material.

4. **FRONT BONNET** – Either a secure type bonnet fastener or two bonnet straps to be fitted. Any fastener on bonnet to be hand operated.

Tool operated bonnet fasteners are not permitted This rule is for front engine cars only.

5. **WINDSCREEN** –

(a) To be made of polythene or celluloid or fibreglass or aluminium of no more than 1.6mm thickness with no sharp edges. **NO PERSPEX ALLOWED.**

(b) Cover pieces or visors are permitted as an optional extra provided they do not cover the whole of the top of the roll cage area (no more than half), do not come down so far in front as to impair visibility, and to be constructed of a nonbreakable material.

6. **SAFETY BELTS** – *See Rule 11 (Page 27).*

7. **KNURFING BARS: SWING AXLE TYPE CARS ONLY** – May use triangular type knurf bar arrangement and be mounted to the 'Rear Control Arm'.

MUST be mounted to this arm at two points, one at the front, and one at the rear.

8. **AEROFOILS REAR WING SPECIFICATION:**

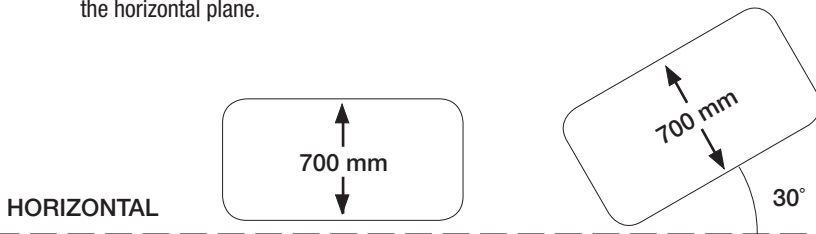
(a) A rear wing may not be used in conjunction with an overhead wing. Must not be more than 1150mm wide overall, sidepanels included. Centred to allow 575mm either side of car's centreline. Either side

of centreline may be shortened to give offset effect. The position of the leading edge of a rear wing will be measured in relation to the centre of the rear arch member, taken at the longitudinal centre line of the car at 90° degrees.

- (b) Maximum depth, including tip plates, fore and aft 600mm. May be split into two parts thus forming a secondary wing. However, the split wings may only total the maximum depth prescribed. (For example - main wing could be 336mm depth and secondary wing 254mm depth thus totalling the maximum depth of 600mm.
- (c) May form an integral part of the body.
- (d) Must not extend to the front or the rear of the car beyond the bumper bars. (Within an imaginary vertical line).

IF NOT AN INTEGRAL PART OF THE BODY i.e.. A SEPARATE MEMBER.

1. (i) Must be secured to the frame by aluminium or steel braces of sufficient strength and quantity (at least two front and two rear) so as to be at least equivalent to A.S.A. 20mm x 1.6mm.
  - (ii) In the case of front aerofoil over nose cone area at least two braces apply. Front aerofoil not to come above windscreen height and must not, in any way, obstruct the driver's viewing area.
2. Aerofoils may be constructed as a flat section or a hollow section or semi-hollow section of aluminium, fibreglass or plastic. Aluminium to be no less than .6mm thick. Must be no higher than 1675mm from the ground.
3. (i) SIDEPANELS - Must not exceed 200mm forward of the aerofoil's leading edge. Must not exceed 200mm rearward of the trailing edge of the aerofoil.
  - (ii) Highest point must not exceed 1900mm from the ground and must not be deeper from the top to bottom than 700mm. The measurement of depth will be measured at right angles to the bottom edge of the side panel. The tilt of the sidepanel is to be no more than 30 degrees from the horizontal plane.



- (iii) Side panels may go forward of the rear arch member provided they do not restrict the driver's vision or entry-exit to the cockpit area.
  - (iv) Sidepanels may be made of the same materials as prescribed in (a) of this section with the exception that the aluminium will be no less than .6mm thickness and sharp edges must be covered. e.g. pinchweld.
4. AEROFOIL POSITION - If on a rollcage the leading edge of the aerofoil may be over the top of the roll cage but no further forward than 150mm of the rear arch member's centre of the tube width. The minimum height between the top of the roll cage and the aerofoil shall be 80mm.

9. **MOUNTING OF ROLL CAGE** – Roll cages MUST be welded to the chassis as per Rule 22, with exception of those cars built prior to the year 2000 which have existing spigot or eye mounted roll cages. See Diagrams on pages 32, 33 & 34.

**Any Items/Rules that are not found in this section of the Specification Book, please refer to the front section of the Specification Book which covers both new and old cars.**

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# JUNIOR FORMULA 500 SPECIFICATIONS

## **BACKGROUND:**

The Formula 500 Division has been around since the late 1940's and an Australian Association since the early 1960's. The Division is well controlled in all Australian States by their State Associations and is respected by Promoters and fans for the professionalism in the way the Division is controlled and the racing that is run.

## **FORMAL GOVERNMENT AND NATIONAL CONTROLLING BODY APPROVAL:**

On the 16th February 2009 NSW Sport and Recreation approved the attach specifications and at the 2009 Formula 500's Australia Inc AGM these Specifications were accepted unanimously and ratified.

## **MONITORING PROCESS:**

The Restricted Junior Formula 500 Drivers would comply with the existing Formula 500's Australia Specification Rule Book and the Speedway Australia Formula 500 Junior Driver Development Program as set out in the Rules.

This Restricted Division would be run under the control and supervision of the State/Territory Formula 500 Associations as ALL State and Territory Formula 500 Associations have unanimously agreed to the introduction of the Junior section.

STATES WISHING TO RUN THE JUNIOR RESTRICTED CLASS WILL BE REQUIRED TO;

- 1) NOTIFY FORMULA 500's AUSTRALIA in writing.
- 2) Have Qualified Junior Trainers
- 3) **EACH STATE WILL BE REQUIRED TO FORM A TECHNICAL COMMITTEE TO ENSURE THAT THE JUNIOR CARS COMPLY WITH THE JUNIOR RESTRICTED ENGINE RULES**
- 4) Keep a registrar of the Junior Drivers and supply Formula 500's a copy of the Junior Formula 500 Training Registration Form.

Please find following a copy of the Specifications for a Restricted Junior Formula 500 Race Car that has been democratically formulated by Formula 500's Australia Inc.

In formulating the rules, regulations and specifications for the Junior Division, Formula 500's Australia Inc. has been extremely conscious of the need to keep explicit, effective, yet simplified control of the Division.

## **For example:**

**The key element of the specifications is the restrictor plate that is easily identified by the protruding lug at the top and Officials will be able to check that all cars have the restrictor in place whilst cars are lined up on the dummy grid.**

## **AIMS AND OBJECTIVES:**

Formula 500's Australia Inc. has determined that a vital aspect of the growth and development of the category is the introduction of the Restricted Junior Formula 500 Race Car. In doing so, Formula 500's Australia Inc. aims to:

- (1) The concept of the exhaust restrictor plate has been implemented so that the same car can be driven by a senior or junior driver on the night thus eliminating the purchasing of a junior only car.
- (2) To encourage, control and foster the sport of Formula 500 racing in Australia.
- (3) To protect and guard the interests of Formula 500 drivers and owners.
- (4) To foster the recognition and esteem of Formula 500's Australia Inc. and individual member clubs.
- (5) To submit to promoters and sponsors proposals and terms that would be of mutual benefit and in the best interests of the sport of Formula 500 racing.

- (6) To ensure that Formula 500 racing is conducted in a uniform manner throughout Australia.
- (7) To promote friendship and courtesy in competition between member clubs and any other club, local and interstate with the same objects and purposes.
- (8) To provide a service for the improvement in technical knowledge of Formula 500 drivers and owners.
- (9) To afford Formula 500's Australia Inc the opportunity to encourage and strengthen its members involvement in the Speedway Australia Junior Development Program.

## **RESTRICTOR SPECIFICATIONS**

- (1) Each restrictor/exhaust restrictor plate will be laser cut. These Restrictors MUST be purchased through Formula 500's Australia. (For purchase contact Australian Secretary).
- (2) The non use of a restrictor/ exhaust restrictor plate whilst a junior division is competing will be the immediate suspension of the juniors licence and the competitor will be banned from competing in any speedway junior division or event what so ever.  
This ban would be permanent and the competitor would not be permitted to compete in any speedway division until he or she was able to gain a competitors licence to compete as a senior driver.
- (3) The car that the junior driver is competing in will receive a 12 months ban for allowing the junior to compete in it without the correct restrictor plate being fitted.
- (4) The exhaust restrictor plates will be colour coded with a heat resistant paint to indicate the size of the restrictor plate being used.
- (5) The restrictor/ exhaust restrictor plates will be sold by the governing body and The exhaust restrictor plate will be handed out at each race meeting, they will be signed for by the driver as receiving it and the reverse format will occur at the close of the meeting.
- (6) If a competing car was thought to be performing beyond its expectations, then that car will be blacked flagged and impounded by the scrutineers for the examination of the restrictor/restrictor plate, if the restrictor/restrictor plate was found to be oversize and illegal including a false colour code, then the same penalties will apply as per items 2 and 3 and an additional penalty fine of \$1000.00 will apply to the car owner.
- (7) At no time will the junior drivers compete in a senior drivers event or the reverse, if this was to occur then the same penalty will apply as per items 2 and 3.

## **FORMULA 500 JUNIOR RESTRICTOR CLASS JUNIOR RESTRICTED 600 CLASS**

1. This class is NOT eligible for National or State Championships, is NOT eligible to be conducted at National or State Championships as a support class, but may be conducted as a State based only series.

### **2. Engine Eligibility:**

**Maximum Engine Capacity 600c. Carburettors only to be used.**

**NO FUEL INJECTION OF ANY TYPE PERMITTED.**

- a. Honda CBR 600.
- b. Yamaha R6 600.
- c. Kawasaki ZX6.
- d. Suzuki GSXR 600.

(Refer to Chapter 7 engine exhaust restriction detail below).



3. **Tyres:** As per Australian Formula 500 Specification Rule 1; (b) 1; (c).
4. **Braking:** As per Australian Formula 500 Specification Rule 4.
5. **Fuel:** As per Australian Formula 500 Specification Rule 8; (a) to (j).
6. **Weights:** ALL Cars to be of a minimum total weight 200kg. Maximum total weight 290kg. Cars weight to be taken "race ready" less fuel and driver.
7. **F500 Restrictor plates: (There are three types allowed to be used)**

**A) Exhaust Restrictors**

Are compulsory and as determined by the F500 Restrictor Plate committee and subject to any future parity adjustments and as per the following F500 restrictor plate dimensions:

Restrictor plate sizes to be calculated as per AKA National and State offices.

A = Exhaust Port Size.

B = Number of Cylinder's.

C = Exhaust outlet to flange size.

$E = A \times B$ .

$F = E \div C$ .

Each engine to be measured independently by the Tech committee as exhaust port's and flange sizes differ from model.

Calculation as follows;  $A \times B = E$ .

$E \div C = F$ .

$C \div F =$  Restrictor size.

These restrictor plates must be purchased from Formula 500's Australia

**B) Inlet Restrictor Plate**

An Inlet Restrictor/restrictor plate with a 3/4 inch port hole may be used. These Restrictor/restrictor plates must be purchased from Formula 500's Australia.

PENALTY FOR NON COMPLIANCE OF RESTRICTOR/RESTRICTOR PLATE;

No Modifications are allowed to the Exhaust Restrictor or the Intake Restrictor. Penalties apply as laid out in these Specifications.

AS Stated previously

If a competing car was thought to be performing beyond its expectations, then that car will be blacked flagged and impounded by the scrutineers for the examination of the restrictor plate, if the restrictor plate was found to be oversize and illegal including a false colour code, then the same penalties will apply as per items 2 and 3 and an additional penalty fine of \$1000.00 will apply to the car owner.

**C) Stainless Steel Restrictor Washers to Suit all Other Engines**

Eg. Kawasaki 600, Honda 600 with cylinder head that has the inlet manifold moulded as a part of the cylinder casting. These restrictor washers push into the carby mounting rubber & fit between the carby & the carby rubber. (It is recommended that you remove the thickness of the restrictor washer off the face of the carby or deepen the carby rubber where the washer seats. This will prevent the carbys popping out of the carby rubber.

**8. Limitations on Drivers:**

To be eligible to compete in this class a driver must hold a Speedway Australia Junior Licence and be of 12yrs to 16yrs of age. (with the exception of NSW/ACT where the age is 14yrs to 16yrs or as per State Legislation).

- 9. Restrictors: MUST BE PURCHASED From Formula 500's Australia. NO Modifications allowed to the Exhaust Restrictor or to the Intake Restrictor. Penalties apply as laid out in these Specifications.**

# Formula 500's Australia Inc. OFFICIAL FORMULA 500 LOG BOOK

|                  |            |
|------------------|------------|
| CAR OWNER'S NAME |            |
| CAR NO.          | VIN NUMBER |
| MAKE OF VEHICLE  |            |

## VEHICLE HISTORY

| Owned from<br>(Date) | Owner's Name |
|----------------------|--------------|
|                      |              |
|                      |              |
|                      |              |
|                      |              |

## LOG BOOKS

1. Log books are not transferrable from vehicle to vehicle.
2. Log books must be with vehicle at all times.
3. Drivers not in possession of log book at inspection prior to any race meeting will be liable to a fine or disqualification.
4. Loss of log book without reasonable explanation will incur a ten dollar (\$10) fine.
5. Log books will be replaced when filled, or when badly damaged, and returned to Formula 500 Association Inc.



## POINTS OF PRE-RACE INSPECTION

Appearance, Signwriting and Numbers, Seat Belts, Helmet, Carburettor, Brakes, Engine, Wheels, Chassis, Body Panels, Tyres, Cooling System, Fire Walls, Fuel Tank and Lines, Floors, Exhaust System, Drivers Seat, Battery and Electrical System, Bumper Bars, Protective Clothing, Knerf Bars, Suspension, Drive Shaft, Steering

**ALL FAULTS TO BE CORRECTED PRIOR TO NEXT RACE MEETING ATTENDED.**

## SCRUTINEER'S DECLARATION

I have examined the vehicle described herein and certify that it conforms to all Specifications for the Formula 500 Class, and may drive on any track, subject to machine examination, on the day of racing.

Weight: ..... Date: .....

Signed: ..... Date: .....

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Weight: ..... Date: .....

Signed: ..... Date: .....

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**NOTE:** The owner of the vehicle must have the vehicle approved at the commencement of the racing season, or if the ownership changes.

Drivers Name: ..... Season: .....

I authorise this driver to compete in the following division:

..... Class:.....

Stewards Signature and No.: .....

## INDEMNITY

I hereby certify that all materials, welds and components used in the construction of this Speedcar are to current **Formula 500's Australia Inc. Specifications**, and that I accept full responsibility and indemnify the **Australian and State Formula 500's Australia Inc., and their officials** of any and all claims for damages resulting if it is found that any inferior, illegal, under sized or defective materials and or welds or components have been used in the construction of this car which cannot be determined by the above visual inspection. **I agree to accept full responsibility for competing with this car with any faults apparent or otherwise.**

Signed Owner: ..... Printed Name: .....

Signed Driver: ..... Printed Name: .....

Machine Examiner: ..... Signed: .....

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Signed Owner: ..... Printed Name: .....

Signed Driver: ..... Printed Name: .....

Machine Examiner: ..... Signed: .....

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## SCRUTINEER'S RACE DAY REPORT

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## **RULES OF CONDUCT**

### **SOCIAL NETWORKING RULE**

“Any form of Social networking (this includes Twitter, facebook, texting, etc.) by a Driver, Pit Crew or Official that is used to INTIMIDATE or HARRASS any other Driver, Pit Crew or Official, will have the matter investigated.”

This also includes any derogatory comments in relations to Speedways, Promoters Etc. See Rule; 7.6.2 (d) Speedway Australia Racing Rules and Regulations.

If the matter is deemed to be proven and correct, those considered involved will be required to appear before the relevant State Tribunal.

Proven offences will carry a minimum twelve month suspension from the sport of Speedway for the first offence.

It should be noted that where the responsible persons are not directly involved with the Formula 500 Association, but are clearly family members or friends then it will be the competitor who shall suffer.

**Any Penalties for the breach of this Rule/Code of Conduct will be at the discretion of the State Association (in which the Penalty may be issued) and the Formula 500's Australian Executive. Any person being issued a Penalty will have the Right of Appeal through the Australian Executive.**

## **RULES OF CONDUCT**

### **DRIVERS' CODE OF CONDUCT**

- Always comply to the Rules.
- Competitors are responsible for their own conduct as well as the conduct of any person associated with them, such as pit crews, vehicle owners and sponsors.
- Most stewards have volunteered their services for smooth, efficient and fair conduct of the race meeting.
- Avoid arguing with a steward – if you disagree with a ruling, quietly check with the official on how the decision was reached.
- Control your temper – verbal and physical abuse of any official or other competitors, and deliberately distracting or provoking others is not acceptable or permissible behaviour.
- Treat all competitors as you would like to be treated – do not interfere with, bully or take advantage of any other participant.
- Avoid the use of coarse or derogatory language.
- When in the public eye, always be dressed appropriately, speak to the public respectfully, if requested always be willing to sign an autograph.
- If an incident occurs on the track, do not abuse your racing apparel, eg: throw helmet, steering wheel, etc., if able stay with your car, make sure your car is in neutral so that it can be easily moved and if able make sure your fuel is turned off.
- Bad behaviour at any Formula 500 Event or official function will be dealt with severely.
- Any penalties will be decided on by the Chief Steward in consultation with the RDC.

**Any Penalties for the breach of this Rule/Code of Conduct will be at the discretion of the State Association (in which the Penalty may be issued) and the Formula 500's Australian Executive. Any person being issued a Penalty will have the Right of Appeal through the Australian Executive.**

## **RULES OF CONDUCT**

### **OFFICIALS' CODE OF CONDUCT**

- Be impartial, consistent and objective at all times.
- Understand the purpose of the rules of competition.
- Be co-operative and understanding in the interpretation and application of rules or any penalties.
- Make a personal commitment to keep informed of sound officiating principles and rule updates.
- Ensure behaviour is consistent with the principles of good sporting behaviour.
- Condemn unsporting behaviour and promote respect for all competitors.
- Place safety and welfare of participants above all else.
- Ensure the spirit of competition is maintained.
- Avoid the use of derogatory language or gender or race.
- Refrain from any form of sexual harassment towards officials and competitors.
- Encourage understanding of and access to knowledge of all areas of officiating.
- Be a positive role model in behaviour and personal appearance.

**Any Penalties for the breach of this Rule/Code of Conduct will be at the discretion of the State Association (in which the Penalty may be issued) and the Formula 500's Australian Executive. Any person being issued a Penalty will have the Right of Appeal through the Australian Executive.**

