

Welcome to the 150th edition of Speedway Australia's Speed eNews.

## **PASSENGERS – THE DO'S AND DON'TS**

We often hear that passengers in speedway vehicles are a necessity as they are a great promotional tool, providing a great experience for potential competitors, sponsors, fans and other stakeholders. The flip side of this is that if something goes amiss the entire sport could suffer, so this is a quick reminder of the rules that apply to passengers around the country, in all divisions.



- All safety rules that apply to the driver also apply to the passenger, e.g., clothing, harnesses, bar work
- All passengers in competition vehicles must have the appropriate divisional licence
- All age rules that apply to the driver of the car also apply to the passenger, e.g., minimum age is 16 for an adult division
- Passengers in promotional vehicles must have the appropriate promotional licence
- Passengers are not permitted in competition in NSW
- Divisional bodies are responsible under Speedway Australia rules for the enforcement of scrutineering requirements, and also for the checking of licences

## **FORMULA 125'S SET FOR WA GROWTH**

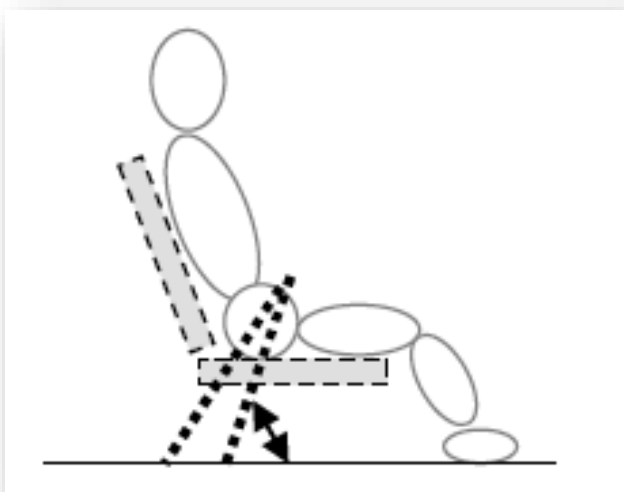


Late last year the Western Australian Quarter Midget Association approved a formal name change for their class, now known as Formula 125's. They race both adult and junior divisions throughout the state, and the F125 name had been becoming more widespread in its usage.

The Speedway Australia licensing has been adjusted to reflect the name change which will go a long way toward both providing the class with a distinct identity while also reducing any confusion with the existing Quarter Midgets in the eastern states.

## KNOW YOUR HARNESS – THE LAP BELT

Part two of our insight into the correct installation and fitment of belts looks at the lap belts, and the best practice by which to fit them to a vehicle.



### LAP BELTS

- Lap Belt Angle:  $-45^{\circ}$  to  $-80^{\circ}$  from the horizontal
- Belt should ride within the curvature of the pelvic bone preferably just below the iliac crest
- There should be clear passage through the seat opening without webbing being corded or binding on edges of seat openings with a direct path to the mounting point
- The webbing should not ride against any hardware such as seat mounting brackets, bolts, or tabs

• Lap belt adjusters should be clear of the seat openings. Pull-up adjusters if outside the seat opening should be a minimum of 2" below the opening when the lap belt is tightened.

- Belts to the mounting point should be as short as possible mounted beside the seat and never behind the seat
- Lap belt should be allowed to pivot freely at the mounting point
- Webbing should be allowed to pull on hardware in plane (straight) Position of the Cam Lock or Latch and Link
- Centred on the body 1 to 2 inches below the belly button when all belts are tightened

Speedway Australia provides a link to the fitment guide in the rulebook, provided by the SFI Foundation who are world leaders in the testing and compliance monitoring of motorsport belts. You can find the full SFI documentation and seatbelt installation guide [here](#)

## SPEEDWAY AUSTRALIA CONTACTS



### Office

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

### General Enquiries

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

### 08 8139 0777

0424 923 494  
0457 184 080  
0487 002 287  
0429 333 528  
0436 375 938  
0499 484 738  
08 8139 0704  
0474 291 542

### admin@speedwayaustralia.net.au

tim@speedwayaustralia.net.au  
james@speedwayaustralia.net.au  
liz@speedwayaustralia.net.au  
adam@speedwayaustralia.net.au  
ross@speedwayaustralia.net.au  
kirsten@speedwayaustralia.net.au  
accounts@speedwayaustralia.net.au  
angela@speedwayaustralia.net.au