

2026-31

AUSTRALIAN GRAND PRIX MIDGET SPECIFICATIONS

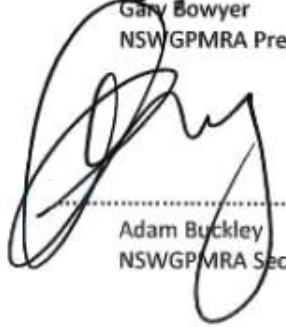


**Victorian & NSW
GP Midget Racing
Associations Inc**


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SPECIFICATIONS FOR AUSTRALIAN GRAND PRIX MIDGETS.

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THESE SPECIFICATIONS UPDATE ALL PREVIOUS
AUSTRALIAN GRAND PRIX MIDGET RACING ASSOCIATION SPECIFICATION

(Note: All these specifications will be locked in for the next five years as of 09/05/2026.)

(The only changes allowed would be safety issues if both states agree.)

These Specifications cover the design and dimensions of the vehicles to be known and raced as Grand Prix Midgets under the control of the Australian Grand Prix Midget Racing Association, which were approved at the Annual General Meeting of the 27th of February, 1983, to be effective from the 1st of January 1985 and incorporating amendments approved by both VGPMRA & NSWGPMRA on 9th May 2026.

Note: -The safety standard of any Race Car, Equipment or Apparel is a joint responsibility of the Car Owner and Driver. Any safety check carried out by a NSWGPMRA or VGPMRA Scrutineer does not guarantee that the Race Car is without fault and does not absolve the Owner and Driver of this joint responsibility.

Definition of GRAND PRIX MIDGET: - A land vehicle propelled by its own means running on four wheels, not in line, which must normally be 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 as specified in these specifications. The engines are in the vehicle's rear, behind the driver. The vehicle must have an open-wheeler design (e.g., Formula One style) and a rear wing as specified in these specifications.

1. GENERAL DIMENSIONS.

a) Wheel Base:

Measured from the centre of the axle to the centre at stub axle height.

Maximum: 2125mm

Minimum: 1475mm

b) Track:

Measured from the centre of the tyre at axle height.

Maximum: 1345mm

Minimum: 965mm

c) Overall Length:

The vehicle will not exceed 3350mm (11 ft).

d) Wheels:

- Maximum rim width 280mm. Wheel size 13 inches.
- Rims front and rear only 13" (330.2mm) diameter permitted. Width of rims not to exceed 10" (254mm). If external bead locks are fitted, the maximum rim width overall permitted is 11" (279.4mm.)
- Wheel Mud Covers. A proprietary alloy or composite material may be used and attached with a minimum of 3 x 3/8 DZUS fasteners. (See Local track rules – some tracks have at least five dzus buttons or 3 Bolts).
- All wheels are to be bolted together using all bolt holes made by the manufacturer. If wheel halves are fully welded together, no bolts are needed. Rear wheels must have a retaining pin (R clip or similar) fitted to the rear axle with a minimum of 3mm diameter, and stainless steel

Double HH clip is preferred (example below) through rear axles to contain axle nut, wheel and hub assembly in case of failure.



e) . Tyres:

- All tyres must be designed specifically for automobile racing and must be approved by the manufacturer for its intended use.
- Recapped tyres will not be permitted.
- Any device(s) used to warm the tyres before competition are prohibited.
- Any solvents or chemicals applied to the tyre that have the effect of altering the tyre durometer will be cause for disqualification.
- There is no restriction on the pattern. The maximum tyre size is 84/12.0-13 Hoosier or 27-inch American Racer tyres. Any other tyre manufacturer must fall within these guidelines for maximum tyre circumference.

f) Total Weight:

The maximum net weight with maximum oil and fuel load shall not exceed 480 kgs. The minimum net limit will be 320kgs.

2. ENGINE

a) Motorcycle Engines: (Only to be used.)

Maximum capacity - 1000cc + 2% (1020cc).

Engines to be used are mass-produced ADR engines or imported for road-registered use only, such as Suzuki, Kawasaki, Yamaha, and Honda.

GP Midgets with a 1200cc engine fitted and that have competed in the 2025-26 season will be allowed to continue competing in class only on the following conditions for a maximum of 10 years.

- 1) *The engine must have two approved AGPMRA seals attached to the engine, and if it has a manufacturer's engine number stamped on the case, it must be recorded. The member/owner MUST register the engine's make/model/serial number (including any spare engine currently held) with their State Club, which will be recorded with photographic evidence.*
- 2) *If the engine is damaged (blows up, etc.) or if the engine number or seals are tampered with, removed or broken, that engine will no longer be approved for use in the class anymore.*
- 3) *Owners may write to the AGPMRA to request permission to break the seals and perform minor maintenance on the engine. But it needs a majority of the AGPMRA delegates to agree to it before it is allowed.*
- 4) *Any car competing in a blue-ribbon event found to have a broken seal on its engine will be disqualified,*

b) Super or Turbo Charging:

No Supercharging, turbocharging or any type forced induction is to be used.

c) Engine Mounting

The engine must be securely mounted directly to the frame, using either a cradle or brackets made from 3/8" (10mm) thick aluminium or steel. Carbon fibre and other composite materials are not allowed.

3. TRANSMISSION/DRIVE

a) Final Drive: -

It may be chain, shaft or belt driven. All exposed chains or belts must be fitted with a protective guard. Its minimum specifications are 1.6mm for steel and 3mm for aluminium.

b) Clutch: -

Each car must have a clutch, which positively disengages the engine from the final drive. This can be foot or hand operated.

c) Gearbox:

All cars must be equipped with a hand-operated gearbox. No foot-operated gearboxes allowed. The gearbox must have a neutral position, which enables the car to be pushed whilst the clutch is not engaged. The gear lever must be constructed so as not to pose danger to the driver and to be satisfaction to the scrutineers.

4. STEERING AND SUSPENSION.

- a) Steering wheels must be proprietary, made of metal, aluminium or carbon fibre and fitted with a proprietary quick-release hub.
- b) The Technical Committee must approve non-standard quick-release steering hubs before being fitted to the car.
- c) High-pressure inlet hoses fitted to power steering systems shall have a minimum burst pressure of not less than 1500 psi.
- d) The steering pitman arm (drop arm) is to be of one-piece construction, splined and securely clamped to the sector shaft of the steering box.
- e) Steering box alloy proprietary threaded drop arm with a steel pinch bolt to be a minimum of 8 - 3/8"/10mm diameter gauge. A through bolt with a Nyloc nut must be fitted if the alloy proprietary arm is not threaded. The pinching clamp slot in the drop arm is preferred on the full material side of the internal spline. A Steering box end cap must be fitted to retain the alloy arm from coming off.
- f) Steering racks are permitted; if a steering rack is to be used, a proprietary collapsible steering column must consist of a minimum of one fixed shaft and one sliding shaft. These must be fully splined for the length of the travel.

5. BRAKES.

- a) Cars must be fitted with efficient hydraulic brakes operating on a minimum of three (3) wheels, which must be fitted with two (2) brakes on the rear wheels and one (1) on the left front wheel.
- b) If a car is fitted with a (one-piece) live axle, one (1) rear brake may be used and one (1) left front brake.
- c) Disc brakes must be used.
- d) Brake discs are limited to being manufactured of steel, aluminium alloy or titanium. Carbon or

Carbon fibre is not allowed.

- e) The brake pad material is open.
- f) Master cylinders not fixed to the frame must have flexible lines.
- g) Copper tubing is not acceptable.

6. THROTTLE.

- a) All cars must be fitted with two (2) throttle return springs mounted directly to the throttle linkages of the carburetors or fuel injection to return the throttles to the closed position.
- b) A positive stop or override prevention must be used to prevent linkage from passing over the centre and sticking in the open position. A return spring on the throttle pedal with a cable-operated throttle is optional.

7. IGNITION.

a) Ignition Switch

All cars must be fitted with a suitable on/off type ignition switch or kill switch, marked clearly with the ON/OFF positions. The ignition switch must cut off all fuel pumps and ignition and be mounted in an accessible position for the driver or safety crew.

b) Kill Switch

Cars must be fitted with one external (outside of the cockpit) electrical kill switch that is clearly marked ON/OFF in case of an accident. This must be wired in a way to kill the electrical circuit.

c) Starter motor

All cars are required to be self-starting. A separate starter button (separate from the ignition switch) must be fitted to the vehicle's dash and easily accessible to the driver.

8. BATTERY

- a) All batteries are to be securely fitted, and their position is to be identified by a blue triangle 100mm x 100mm x 100mm.
- b) The battery must be isolated from the fuel tank.
- c) All cars must have a suitable battery box to prevent the battery from being dislodged if a car rolls over. The battery must be bolted into the box with an alloy/metal strap or cross bolt with a locking nut. NO rubber/plastic straps or hose clamps are permitted.

9. FUEL SYSTEMS.

- a) Only methanol fuel is permitted.
- b) All cars must be fitted with a fuel isolation tap within easy reach of the safety crew and fitted in the fuel supply hose after the fuel tank but before the fuel pump. The tap must be clearly labelled with "Fuel ON/OFF".
- c) Fuel tanks must be securely mounted to the chassis
- d) Fuel tanks must be isolated from the driver, battery and all electrical components
- e) Fuel tanks must be fitted with lock type or screw cap
- f) The fuel tank breather must have a one-way check valve to prevent fuel from escaping during a collision or rollover.

- g) If fuel lines or pipes pass through any metal panel, the panel must be grommeted or have a bulkhead fitting installed to prevent chafing.
- h) Fuel lines must be clipped to the chassis at no more than 300mm intervals.
- i) No soft solder is allowed on fuel tanks, fuel lines or fittings.
- j) Jerry cans as fuel cells are strictly prohibited.

10. OIL SYSTEM.

- a) All oil lines are to be made of approved high-quality material.
- b) All oil lines must be flexible and secure with quality fittings and clamps.
- c) All oil tanks, coolers and filters must be securely mounted to the scrutineers' satisfaction.

11. BODY.

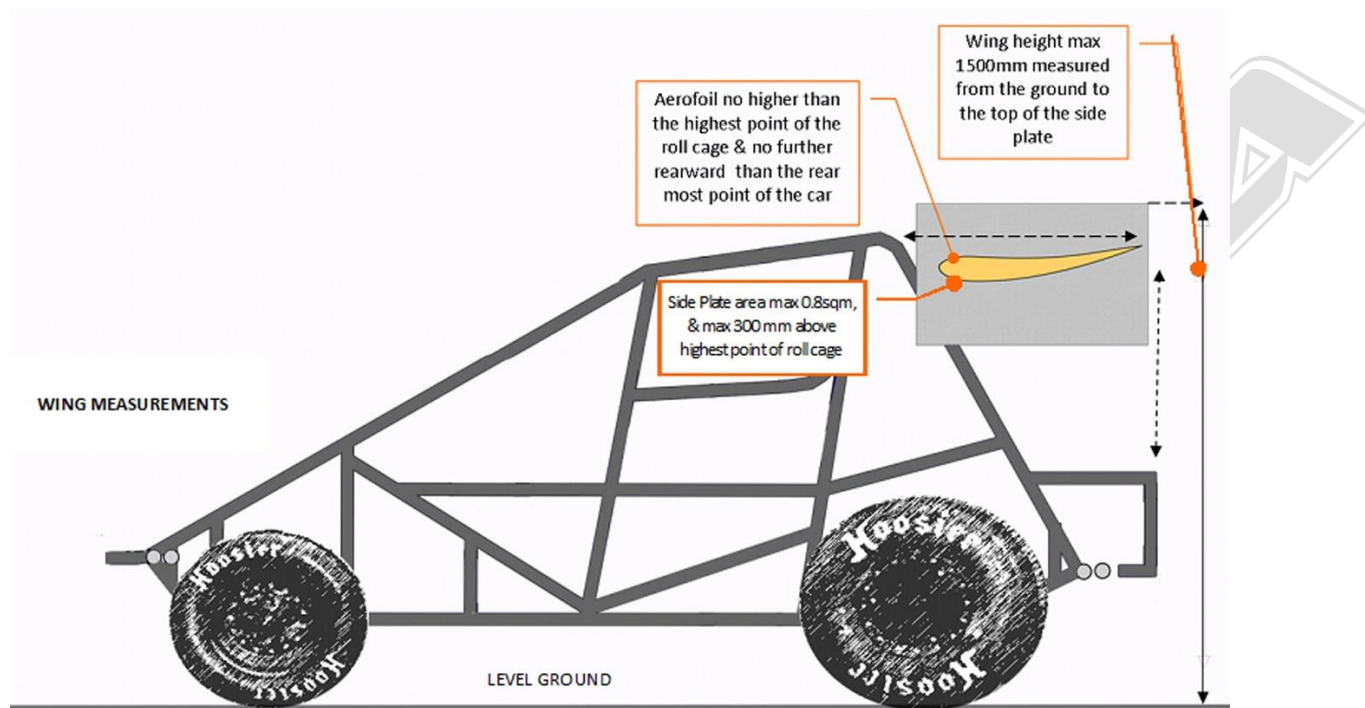
- a) All cars must be fitted with external bodywork. The body should have a neat appearance, be kept in good order, and be free of all sharp edges and corners with no loose or insecure panels.
- b) The nose assembly may not extend forward beyond the confines of the front Nerf bar. The body must continue to the rear of the driver's seat.
- c) The tail or rear body section over the motor mechanism is optional.
- d) Fiberglass or aluminium to be utilised in body construction.
- e) All cars must have an external underpan or tray turned up at the front min 3mm. It is optional for an internal floor pan to be fitted and made of steel or aluminium. This must start no further back than the front bulk head and extend to a minimum of the rear bulkhead/firewall. This must be constructed from steel or aluminium with a minimum thickness of 2mm.
- f) Front and rear bulkheads must be at least 3mm steel or aluminium in front of the driver's feet and behind the seat.
- g) All cars must be fitted with a rock screen. Rock Screen is to have squares no larger than 50mm or vertical bars no greater than 50mm apart and is to be constructed of metal only. Securely fasten to the bonnet side of the roll cage with a minimum of 2 rock screen clamps or 4 worm drive clamps (material must be metal) and cover 2/3rds of the cockpit opening. Material minimum 3mm

12. WINGS.

- a) **Rear Wing:** The aerofoil, including the Gurney Flap, are to be no higher than the highest point of the roll cage. No further rearward than the rear of the car and not to exceed past the outside of the rear tyre. (Note) The wing aerofoil (centre part of the wing) included any gurney flap or tab attached directly to the aerofoil. All cars must have a rear wing.
- b) The wing side plate height is a maximum of 1500mm measured from the ground to the panel's top. The side plate is to be no larger in area than 0.8 metres square, and the side plate must not protrude any further forward than the rear arch of the roll cage (Note) The wing aerofoil (centre part of the wing) included any gurney flap or tab.
- c) **Wing Tabs:** Not to exceed 20% of the aerofoil area and must be separated from the main aerofoil.
- d) **Front Wings** The centre section (aerofoil) at its highest point must be no higher than the highest point of the front tyre, and the side boards of the front wing no higher than 100mm above the height of the front tyres. The front wing, including the sideboards, can be no wider than the

chassis width.

- e) The aerofoil/centre section of the front wing cannot extend beyond the forward most part of the chassis, and the side boards cannot extend beyond the front Nerf Bar. The front wing must be mounted similarly to the rear wing, with a minimum of two wing posts and two wing straps.
- f) **Front wing sideboards:** Cannot exceed 20% of the total area of the aerofoil/centre section with a maximum height of 100mm



13. CHASSIS & ROLL CAGE SPECIFICATIONS *(for all newly built chassis from 1/7/2019)*

All New Frames are to be made from round tubes only.

NOTE: All metal sizes below are minimum tube sizes.

	Mild Steel	Chromoly
Frame & Cage Tubing	1 ¼" (31.75mm) x 0.125" (3.175mm)	1 ¼" (31.75mm) x 0.095" (2.41mm)
Bottom Rail	1 ¼" (31.75mm) x 0.095" (2.41mm)	1 ¼" (31.75mm) x 0.083" (2.1mm)
Frame, Cage Bracing & Torsion Bar Bracing	1 ¼" (31.75mm) x 0.083" (2.1mm)	1 ¼" (31.75mm) x 0.065" (1.65mm)
Bracing & Drivers Intrusion Bar	1" (25.4mm) x 0.083" (2.1mm)	1" (25.4mm) x 0.065" (1.65mm)
Rear Bumper Bar	1" (25.4mm) x 0.065" (1.65mm)	1" (25.4mm) x 0.065" (1.65mm)
Nerf & Front Bumper Bar	⅞" (22.2mm) x 0.065" (1.65mm)	⅞" (22.2mm) x 0.065" (1.65mm)
Chassis/Cage Braces & Gussets	¾" (19.05mm) x 0.065" (1.65mm)	¾" (19.05mm) x 0.065" (1.65mm)
Panhard Bar Brace	1 ⅝" (28.6mm) x 0.065" (1.65mm)	1 ⅝" (28.6mm) x 0.065" (1.65mm)

14. CHASSIS.

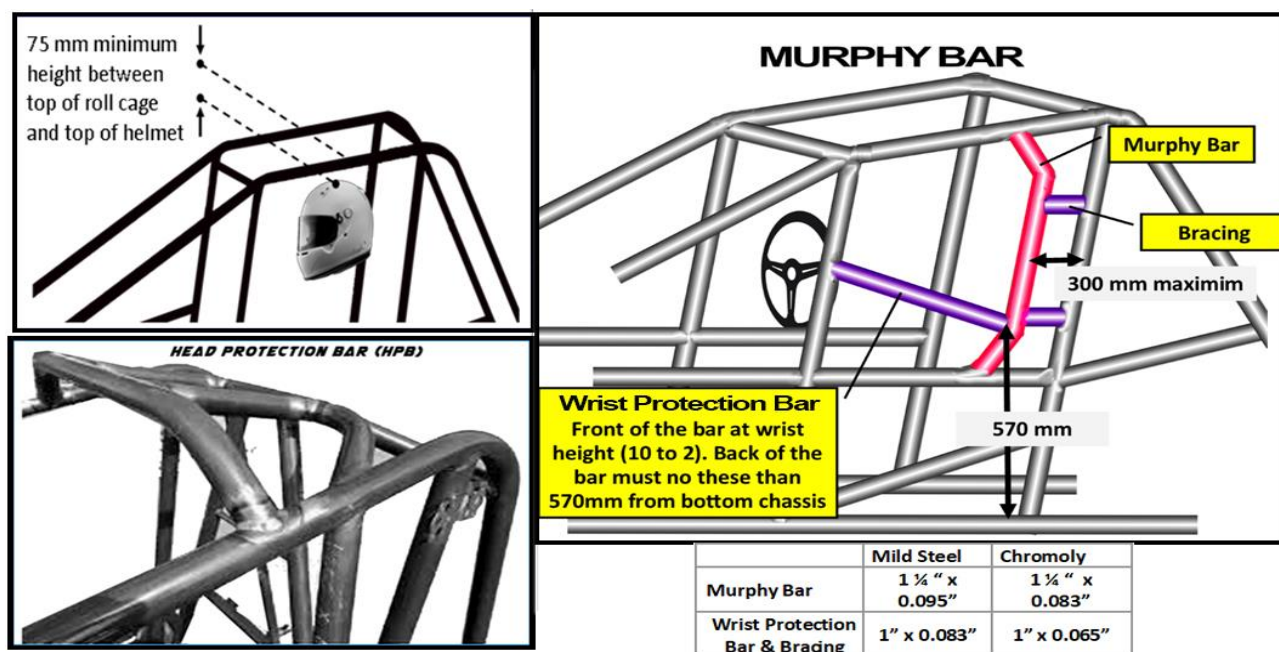
- a) New constructions and chassis from another division that is being modified to become a GP Midget will be considered as new builds (Chassis that have never had a GP Midget logbook)
- b) Any holes through the chassis tube must fitted with a welded tube, spud or bung that is welded to both sides of the tube
- c) Before any new chassis construction, a set of detailed drawings of the chassis design, along with confirmation of the type and size of the material to be used in the construction, must be submitted to both state's technical committees for consideration before starting construction. All new Chassis designs must conform to the Specifications contained herein.
- d) We have a set of rules to which new builds must adhere to. The car should be inspected at the tacked-up stage to confirm that no substantial gaps at weld joints are present and that the vehicle conforms to the rules. At this stage, amendments can still be made. Once the chassis has been fully welded and before any coatings, i.e. paint or powder coat, the welds should be inspected for quality and safety.
- e) Once the car is completed, as all cars do, it will be scrutineered. If the car does not comply, it can't race.
- f) *Refer to chassis diagrams for the recommended space frame and roll cage construction method.*
Note: see rule 22 regarding inspections

15. ROLL CAGES

- a) **Roll Cage:** Any holes through the roll cage tube must fitted with a welded tube, spud or bung that is welded to both sides of the tube. Chassis and or roll cages CANNOT be Chrome plated. Raw, painted or powder-coated are the ONLY acceptable finishes.
- b) **Rear cage member or "A" Frame:** The rear arch member is to be splayed at the top more than the measurement at the mounting point to the chassis. The rear arch is to be braced at least two-thirds the distance up the arch and at least one-third of the height back or forward along the chassis, and it is not to be mounted in an unsupported span. Cross bracing of the rear arch must be of a triangulated style.
- c) **Head Restraint:** Head restraint must be included in cage constructions if a high back seat is not fitted, preventing a driver's head from protruding backwards through the rear arch.
- d) **Side Rails:** The side rails of the cage will each be one piece construction mounted to a suitable point along the bend of the rear arch and front mounted to the chassis at a point no closer to the rear arch than the drivers' hands on the steering wheel in a standard straight forward position. The side rails are not to be narrower than the Width of the top chassis rail. Cross bracing between chassis rails must be straight. The top inside corners of the cage must be gusseted.
- e) **Protection Bars: (Wrist Protection Bar)** Must be fitted to each roll cage side to prevent a car from entering the cockpit area, with a suggested height between shoulder and elbow or wrist to shoulder. Optional **(Murphy Bar)** This option will protect the wrist and driver's body. It can span from the top to mid rail or top to the bottom rail and constructed in a way that has no sharp edges and does not impede any elbow movement. The wrist protection bar must be mounted from the A-pillar at wrist height and back to the mid rail or Murphy bar. (See Diagram below)
- f) **Height:** All cars, no matter their age, should have a head height of a minimum of 75mm (2.95"). A halo or head protection bar must be installed if the specification is not met. The HPB will have a maximum of 2 braces off the rear cage member (minimum of 1 required) and

be connected to the side bars that make up the top of the roll cage opening of the chassis, not to be connected to the sun visor bar. The minimum material of 1 1/4" (31.75 mm) 0.095 (2.41 mm) Chrome moly.

- g) Notwithstanding an interpretation of these specifications, when constructing a roll cage, it must be ensured that when the driver is correctly seated in the vehicle, his helmet does not come in contact with any part of the top framework of the roll cage.



16. WELDING OF CHASSIS & ROLLAGE - INSPECTION

- Weld fillet faces to be flat or show some raised reinforcement.
- Concave weld fillets are not allowed.
- Welding is subject to visual inspection before painting (refer to point (e) below)
- Considering adequate fillet size and profile & competent process
- The inspection is to be undertaken by a person who is either fully qualified or deemed experienced & approved by the Club Executive Committee (if not fully qualified but deemed experienced by the Exec Committee, then must also be a Club Scrutineer).

17. SEATS

- Driver Seat must be constructed from a minimum thickness of 1.6mm metal. Proprietary composite Kevlar/Carbon fibre seats are optional and must meet Speedway Australia's approval list. Containment Seats are optional.
- High back seats are mandatory and are to be contoured, supporting the upper thighs and base of the spine. Back support is to be a minimum shoulder height and is a proprietary manufactured seat.
- All seats must be secured by a minimum of four (4) x 5/16"/8mm dia. cup head bolts with countersunk washers. Nyloc nuts must be used if bolts don't have a threaded spud welded to the chassis. Fixing in four (4) positions, two (2) in the base and two (2) in the back at approximately shoulder height. All seats are to be reinforced around the fixing holes with washers.

18. NERFING BARS.

All cars must have front, rear, and both side nerfing bars. See (12 Chassis & Roll Cage Specifications for the minimum material specification.) Nerfing bars must be of acceptable design and strength. All Nerfing bars MUST NOT be open-ended in design, have NO sharp edges and must be securely mounted.

a) Front Nerf/Crash bar

- Height is not to be higher than the leading edge of the nose and not lower than the bottom of the lower chassis rail.
- No wider than the Width of the chassis
- To be securely mounted by a minimum of 2 points to the chassis

b) Rear Nerf/Crash bar

- No higher than the upper chassis rail, no lower than the bottom of the chassis rail.
- No narrower than the bottom chassis rail.
- To be securely mounted by a minimum of four points to the chassis

c) Side Nerf/Crash bars

- Side nerfing bars must not extend more than 2" (50.8mm) outwards and 4" (101.6mm) inwards, measured from the outside wall of the tyre.
- To be securely mounted by a minimum of 3 points to the chassis

19. EXHAUST PIPES.

All cars must have an exhaust system extending beyond and away from the cockpit. Exhaust systems must not extend beyond the rear Nerf bar and be angled away from the following driver.

20. MUFFLERS.

- All cars must be fitted with a silencing device (muffler). The silencing device (muffler) must comply with the individual track regulations on noise levels (DBA) 95DBA Maximum and be of a minimum fire hazard. The end of the silencing device (muffler) must be cut square and angled away from the following driver.
- The silencing device (muffler) must be secured to the exhaust system with a primary retention device, and this can be by a welded slip joint (No butt weld welds allowed) or a slip joint with exhaust/ pipe clamp (A radiator style hose clamp is not excepted as a primary retention clamp), welded "V" style clamps are also excepted.
- A secondary retention device (Exhaust hanger, cable or chain) is then to be securely mounted from the muffler to the motor or chassis.

21. NUMBERS.

- All cars must have their numbers on the nose cowl and both sides in a prominent position for the view of the officials and spectators.
- Numbers 175mm high x 125mm wide and a 13mm cross-section (minimum size)
- Light colour on a dark background or vice versa, or at least a highly contrasting colour.
- An additional number is to be displayed on the inside of the left-hand side of the wing in contrasting colours to be readable from outside the track, and a rear number of 100mm in height is visible to the following driver.

22. INSPECTION.

- a) New cars must be inspected at two stages before attending a race meeting, the first to be made by the appointed scrutineer when the car's chassis is unpainted with suspension, running gear and wheels attached, etc. The second stage is when the car is finished and in racing condition. All modifications that the appointed scrutineer requests must be carried out before the car is taken to a race meeting.
- b) Before the commencement of each speedway season, all old and new cars will be daylighted for track worthiness. Cars that satisfactorily pass daylighting will be given a logbook or have theirs signed. The scrutineer can revoke a logbook for any faults that are found. The car will not be allowed to compete until suitable adjustments are made and approved by the scrutineer.
- c) The scrutineer has the right to reject any car, request any necessary adjustments, and reject any crash helmets they may think are unsafe. This decision is final and may only be contested via the technical committee.
- d) Scrutineers must inspect all cars involved in a significant incident before being allowed to compete again.
- e) Repairs/modifications to any damaged tube, etc., must be repaired with material equal to or a thicker gauge material. Joins must be sleeved with a minimum of 4 plug welds. Before the car can compete again, a scrutineer must inspect these repairs, or photographs must be taken and submitted to a club scrutineer.

23. LOG BOOKS.

- a) Log books are not transferable and are incorporated with the rule book.
- b) Log books must always be with the vehicle.
- c) Drivers not possessing a logbook at inspection before any race meeting will be liable to a fine or disqualification from racing at that race meeting.
- d) Log books will be renewed when required.
- e) Losing a log book without a reasonable explanation will incur a \$20 fine.

24. GENERAL.

All bolts and parts on each car's suspension, chassis, steering and running gear must be secured with either lock nut, lock washers, split pins, Loctite or Nyloc nuts and must have at least one full thread showing through the nut. (Grade 8 bolts recommended.)

SAFETY EQUIPMENT.

25. SAFETY HARNESS.

- a) All Cars must be fitted with five (5) point seat belts, shoulder harnesses, and sub straps. Seat belts must meet SFI 16.5 or SFI 16.1 within two (2) years from the manufacturer's date (Must have a label). Seat belts must be installed and used in accordance with the manufacturer's instructions.
- b) If SFI 16.5 Standard belts are fitted and used, they must be worn with an approved HANS or similar device.
- c) It must be a latch lever type. NOTE: - Rotary locking centre buckles are not permitted.
- d) Attachments must be minimum dia. 5/16" Aircraft Standard or High Tensile Bolts for non-wrap around belts.
- e) All Seat belts must be replaced after a major accident, regardless of appearance.

26. SAFETY EQUIPMENT AND PROTECTIVE CLOTHING

All safety equipment and protective clothing must comply with the Speedway Australia Race Rules and Regulations Handbook regarding safety equipment. Refer to the latest Speedway Australia Rule book See sections 14 & 15 of the Handbook.

Section 15: Safety Apparel AA, SSA & A Open Wheel

[15.1 Race Suit.](#)

[15.2 Boots.](#)

[15.3 Arm Restraints:](#) - (Note: All GP Midget drivers must wear arm restraints whilst racing. The arm restraint must prevent the arms of the driver from leaving the car or protruding beyond the top of the roll cage.)

[15.4 Balaclavas.](#)

[15.5 Gloves.](#)

[15.6 Underwear.](#)

[15.7 Helmets:](#) - (Note: Drivers in all categories must wear full-faced helmets with a visor that must be closed whilst competing (no goggles).

[15.6 Head and Neck Restraint.](#)

Note re Visors/Glasses: - Approved face protection must be worn at all times on the racetrack. Visors or spectacles, if worn, must be made of shatter-resistant material. Sunglasses are not allowed.

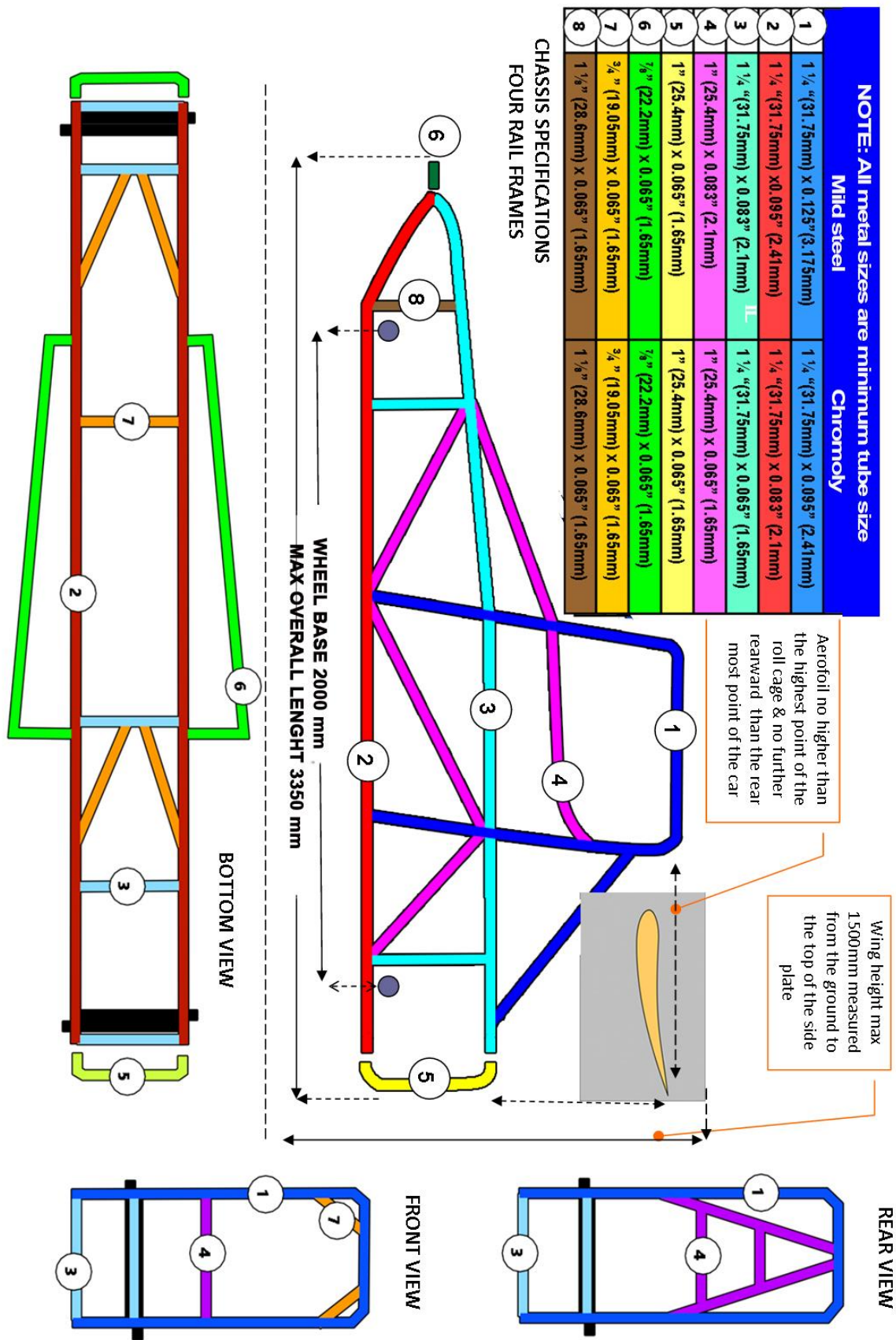
27. ONE WAY COMMUNICATORS

Speedway Australia approved race receivers' mandatory at all race meetings.

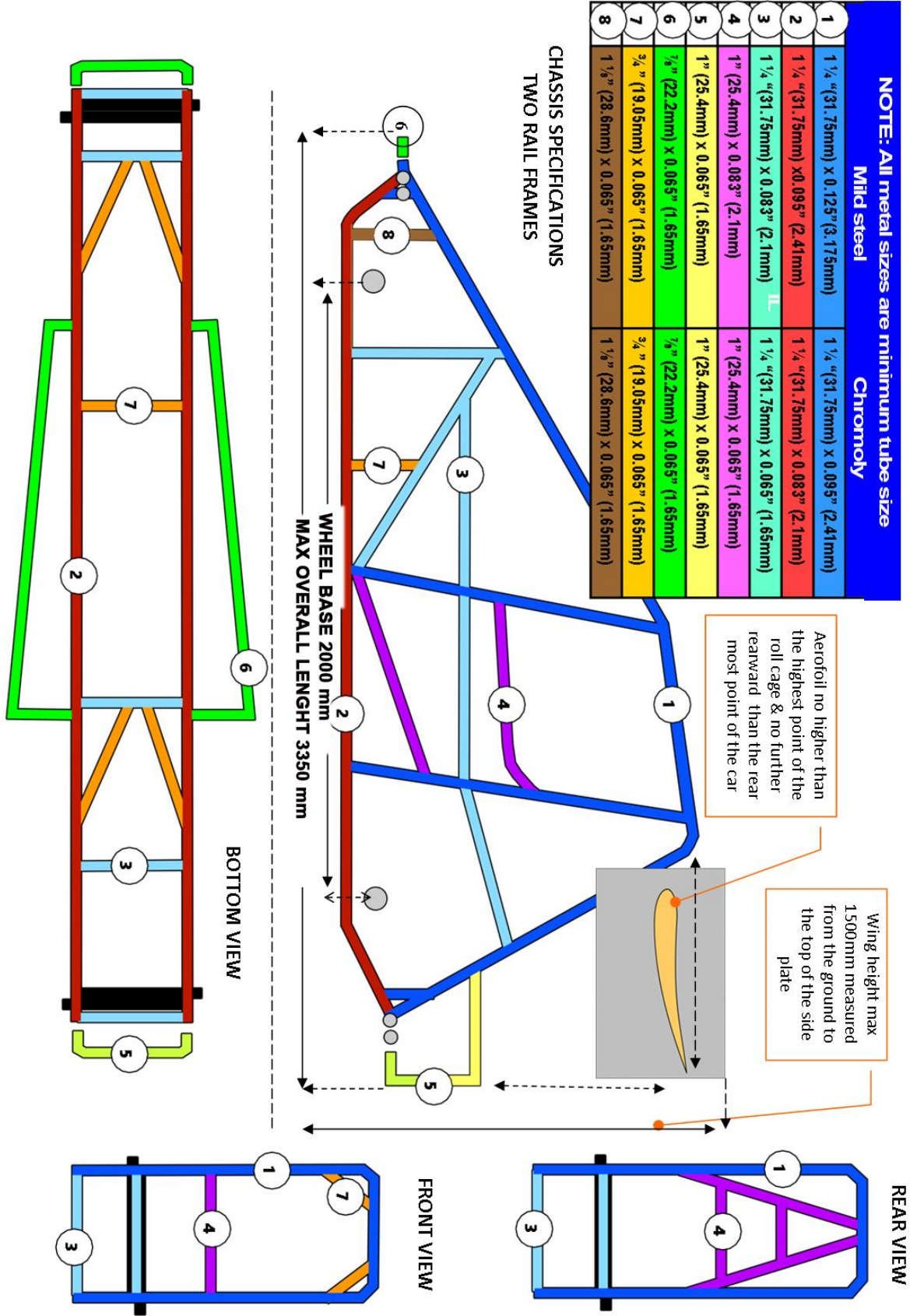
28. FIRE EXTINGUISHERS.

All drivers must have a fire extinguisher in full view near the driver's pits. (E.g. near the toolbox or back of the trailer) Speedway Australia-approved extinguishers of a minimum of 2 KG.

(CHASSIS DIAGRAM) (Four Rail Frame)



(CHASSIS DIAGRAM) (Two Rail Frame)



RULES OF CONDUCT

DRIVERS' CODE OF CONDUCT

- Always comply with the rules.
- Competitors are responsible for their own conduct and the conduct of any person associated with them, such as pit crew, 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 the 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 unacceptable 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 course or derogatory language.
- When in the public eye, always be dressed appropriately, speak to the public respectfully, and if requested, always be willing to sign an autograph.
- If an incident occurs on the track, do not abuse your racing apparel, e.g., throwing 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 Event or official function will be dealt with severely.
- Any penalties will be decided on by either the NSWGPMRA or VGPMRA Committees.

OFFICIALS' CODE OF CONDUCT

- Be impartial, consistent and objective always.
- Understand the purpose of the rules of competition.
- Be cooperative and understanding in the interpretation and application of rules or 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.
- 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.