

Newsletter

Inside this issue:

And we're off...

Well the first race meeting for season 2008-2009 has been run. Great weather, great racing and great crowd. Good to see the VSC Sprintcars at Drouin for the first time in a long time and also the ASCF Saloons of Ramsdales Wreckers who put on a great show, as well as our usual Standard Saloons who are always great to watch.

Was to bad that some cars that had nominated and promised to run did not turn up. They missed a good day.

Your President, John Dike

Crash N Bash

We have had the opportunity to pick up another Crash N Bash to replace the one that we had to cancel in August.

Come on down on **October 19th** and watch these guys put on their usual performance. Also making the road trip to Drouin as support classes are the Nagambie club cars, Modifieds, Mens and Ladies.

Special points of interest:

- October 19th – CRASH N BASH
- November 9th – ASCF Feature, All other classes.
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Race Results

Scrutineers report

The NASR Minimum requirements area bit of a problem as the drivers do not know what they are responsible for.

*[Please refer to page * for more info. ed.]*

The VSC Sprintcars were a credit to their owners.

Only a couple of things came out in the new book after cars had already been daylighted in the Standard Saloons but overall an excellent result.

Cars were scrutineered on the Dummy Grid and although this seemed to work well, for safety and ease of congestion this will not happen again.

I do ask that you try to get your cars ready as early as possible and as soon as you have been scrutineered head down to the pit box to sign in.

Thanks to Andy Martin for his help.

Chief Scrutineer, Leigh Gooding.

Junior Standard Saloons

We only had two juniors turn up today as we had few of our juniors step up to the seniors class but that's ok we will soon have more. As for the two that turned up it was still good to see.

On the track today we had Cameron Dike Ds37 and Cindy Drewery Ds14 (thanks to Tegan & Terry for the lend of their car)

Heat 1

Cam got off to a good start so did Cindy until she just got a little sideways in turn 4 but she kept the foot into it and sped up the straight but this allowed Cam to get a good lead and that's how the two of them finished for this race.

1st Cam Ds37 2nd Cindy Ds14

Heat 2

Same two kids same start cam sped off but this time Cindy was on his bum she had a little moment put her back a little, Cam thought he was doing well until the car decided to spin right in front of the gate (some say Cam was too hard on the pedal) luckily no fence was involved so the car is still straight Cindy did well not to hit Cam as she was pedalling the car pretty fast she sent Ds14 infield which made the infield crew get some running exercise, but she did well and got back on the track to take the win. Cam was stuck on the track with a dodgy shifter.

October 5th

Junior Standards cont'd....

Final

Unfortunately only one car made it to the final Ds14 wasn't to healthy so Cam went out by himself which he didn't mind the more laps the more practise you get , this good for our juniors because all kids need as much as they can. We should always encourage our up and coming seniors

Final placings

1st Cameron Dike Ds37

Report: Trish Dike

Mens Standard Saloons

The first meet of the season was finally here and it turned out to be good day weather wise anyway, although I must say the drivers were well behaved.

There were 8 cars to start the day and we all hoped that the 8 would finish.

N6 Shane Ardley, Ds11 Andrew Morris, Ds13 Sam McGill, Ds14 Terry Bullard, Ds22 Wayne Tooze, Ds41 Bruce Bullard, Ds52 Leigh Gooding, G87 Nathan Fawns

Heat 1

What I can remember is that the guys were excited to be finally racing so some of the nerves were high, but I must say young Sam was out to prove a point and that point was he's ready to start racing and that's what he did he got off to a good start so did Nathan he got off to a good start and led the race but then Bruce came through from 7th to take the lead and he stayed there.

Placings:

1st Ds41 2nd G87 3rd Ds14 4th N6 5th Ds13 6th Ds 22 7th Ds 52 8th Ds11

Heat 2

There was a few scratches traded in this race. A little action but it was nothing to worry about except for one and that just happened to be with Nathan who copped the dreaded black flag so that put him out of this race that was the only action in this race. It was good to see Wayne Tooze back in the driver's seat and it was also good to see his car was still straight he never has much luck but this season is going to be different for him. With a dry line down low and a real cushion 1/2 way up the track it was real tight up front with Shane, Brucey and Leigh nose to tail for the whole race. On the last lap Shane went a bit high into turn 1 with Brucey pushing his way through only to come out of turn two to see a yellow when Andrew Morris spun coming onto the main

Race Results

Standard Saloon Mens cont'd...

straight. Race declared.

Placings:

1st N6 2nd Ds41 3rd Ds52 4th Ds
22 5th Ds14 6th Ds13 7th Ds11

Final

Well the final was going to be good. Bruce gets off to a good start but not alone he's followed closely by Shane who pulls up onto the high side of Bruce but unknowing he gets out into the sloppy stuff and loses a couple of positions. Terry and Poppy get through, this allowed Terry to chase his brother but it only lasted a few seconds as he took a moment in turn four which put him back two positions. Poppy tried also to get past but Terry had other ideas. Andrew Morris had his own moment a lap later when he spun in turn 2 which allowed the leaders to come up to be right on his bum. Poppy also had a turn at a moment his took place in turn 4. Cars took a wide swing of him but not as wide as Nathan. He took a wide swing but his swing turned into a spin onto the infield. Poppy got through again when Shane went high again. Bruce was still out in front but Poppy was giving a good chase he even tried to give a few love taps to unseat Bruce but he wasn't giving up first without a fight. Poor Sam had engine problems so he sat the final on the infield but this was ok at least his car was still straight and I found out later that the problem was simple it was just a breathing problem so easy fixed boys!!



Final placings

1st Ds41 2nd Ds52 3rd Ds14 4th N6 5th G87 6th Ds22 7th Ds11



Placings for the day

V8's 1st Bruce Bullard Ds41, 2nd Leigh Gooding Ds52,
3rd Terry Bullard Ds14

6 Cyls 1st Shane Ardley N6, 2nd Wayne Tooze Ds22,
3rd Andrew Morris Ds11.

Report: Trish Dike

October 5th

Ladies Standard Saloons

Its was an all Drouin affair in the Ladies Standards. Sharron Harrison coming back out to play in the Ds38, Veronica Dike making a long awaited return to the drivers seat in the Ds37, Anne Gooding Ds58, Tegan Bullard Ds14 and Sharon Strickland Ds41 keen to get the 2008-2009 season underway.

Heat 1 saw us go out on a nice track, clean racing by the ladies with Anne up front, followed by Sharon, Tegan, Sharron and Veronica.

Heat 2 was a shocker, the track was slop. Anne got funky out of two and Sharon slipped past her on the inside and got put a nice gap between the two cars. A couple of laps in Sharon locked it up at Rileys Corner and had a close encounter with a concrete wall. Was put to rear by the Steward behind Anne, Tegan, Sharron and Veronica. Greens go and Anne was off with Tegan close behind, Sharon hit slop out of 2 trying to go around Veronica and spun the 41 again (DNF!!). Anne lead the charges around to take out her second win of the day.

Our Final positions were Anne, Tegan, Sharron, Sharon and Veronica.

Tegan pulled infield smoking, Veronica spun and lost gears, Anne kept way out in front, followed by Sharon and Sharron and this is how we finished.

Congrats to our ladies, its good to see us nearly have a field of our own.

Report: Sharon Strickland, Ladies Rep.

**Hey Brucey,
Next time the temp gauge is
over 250 I will pull infield!!**

Shaz.

We also had 3 x ASCF Saloons and 1 Divi II putting on a show. The team from Ramsdale Wreckers looked awesome on the track, Good racing by the boys ended up seeing Kenny "Boof" Griffey back with a chequered flag at Drouin for the first time in a while, followed by Nick Hill and then Russell.

John Dike Junior was out in his Divi trying to copy his sons performance. Good thing there were no other cars on the track when you spun John....

NASR

New Minimum Safety Requirements....

OK members, here is the new safety requirements for this season.

It **DOES NOT** matter if you have a VSC Licence and run in a VSC Class and your specification book says that you do not need to meet the standards. Because Drouin Speedway is Insured with NASR, we must abide by their minimum safety requirements. We have no tolerance with these requirements, if your safety apparel is not the level set out below then you will not be racing at Drouin Speedway.

Safety Apparel

It is recommended that the following minimum safety standards are adopted immediately by speedway competitors. These standards will become compulsory as of 1st July 2008.

APPAREL & HELMETS

AA - All Divisions A - All Open Wheeled Divisions ASCF - Super Sedans

- **Race suit:** Race Suit must meet minimum standard of either SFI 3.2A/5 or FIA 8856-2000 and be a one (1) piece suit.
- **Helmet:** Helmet must comply with the Snell SA-2000 or Snell SA-2005 Standard. Drivers in all categories must wear full faced helmets *** (see definition below) with a visor that must be closed whilst competing (no goggles)
- **Head and Neck Restraint:** Head and Neck Restraint must be worn and meet FIA or SFI 38.1 Standard (A horse collar is optional when wearing a Head and Neck Restraint). The following are all acceptable by NASR standards.

HANS Device
Leatt Brace - MotoR
LFT Technologies R3 Device
Safety Solutions Hutchens-II Device
Safety Solutions Hutchens Hybrid Device
Safety Solutions Hutchens Hybrid X Device
Safety Solutions Hutchens Hybrid Rage

A - All Sedan Divisions ASCF - All Divisions Except Super Sedans B - All Divisions V - All Classic Drivers JD Junior Competitors & Extraneous Events**

- **Race suit:** Race Suit must meet minimum standard of either SFI 3.2A/1, FIA 1986 Norme (FIA 1986 Norme is allowed until 30/06/2010) or the higher standard of apparel and be a 1 piece suit.
- **Helmet:** Helmet must meet minimum standard of either Snell M 2000, Snell M 2005, AS1698 standard full faced helmet or the higher standard Snell helmets.
AS1698 helmet must be no older than 5 years from the manufacturer date (please check the manufacturer date prior to purchase).
All drivers must wear a full faced helmet *** (see definition below) with a visor that must be closed whilst competing (no goggles) in all divisions.

NASR

• **Horse Collar/Head and Neck Restraint:** Horse collar is compulsory without a Head and Neck Restraint. If you wear a Head and Neck Restraint, it must conform with either the FIA or SFI 38.1 standards. However, if you are using a AS1698 helmet with the device, you may not modify the helmet in any way. If the helmet must be modified to wear the head and neck restraint device, you must wear the Snell helmet.

** *Extraneous Events such as demo derby will have their own standards.*

*** *A full face helmet covers the entire head, with a rear that covers the base of the skull, and a protective section over the front of the chin. Such helmets have an open cutout in a band across the eyes and nose, with a visor or shield that generally swivels up and down to allow access to the face that must be closed whilst competing (no goggles). No Open Faced or Modular (flip-up) helmets allowed.*

BOOTS, BALACLAVAS, GLOVES & UNDERWEAR

All Divisions

• **Boots:** Boots are compulsory in all divisions and must comply with SFI 3.3, FIA 8856-2000 or FIA ISO6940 (FIA ISO6940 is allowed until June 30, 2010)

• **Balaclavas:** Balaclavas are compulsory in all divisions and must comply with SFI 3.3, FIA 8856-2000 or FIA ISO6940 (FIA ISO6940 is allowed until June 30, 2010)

• **Gloves:** Gloves are compulsory in all divisions and must comply with SFI 3.3, FIA 8856-2000 or FIA ISO6940 (FIA ISO6940 is allowed until June 30, 2010). It is recommended they are the Gauntlet Style glove and they must not be modified in any way.

• **Underwear:** Underwear must be worn conforming with SFI 3.3, FIA 8856-2000 or FIA ISO 6940 (ISO6940 is allowed until June 30, 2010) . All drivers must wear cotton under-garments (eg. no synthetic boxer shorts), and no under wires on bras. There must be no synthetic attire and no jewellery to be worn by a competitor whilst competing.

Minimum standard for Karts

All karts drivers must wear abrasive resistant overalls (to the satisfaction of the Scrutineer). No press-studs are allowed and disposable type overalls are not acceptable.

All drivers must wear cotton under-garments (*eg. no synthetic boxer shorts*), and for females no under wires on bras.

There must be no synthetic attire and no jewellery to be worn by a competitor whilst competing.

Karts drivers must wear approved karting boots

Helmets must comply with either Snell MA 2000, Snell MA 2005, AS1698 the AS1698 Standard or the higher standard Snell helmets.

It must be no older than 5 years from manufacturer date, with a recommendation on the use of a Snell rated helmet. No head and neck restraint device allowed with an AS1698 helmet but a horse collar must be worn.

NASR

Minimum Safety Standards Facts. Released by NASR 02.10.08

It has recently come to NASR's attention that some different interpretations are being circulated about the application of the new Minimum Safety Standards. NASR has fielded many questions in recent weeks and would therefore like to take the opportunity to answer these for the benefit of all in the industry.

To assist readers, the background of the implementation of the rules will be followed by the application of the rules and then specific questions asked of the NASR National Office.

BACKGROUND

The Speedway Safety Advisory Committee (SSAC) had been very thorough in drafting the new safety rules, which has also been endorsed by the NASR Board and has given very generous phase-in periods.

The SSAC has representation from many competitor divisions, in addition to expertise in a variety of areas such as fire fighting, OH&S, car construction, promoters, race apparel and metallurgical experts.

This cross section of the industry has been responsible for drafting the industry standards. When arriving at the new standards, the fact the majority of competitors already had apparel that met the standards was a major consideration. We therefore expect that in the majority of cases the main up-grade and expense would be for an approved head and neck restraint. However this does not apply to all divisions, particularly the budget entry divisions of speedway, including most sedan divisions.

ACCEPTANCE BY INSURERS

The Minimum Safety Standards have been presented to and accepted by the NASR insurers (both personal accident and public liability insurers) in our insurance renewal presentations. These annual presentations cover all of the measures that NASR has in place to minimize the risk to the sport and ultimately the insurer. These include track gradings, track standards, safety seminars and training, the drug and alcohol policy, pit rules, misconduct rules, licensing requirements and many other similar initiatives and policies. Each year more is achieved as we address outstanding issues in relation to risk management. It is this that gives the insurers confidence to underwrite motor sport. Ultimately it has also contributed to the decrease in premiums over the past six years, which in turn ensures the sport remains viable and makes the sport attractive and affordable for competitors. These rules therefore apply across the board to all competitors. The minimum safety standards apply to NASR licensed competitors and non-NASR licensed competitors. It applies to all 75 NASR insured tracks, including all tracks in SA, Tas & NT, most tracks in NSW & Qld, 15 in Victoria and a dozen in WA. In other words if you race at a NASR insured track, it applies to you.

It would also be in the best interests of other tracks to maintain the industry standard. If not, these tracks and any relevant competitor group could be found to have breached their duty of care in deliberately permitting a sub-standard to be applied. The NASR standards are based upon the internationally recognized SFI and FIA standards and should be followed in all circumstances.

STATEMENT: These new rules mean I have to now go out and purchase new belts.

FACT: This is false. NASR is still developing a minimum standard for racing belts. However many competitor groups do have a maximum life stipulated which must be followed. These vary from two, three and five year life spans. Check you competitor group rule for clarification on this issue.

STATEMENT: These new rules mean I have to go out and purchase a HANS device.

FACT: This is false. The HANS device is one of seven SFI or FIA approved Head and Neck restraints which are permitted, varying in price, shape, weight and design. The mandatory use of an approved Head and Neck Restraint only applies to all "AA" licence categories, all "A" open-wheel categories and Super Sedans. (regardless of whether the individuals are actually NASR licensed or not.)

Some categories that this rule applies includes Sprintcars, Speedcars, Late Models, Super Sedans, NOS Sprints, V8 Dirt Modifieds, NOS Sprints, Super Rods, Litre Cars, Mini Sprints, V6 Sprints, F500's, SDAV Rods, Compacts Limited Sprintcars and other similar divisions in the "A" licence category.

STATEMENT: The new race suit rules are too expensive for my entry level street stock-type vehicle.

FACT: The entry level standard is actually very affordable for those who do need to upgrade. While the majority would have race suits, gloves and boots which already comply, new racesuits which meet the SFI

NASR

3.2/1 or FIA 1986 Norme standards can be found off the shelf for as little as \$239.

STATEMENT: I don't have a NASR licence, so I don't need to meet these standards.

FACT: This is incorrect. The standards apply to everyone.

STATEMENT: My (open wheel) division is not a NASR class and my division rules don't make head and neck restraints mandatory, so they can't make me wear a head and neck restraint.

FACT: This is false. The industry standards over-ride all competitor group rules.

STATEMENT: My race suit does not have the correct label (tags) rating, so it is useless.

FACT: This may be incorrect. There are some race suits in circulation that do not have the appropriate approval rating on them. This may not necessarily mean the race suit is not of the appropriate standard. In these instances, you should take your race suit back to the place of purchase, and if the suit complies to the standard, the manufacturer may assist in providing the correct tags at a cost.

STATEMENT: My horse collar doesn't have to be approved.

FACT: It is true that there is no standard for horse (neck) collars. However they must be worn in the absence of an approved head and neck restraint.

STATEMENT: I have a letter from my apparel retailer confirming my apparel is up to the minimum standards, so my apparel is OK to use.

FACT: Wrong. The only apparel that meet the standards are the apparel with the appropriate SFI or FIA tags. These tags are produced under licence and this system confirms the suits, gloves, boots and underwear meet the appropriate standards. If your apparel (race suit, gloves, boots, and both upper and lower underwear) does not have an SFI or FIA tag, take it back to the retailer who will be arrange the tags at a small cost. If you are looking at purchasing apparel from places like America , please ensure the tags are on each item and don't purchase uncertified apparel.

STATEMENT: My helmet is only four years old and I only have one more year to be able to use it.

FACT: There is some confusion over the helmet age rules, between the upper and the lower standards. The five year limit only applies to AS1698 helmets, which are of the lower standard applied by NASR . In relation to SNELL rated helmets, the life may be anywhere between one and ten years, depending upon the timing of the purchase. The SNELL rating does not go by manufacture date. The next Snell standard is due in 2010 meaning at that point the Snell 2000 standard would cease. In 2015 the 2005 standard would cease etc. So today (in 2008) the best helmet to purchase is the 2005 SNELL rated helmet, as this will give more than seven year's life. If you purchase a 2000 SNELL rated helmet, it will not be permitted to be used past 2010. Balaclavas must be worn with all helmets.

STATEMENT: My short-sleeve underwear is permitted under the new rules.

FACT: Only long sleeved and long legged underwear is permitted.

SUMMARY:

There are many questions being asked within the industry and many claims and rumors are being made. If you are not sure or want clarification, contact the NASR National Office who will be able to answer your questions.

If someone is telling you "this is what NASR said", make sure you have it in writing on a NASR National Office letterhead.

Competitors have also had more than a year to plan for these changes and are not designed to add cost to the competitor. In fact most competitors already exceed the minimum standards in regards to apparel.

The NASR standards are based upon the internationally recognized SFI and FIA standards.

If someone is prepared to accept lesser standards, they are likely breaching their duty of care in not taking every possible reasonable care to ensure your safety, in the eyes of the law.



DROUIN Speedway

CALENDAR 2008-2009 SEASON

Date	Classes	Date	Classes
October 19th	<i>CRASH N BASH</i>	February 15th	Crash N Bash Nagambie Modified Nagambie Mens Nagambie Ladies Nagambie Juniors
November 9th	<i>ASCF Feature</i> <i>1200 Juniors (Series)</i> Standard Saloon Mens Standard Saloon Ladies Standard Saloon Juniors Mini Sprints Dirt Karts	March 15th	<i>Mini Sprints (Series)</i> Standard Saloon Mens Standard Saloon Ladies Standard Saloon Juniors Dirt Karts 1200 Juniors Limited Sportsman
December 14th	<i>Mini Sprint Feature</i> <i>Street Stock Feature</i> <i>NOS Sprint</i> Standard Saloon Mens Standard Saloon Juniors Standard Saloon Ladies Divi II Hot Rod	April 19th	<i>Standard Saloon Mens Feature</i> <i>Standard Saloon Ladies</i> <i>Standard Saloon Juniors</i> Mini Sprints Dirt Karts ASCF Divi II Hot Rods
January 11th	<i>Midgets</i> Standard Saloon Mens Standard Saloon Ladies Standard Saloon Juniors Mini Sprints Dirt Karts 1200 Juniors	May 17th	<i>NOS Sprint</i> <i>Standard Saloon Ladies Feature</i> <i>Standard Saloon Juniors Feature</i> Standard Saloon Mens Nagambie Modifieds Nagambie Standards Mens Mini Sprints
February 1st	<i>Rileys Memorial Feature</i> <i>Standard Saloon 6's</i> <i>SDHV Hot Rods</i> Standard Saloon V8's Standard Saloon Ladies Standard Saloon Juniors Mini Sprints Divi II Hot Rods	June 14th	Standard Saloon Mens Standard Saloon Ladies Standard Saloon Juniors Mini Sprints Divi II Hot Rods

Nominations to be sent to **0437 534 823 by the Sunday prior to the scheduled race date.**



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Treasurers Report

In our wisdom we have changed banks from the ANZ to the NAB due to excessive fee charges they keep coming up with. We now have money to work with thanks to our Sponsors, new and old, and the growing number of memberships coming in and of course the Race Meeting that we finally got to run, it was good to see a few more cars in the Spectator area. We have sponsorship packages available if you would like to advertise your business and help the club at the same time. Contact Mat on 0419321722 or one of your committee for more information.

Anne Gooding.

Drouin would like to thank the huge support that we have received from our sponsors this year.

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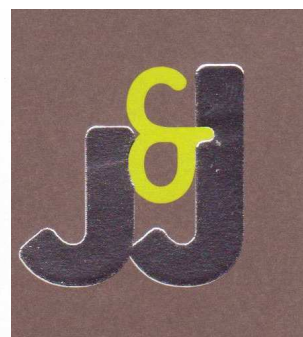
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