



Street Rodder Handbook

An Official Publication of the Australian Street Rod Federation Ltd



Street Rodders Handbook

ABOUT THIS HANDBOOK

The Street Rodders Handbook is an official publication of the Australian Street Rod Federation Ltd, the governing body which administers the Sport of Street Rodding in Australia. This handbook aims to provide information which will enable all members to participate effectively in all facets of the Sport.

The contents of this publication are a guide only. For a detailed explanation, refer to the ASRF Divisional Director in your State, for NCC clarification.

This is the official Handbook of the Australian Street Rod Federation Ltd. and the procedures contained herein are a reflection of the ASRF Constitution that binds all Affiliated Clubs and club members, all individual members and affiliated bodies pertaining in any way to the promotion of the sport of Street Rodding in Australia, and including AS.R.F. Tribunals, Divisional and National Councils and Technical Advisory Committees.

Subject to the Constitution, the Directors may from time to time by resolution make and rescind or alter Rules, policies or by-laws including the rules, requirements, vehicle specifications and standard operating procedures as contained in this Handbook, which are binding on Members for the management and conduct of the business of the Company.

For the avoidance of doubt, the Handbook is always to be read subject to the Constitution and if there is any inconsistency between the contents of the Handbook and a clause in the Constitution, the Constitution will prevail. The procedures contained in this Handbook are binding on all Members of the ASRF.

All information printed in this Handbook is correct at the time of printing but it is subject to alteration without notice.

The regulations in this Handbook were first founded in 1978 and have been, and remain, subject to review and revision.

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HOW THE HANDBOOK WILL BE AMENDED

This Handbook will be amended from time to time.

It will remain a live document on the A.S.R.F. Website: www.asrf.org.au

Amendments may constitute a part or whole of this document with its date reflected in the footer. Members will be advised of amendments in the next issue of Street Rodder News. Members requiring a copy of the current Handbook may request a printed copy from A.S.R.F. Head Office. Cost \$10.00 plus postage.



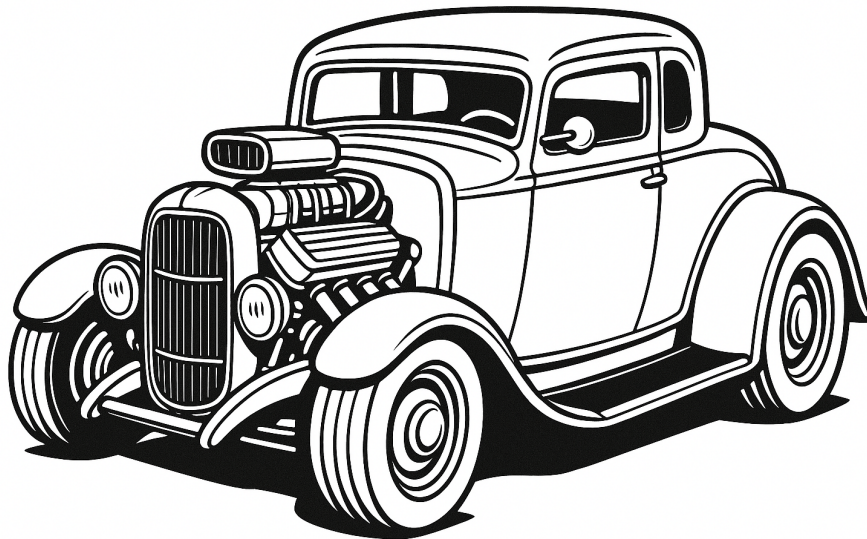
Administration and Corporate Details

The Australian Street Rod Federation Ltd. is a non-profit organisation of Street Rodders and has pledged itself to the promotion and development of the Street Rodding sport on a national basis.

The Federation is governed by a formally accepted Constitution and is a Company Limited by Guarantee.

ASRF Head Office

All ASRF Head Office enquiries should be directed to the ASRF Head Office. The address of the ASRF Head Office can be found at the back of this Handbook.



Contents

Section 1 - The History of the A.S.R.F.	5
HISTORY OF AUSTRALIAN STREET RODDING	5
THE FUTURE DIRECTION OF THE A.S.R.F.	7
Section 2 - You and the Federation	8
ORGANISATIONAL STRUCTURE	9
RESPONSIBILITIES OF EACH MEMBER OF THE FEDERATION	9
DIVISIONAL COUNCIL AREAS	10
NATIONAL CONTROL COUNCIL	11
TECHNICAL ADVISORY COMMITTEE (T.A.C.)	12
Section 3 - Your Club	13
FORMING A CLUB	13
Section 4 - Your Street Rod, Custom or other vehicle	16
Section 5 - Driving Your Rod, Custom or other vehicle	18
REGISTRATION REQUIREMENTS	18
YOUR DUTIES AND RESPONSIBILITIES AT EVENTS	18
SANCTIONING	18
ACCIDENTS	20
Section 6 - Dispute Resolution and Grievances Procedure	21
CONTACT DETAILS:	23



Section 1 - The History of the A.S.R.F.

HISTORY OF AUSTRALIAN STREET RODDING

Australian Street Rodding can be traced back to 1956 when the first Street Rod Club was formed in Victoria. This club was the forerunner to many others and the sport in general began to blossom, particularly in Victoria, N.S.W. and SA as early as 1960.

It was around this time that a South Australian by the name of Trevor Edmonds appeared on the scene. Trevor had a vision of seeing the sport in all States united under the one banner; however, it was not until 1966 that he was to see the start of his dream come true. In February 1966 the inaugural meeting of the N.C.C. took place in Albury, N.S.W. and from this meeting the Australian Hot Rod Federation was formed.

Trevor Edmonds was elected to the position of National Secretary with John Flemming: M. Allsopp representing N.S.W; Bob Dykes, Victoria; Denny Edmonds, SA; Kevin Mayo and J. English, V.H.R.A; Phil Hart and Trevor Edmonds, S.A.H.R.A. Trevor held the position between 1966 and 1971 and set the basic foundations for the development of our sport.

The early days of the A.H.R.F. were both hectic and frustrating. We were attempting to cater for both Show/Street and Drag Racing facets of the Sport, with the Show/Street side generally being recognised as the "Cinderella Sister" part of the A.H.R.F.

Each State had two representatives - one for Drag Racing and the other for the Show/Street facet. They all met together, once annually, whereby each representative discussed every issue pertaining to each aspect of the two divisions.

It became increasingly obvious that the Drag Racing Fraternity were starting to overtake and (unintentionally) disregard the Rodding facet completely. The inevitable happened - the drag racers went their own way and formed their own Association and the Rodders were left on our own. Suddenly there was no 'Big Brother' - no easy money coming in. At this junction in 1971 - 1972 it appeared as if we, the Street Rodders, would fail, and it was not until we realised what we really had that we got up the courage to get out of the rut and give it a go.

The A.S.R.F. streamlined the organisation; retained the representatives in each State and called them State Directors. The first Honorary National Director, Bob Dykes, was elected and the services of a full-time National Secretary were retained. In an effort to improve the image of the sport the term Hot Rod was changed to Street Rod, subsequently changing the name Australian Hot Rod Federation to The Australian Street Rod Federation thus starting to pull the Rodding movement together.

By now each State had a major Title Rod Show, each of which was enjoying good success, with increased entrants at each event.

However, Modified Vehicle Legislation was a tremendous headache. It was a time when anything other than stock modifications was banned, regardless of what they were, how they were done, or by whom.

Despite these setbacks the sport continued to flourish; more Clubs began to emerge. The Street Rodders were now thinking of rodders interests and had a governing body that were prepared to act on their behalf.



The affiliated States had started to formulate their own Technical Advisory Committees (TAC). These committees were primarily fostered to set up a good, strong liaison with relevant traffic authorities of their State, and also to assist rodders in the correct method of building Street Rods. It was necessary to incorporate in State TAC standards those Australian Design Rules the local State Authorities required, and to negotiate with these bodies for the exemption of those rules that Rodders found impossible to include in the building of Street Rods.

OUT OF ALL THIS THE A.S.R.F. WAS BORN

In 1971 the first interstate-rod runs were organised and from these events the seeds for the “1st Street Rod Nationals” were sown. In 1973 the A.S.R.F. put together the first ever truly national event, in Narrandera N.S.W. The results were fantastic, not necessarily because of the number of vehicles involved, as there were only some 250 Street Rods and Customs, but because the enthusiasm, goodwill and fellowship that was established was something that will never be forgotten.

The A.S.R.F., through its members, gained the respect of the Narrandera residents and government authorities and were welcomed back in 1975 and 1977. The sport continued to grow rapidly, and it was due to this that the A.S.R.F. was forced to seek a larger venue for the Street Rod Nationals. Since these early days, the Nationals have been held every two years in diverse metropolitan and provincial regions of N.S.W., Victoria, Queensland and South Australia.

With the success of the Australian Street Rod Nationals as the primary rod run funded by the A.S.R.F it became obvious that it would always have to be held in one of the more populous States. As a result it was decided that the States not selected to host the Street Rod Nationals would be given support by the A.S.R.F. to promote a smaller but nationally recognised event in the off Nationals year. They were to be called the Regional Nationals and have been held in Western Australia, South Australia and Tasmania.

In addition to these major runs local runs are organised in each State by the State Councils, local clubs, individual members and each State has a State Title Show.

In 1993 the N.C.C. approved the formation of the A.C.T. Divisional Council. Robert Burke, who was elected A.C.T. State Director, was the first A.C.T. representative to attend an N.C.C. Annual General Meeting.

In 1996, retiring Victorian State Director, Jim Davin was appointed to the position of ‘National Registration Coordinator’. After some years of negotiations with various authorities, including the Federal Office of Road Safety and the Australian Motor Vehicle Certification Board, two things were achieved. First the definition of a Street Rod was accepted into the Australian Vehicle Standards Rules and now exists in law as a Class of Vehicle. Blue dots were also recognized as legal in the taillights of a Street Rod. Second in 2002 National Guidelines for the ‘Construction and Modification of Street Rods’ was accepted. This Guideline is accepted by all State Registration Authorities, although each jurisdiction may administer it differently. The ASRF is now recognised Australia wide as the governing body of the sport of Street Rodding.



THE FUTURE DIRECTION OF THE A.S.R.F.

OBJECTIVES

THE AUSTRALIAN STREET ROD FEDERATION LTD. is officially recognised as the governing body of all facets of street rodding in Australia.

The National Control Council and the relevant Divisional Councils and their members, are working hard to meet the responsibility of government legislation. The A.S.R.F. is confident of meeting this responsibility, thus ensuring that our Street Rods and Customs will remain accepted and admired vehicles, meeting all safety requirements and bringing together all Rodding enthusiasts throughout Australia.

Members of the A.S.R.F. have been actively involved in obtaining legal registration for Street Rods, modified vehicles and historic. Currently each State has a working agreement with their respective Transport Authority. The A.S.R.F. considers National Registration as an opportunity to take the best from each State and create a registration procedure that will satisfy the needs of members and Government Australia wide.

Members can rely on the A.S.R.F. to assist and encourage them in their activities which are designed to foster and create goodwill between members, the general public and relevant State Authorities.

The A.S.R.F. provides members with the controls needed to ensure they receive positive exposure and fair and honest promotion of their sport and will encourage and assist any organiser who is prepared to actively increase the knowledge and acceptance of Street Rodding by the public.

Join us as we progress into the future with enthusiasm and confidence. Let us continue to create goodwill and friendship and work towards our goal to make Street Rodding Australia's most enjoyable automotive sport.

Section 2 - You and the Federation

Congratulations; you are a member of the Australian Street Rod Federation Ltd., which is a duly constituted non-profit organisation of Street Rodders, dedicated to the sport of Street Rodding.

Individual members - Join for two years and receive a renewal each two years on the anniversary of the date of their initial joining. Membership commences once your application and prescribed fee is received and processed and your membership card and information are issued.

As an Individual member you have the right to be present at Divisional Council meetings and have your opinions heard. However, you do not have the right to vote at those meetings.

Affiliated Club members - Join for two years, with a discount on membership fees compared to individual members. This is to encourage you to join a club where you will receive the following benefits:

1. Fellowship and companionship from people with a common interest
2. Club members, via their club delegates to Divisional Council meetings, have the right to vote on all matters.
3. Assistance to access information on Street Rod construction

Upon expiry of the club membership, your club will receive a renewal notice and request for your current membership details and payment of fees.

Gold Pass Members During the 1980's the A.S.R.F. introduced a special membership with special entitlements. These members are entitled to free entry to A.S.R.F. Numbered Nationals and free membership for their one off fee payment. Free entry however may not be available to other A.S.R.F. sanctioned events. There were only 100 of these memberships offered and they are not transferable.

Silver Membership Similar to Gold Pass Membership, 100 memberships were offered during the mid 2000's to bolster investment funds. These members are entitled to free membership for their one off fee payment and are not transferable.

All A.S.R.F members Are entitled to receive each issue of the A.S.R.F. newsletter 'Street Rodder News' and the right to use the A.S.R.F. and the A.S.R.F. TAC to assist in obtaining registration for A.S.R.F. class vehicles for use on the roads in Australia.

They are also entitled to purchase and wear A.S.R.F. merchandise to enable them to be easily recognised as a member of the A.S.R.F. and a participant in our sport.

Some other advantages available to A.S.R.F. members are:-

- Members access to the A.S.R.F. website
- Public Liability Insurance
- Discount Supplier Scheme
- Limited Registration Schemes as applicable

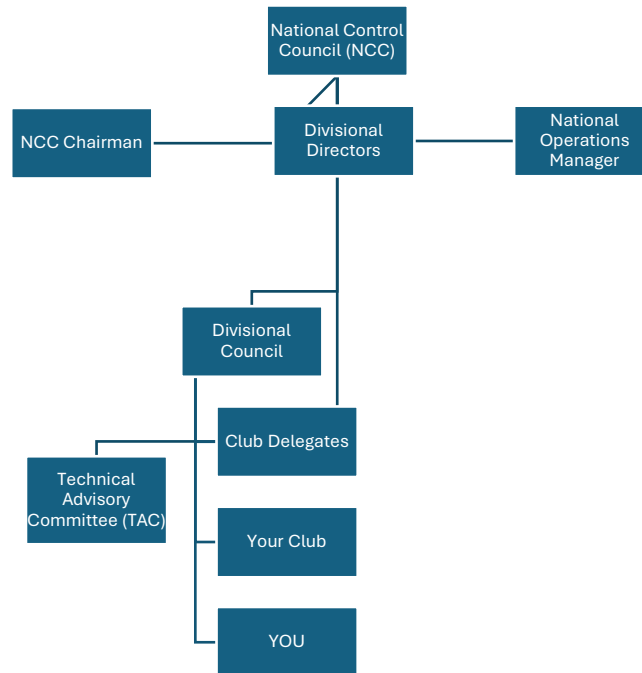
Partners Adding partners details to your membership entitles them to coverage by the Public Liability Insurance (subject to the terms and conditions of the policy).

Junior Rodders Children are encouraged to join the A.S.R.F. Junior Rodder Club. This club caters for all children aged 0-15 years and there is no charge for membership for A.S.R.F



members children. A.S.R.F. Junior Rodders receive their own membership card. Junior Rodders receive a complimentary ASRF membership on their 16th birthday.

ORGANISATIONAL STRUCTURE



RESPONSIBILITIES OF EACH MEMBER OF THE FEDERATION

YOU

- to attend rod runs, shows and club meetings
- to be involved and enjoy the sport
- to be an ambassador for the sport, encouraging new members to join
- to drive your rod or custom in a responsible manner
- to ensure your rod or custom is fully maintained and is safe

YOUR CLUB

- to have active representation at Divisional Council
- to organise rod runs and shows

- to promote the sport to the public,
- to encourage sponsors to support your events
- to maintain its Club Status

CLUB DELEGATE

- to attend and participate in Divisional Council meetings
- to act fairly and in the best interests of the sport when voting
- to put forward your club's point of view
- to relay the correct information from the Divisional Council to your club
- Clubs may also have non-voting observers present at Divisional Council meetings

DIVISIONAL COUNCIL

- Each Divisional Council is made up of Clubs within its State, having a duly elected Divisional Director and Executive Committee consisting of at least the Divisional Director, Secretary &/or Treasurer.
- Divisional Councils are responsible for the direction and administration of the A.S.R.F. and are directly responsible for fundraising activities

DIVISIONAL COUNCIL AREAS

Queensland – The State of Queensland and that part of New South Wales north of the 30` South Latitude.

New South Wales – The State of New South Wales excluding that part of New South Wales which is north of the 30` South Latitude, south of a line 10km north of it's Murray River border and the Broken Hill Area.

Victoria – The State of Victoria and that part of New South Wales which is south of a line 10km north of Victoria's Murray River border.

South Australia – The State of South Australia, the Broken Hill Area and the Northern Territory

Western Australia – The State of Western Australia.

Tasmania – The State of Tasmania.

Australian Capital Territory – The area delineated by the ACT Tourism Map.

An A.S.R.F member must build a vehicle to the standard required by his vehicle registration authority, irrespective of the Divisional Council area he is a member of.



NATIONAL CONTROL COUNCIL

The N.C.C. is a Board of Management for the entire spectrum of Street Rodding activities in Australia. As such, each person on this Council must realise that they are, to all intents and purposes, a Director of a Company, responsible for the supervision of the build guidelines; recognising the need for commercial enterprise and involvement in event promotion, and the supervision of the public and social activities of our members.

This Council consists of:

CHAIRMAN - no voting rights

DIVISIONAL DIRECTORS - representing Australian Capital Territory, New South Wales, Queensland, South Australia, Tasmania, Victoria, and Western Australia. Each Divisional Director (or Divisional Council appointed representative) has full voting rights.

HEAD OFFICE STAFF - National Operations Manager and/or Chief Executive Officer have no voting power.

INVITED PARTICIPANTS - The N.C.C. may from time to time invite to the meeting representatives from various sub-committees, associations or industry experts. These representatives have no voting power.

RESPONSIBILITIES OF THE NATIONAL CONTROL COUNCIL

The Council's responsibility is to carry out its plans and to take all action necessary to achieve the objectives set by the members of the Federation. This action may include;

- Setting the direction of the sport
- Appointment &/or dismissal of A.S.R.F. personnel, whether paid or honorary handling the day to day functions of the A.S.R.F.
- Setting fees and budgets for income
- Determining expenditure levels
- Raising funds by whatever means is relevant to the time
- Maintaining communication with members
- Upgrading the rules and constitution to keep up to date
- Seeking avenues for promotion of the sport
- Cancelling or suspending membership of members for acts of misconduct considered detrimental to the A.S.R.F. or other members or the sport.

CHAIRMAN

Elected at the commencement of the N.C.C. Annual General Meeting by the delegates attending. No voting rights



DIVISIONAL DIRECTOR

Each Director is responsible for the carrying out of A.S.R.F objectives in their elected Division and is appointed by the members in that Division to carry out the administration of all matters affecting the Sport. They are required to attend and vote at the National Control Council (N.C.C.) as the representative for their Divisional Council and have the power of overall authority on all aspects of the sport in that Division. Because of the nature of NCC meetings, from time to time it may be necessary for the Divisional Director to vote against their State's wishes; However it is to be remembered that in such cases the Divisional Director, when acting in such a manner, does so with the best interests of the ASRF as a whole at heart.

The Divisional Director must ensure that Minutes of each Divisional Council meeting are recorded; must protect the A.S.R.F and their Division at all times from unscrupulous promoters or operators; must arbitrate in any dispute in that Division and recognise a standing obligation to the members of his Division. They must ensure that prospective new members or clubs are handled correctly, and must be well versed in all aspects of A.S.R.F rulings and procedures. The Divisional Director must have an executive committee to assist with the job at hand consisting of a minimum of Divisional Secretary &/or Divisional Treasurer. A Divisional Director is elected by the affiliated clubs within the respective Division for a two year period. Divisional Council's have the power to remove a Divisional Director from his position by a vote of "no confidence" with ratification by the N.C.C. A Divisional Director must meet the requirements laid out in the Consitution and must abide by the rules and requirements of the ASRF at all times.

Nominations for the position of Divisional Director will be accepted from any A.S.R.F member with 12 months current Divisional Council experience.

TECHNICAL ADVISORY COMMITTEE (T.A.C.)

The T.A.C.is a sub-committee of each Divisional Council and will have the responsibility of:

- Liaison between the State Registration Authorities and the A.S.R.F
- Establishing and maintaining acceptable building standards for A.S.R.F members vehicles that are eligible for the relevant state club registration or permit scheme, with the objective of ensuring that these vehicles may be registered in that state.
- Providing street rod construction advice to members.
- Advising members of their state's registration requirements.

SAFETY ISSUES

The A.S.R.F. is above all else safety-conscious.

It respects the right of any person to individualise their vehicle providing that, in the process of modifying that vehicle it attains a roadworthy and legal standard.

In striving to achieve maximum safety, our cars may include a number of safety features in addition to those found in original vehicles and in accordance with the Street Rod Guidelines.



INSURING YOUR ROD OR CUSTOM

There are a number of specialty insurers that specialise in insuring your A.S.R.F. class vehicle,

Insurance is a very competitive market where premiums rise and fall in response to market forces. Companies will compete to attract customers and at any time each of these companies may offer differing insurance cover so it is wise to shop for the best cover for you and your vehicle.

Section 3 - Your Club

FORMING A CLUB

There is one thing that every would-be club organiser should note and digest well before attempting to form a Club. Practically without exception, strong united Clubs that have stood the test of time are those which were formed by a group of members with the same outlook on the sport, who had the same definite objectives in mind, banded together, set themselves standards and regulations to live by - and stuck to them.

The initial group are the Foundation Members. Clubs born in this manner have an inherent strength and ability to withstand both internal and external pressures. These Clubs tend to grow and consolidate, while other Clubs tend to split, fade away, or are continuously involved in dissension among themselves or with their fellow organisations.

1. Once you feel you have sufficient reason to give your group "official" status, call the other Foundation Members together (10 people is the minimum number of like minded members to warrant this) and lay the foundations for your Club.
2. Elect from among you a suitable President, Secretary, Treasurer and Divisional Council Delegate. (If you wish to give everyone time to get to know each other it is a good idea to make these positions "Acting" for a three month period and then hold firm elections). At this time you should request nominations for a "Public Officer" for the purposes of Incorporation (See Step 4). Preferably this person should be committed to a long term association with the club and may or may not be a Committee member.
3. Take great pains in drawing up a Constitution that is acceptable to each of the Foundation Members. This is important as the Constitution represents every reason behind your desire to become a Club, and if it is exactly as you all want it and it is adhered to completely, your Club identity and goals should never alter. *Clubs can obtain a sample constitution from Head Office.*
4. Apply for Incorporation. For a nominal fee this provides protection for your members.
5. Open a bank account and obtain the necessary stationery for the club.
6. Obtain a PO Box, if deemed necessary, so mail doesn't get delivered to office bearers that may have moved.
7. Apply for Club Status through your Divisional Council.



Your club must consist of a group of no less than ten (10) persons and be formed in accordance with the above steps, to gain Club Status with the A.S.R.F. Application for affiliation should be made to your Divisional Council and must contain full details of your club and its members, together with any membership fees. Membership fees are due for payment within 30 days of the renewal date. All members will lose all privileges if subscriptions are not paid by the due date.

Club memberships tend to have highs and lows and it is acceptable for re-affiliation if your club membership falls to no less than five people. Members of a club with less than five members revert to "individual" membership. Clubs with less than seven members do not have voting rights on any matter at Divisional Council meetings. All financial and/or voting members of a club are required to be A.S.R.F. members and Club Constitutions must contain a clause stating this before affiliation/re-affiliation will be granted. Associates of a club are not financial and do not have a vote within your club. They are not eligible to be considered for any of the ASRF benefits, unless they retain ASRF membership. They are not eligible to hold a position within the ASRF on behalf of your club

Now that you have formed an A.S.R.F. Club you can get on with the business of organising and participating in club activities, attracting new members and enjoying your sport. Good clubs become socially active in other non-rodding events so that it creates goodwill with the public and authorities.

****NAMING YOUR CLUB**** - *Prior to Incorporation &/or applying for ASRF affiliation, it is important that you check that no other Club associated with the ASRF has the same or a similar name. Refer to www.asrf.org.au club lists.*

Changes to existing Clubs e.g. Name Change, should be discussed with your Divisional Director or Head Office, all relevant paperwork needs to be received and approved prior to use of the new name.

TO INCORPORATE OR NOT?

If a Club **does not** incorporate, the disadvantages are that it does not have a separate legal identity, it cannot sue and be sued in the Club's name, and it cannot hold property or enter into contracts in the Club's name. Perhaps more importantly, if the Club runs into debt or has a claim made against it, for example for personal injury, and there is not enough money in the Club bank account to make the payment, members themselves may be personally liable for the money. Clearly this limits the activities of a Club since members naturally enough are reluctant to accept such responsibility. It is not impossible that a member would lose his or her home. Furthermore, other people are often reluctant to have dealings with such an organisation since in the event that a contract is broken or a debt is unpaid, all members of the club may have to be sued individually, a costly and time consuming process.



Conversely, if a club decides to incorporate, there are **many** advantages.

- 1 . It can sue and be sued in its corporate name
2. It can hold property in its corporate name without having to appoint trustees
3. It can enter into contracts in its corporate name
4. Debts and liabilities can be enforced against the club and not against the members or the committee members personally
5. Liabilities of members are limited to outstanding fees
6. It can make a profit as long as the profit is not divided amongst its members
7. It has the statutory power to invest and deal with money not immediately required and to raise or borrow money

A group is eligible to incorporate under the special laws applying to associations provided its primary purpose is not making a profit for its members.

Are there any clubs that can afford not to be incorporated?

Contact your State Office of Consumer Affairs for more information. Some may have incorporation kits available, and can offer advice to simplify and reduce the cost of incorporation.

PUBLIC LIABILITY INSURANCE

The Federation has a Public Liability Policy which Affiliated Clubs and individual members may use for sanctioned events that they organise.

It is important for ASRF members to obtain a sanction from their respective Divisional Councils for all events, however small, to ensure public liability cover.

The insurance covers the ASRF members in the case where a member of the public suffers a loss due to the negligent actions of the ASRF members.

Affiliated Club Meetings are automatically covered under the insurance policy.

To obtain a sanction:

1. You must complete the applicable ASRF sanction form and submit to your state Divisional Council
2. Await confirmation of approval from the state and/or insurer dependent upon event.
3. Include ASRF logo on all advertising material, including merchandise

If the promoter wishes to alter the terms and conditions of the sanction, he should apply for the alteration in writing to the State Council, as if the application was a new application.

Section 4 - Your Street Rod, Custom or other vehicle

"A.S.R.F" Members Vehicles" are:

1. Street Rods
2. Customs
3. Other vehicles eligible for Club Registration/Permit within your state

These vehicles are street driven and are entitled to entry at A.S.R.F. Sanctioned events such as rod runs, shows and the Street Rod Nationals. **The A.S.R.F Street Rod Nationals is limited to pre 1978 vehicles only.**

What type of car do you own?

STREET ROD - Definition

A Street Rod is a vehicle, the body and frame of which were manufactured prior to the year 1949, and which has been modified for safe road use; or a replica thereof which has also been modified for safe road use.

Street Rod Body Styles

- (a) Roadsters (including cabriolets, convertibles and turtle decks)
- (b) Tourers (including phaetons)
- (c) Sedans - 4 Door (and station wagons)
- (d) Tudors (including Slopers and Victorias)
- (e) Coupes (including club coupes and sport coupes)
- (f) Commercial (including Sedan delivery, Hearse and Panels)
- (g) Buckets* (not including turtle decks)
- (h) Pick-Up** (including Utilities and Trucks)

*Buckets

The maximum length of any three-sided surround having a top or filled in any way (fuel, tank, etc.) shall not exceed 61 centimetres, measured from the rear-most point of the bucket body, not including 'Turtle Decks'.

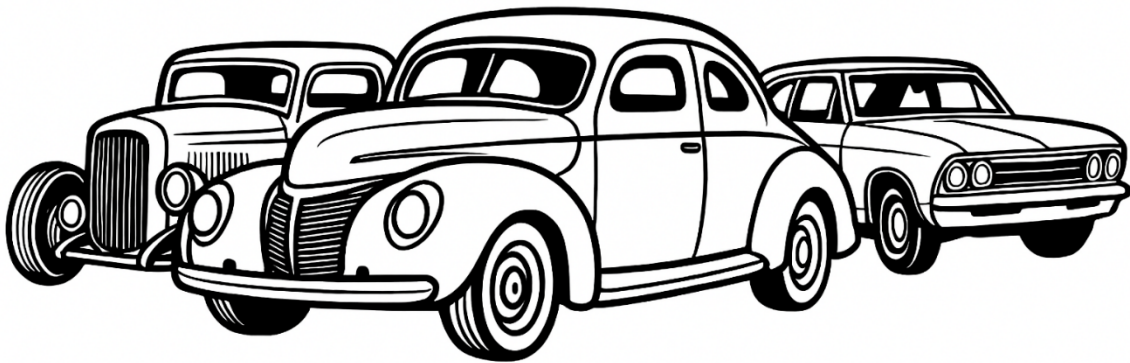
**Pick-Ups

Any vehicle in this class (utes and trucks) having provision for carrying goods in an open pick-up bed shall be classed as a pick-up. Pick-up beds may have a cover or canopy provided that it is readily detachable.



CUSTOM - Definition

A Custom shall mean a vehicle which was manufactured between 1949 and 1978 (or one which retains original body styling through to the termination of the manufacturing design) and which has been modified for safe road use.



Section 5 - Driving Your Rod, Custom or other vehicle

The AS.R.F promotes safe driving practices. All A.S.R.F. members vehicles should be maintained in a roadworthy condition at all times.

REGISTRATION REQUIREMENTS

To enable your vehicle to be used on public roads and rod runs it must be registered in accordance with the registration or permitting of vehicles in your respective State.

As each State has its own conditions and requirements under which your vehicle may be registered, you should contact the Divisional Council and Technical Advisory Committee in your State to ensure your vehicle complies with these relevant requirements.

YOUR DUTIES AND RESPONSIBILITIES AT EVENTS

1. Invite potential new participants to come and introduce them to other members of your club.
2. Talk to spectators that show an interest in your car. They may be potential rodders.
3. Ensure your vehicle is in a roadworthy condition and is street legal under the relevant State Road Traffic Act.
4. Enjoy yourself.

SANCTIONING

OBJECTIVE

To protect rodding as a whole and our members as individuals.

The Federation has a Public Liability Policy which Affiliated Clubs and individual members may use for sanctioned events that they organise.

It is important for ASRF members to obtain a sanction from their respective Divisional Councils for all events, however small, to ensure public liability cover.

The insurance covers the ASRF members in the case where a member of the public suffers a loss due to the negligent actions of the ASRF members.

Affiliated Club Meetings are automatically covered under the insurance policy.

WHO DOES THE SANCTIONING?

Sanctioning is approved by Divisional Councils for all events except Nationals Events, which are approved by N.C.C.

WHICH EVENTS NEED SANCTIONING?



Sanction by Divisional Councils is required on all the types of events excluding standard club meetings.

MORE THAN ONE EVENT

State Council may sanction more than one event on one day/weekend with the mutual agreement of the parties concerned.

SANCTION CONDITIONS

Divisional Councils are at liberty to set the conditions of sanction and sanction fees applicable for each event.

PRIVATELY PROMOTED EVENTS

Privately promoted events (for profit) are excluded from sanctioning. Registered businesses must obtain their own insurance policy as they will not be covered under the ASRF insurance.

The ASRF holds no responsibility for a member failing to disclose the business interests.

HOW TO APPLY FOR A SANCTION

To obtain a sanction:

1. You must complete the applicable ASRF sanction form and submit to your state Divisional Council
2. Await confirmation of approval from the state and/or insurer dependent upon event.
3. Include ASRF logo on all advertising material, including merchandise

If the promoter wishes to alter the terms and conditions of the sanction, he should apply for the alteration in writing to the State Council, as if the application was a new application.

Applications must be lodged in writing with the relevant State Council for their approval, on the relevant sanction form. Applications must contain at least the following information - date of event, venue, times open to the public, set up time, tear down time, a statement that the Promoter agrees to pay the relevant sanction fee and abide by the rules of the A.S.RF., details of awards to be provided/classes catered for, estimated number of entrants and any other relevant information for the application. It is recommended that the application lists out the benefits to the member who attends the event.

Any driving events must be stated clearly and the ASRF reserves the right to request further information, such as risk reports if required by the insurer.

If the promoter wishes to alter the terms and conditions of the sanction, they should apply for the alteration in writing to the State Council, as if the application was a new application.



ACCIDENTS

DURING SANCTIONED EVENTS

The sanction holder must furnish a report on any accident occurring during a sanctioned event.

The investigation of accidents is a joint responsibility of the TAC and the State DC.

In the case of an A.S.R.F. members vehicle being involved in an accident at an event, a full report, including all relevant details and findings as to the cause of the accident, be it human error or mechanical fault, must be prepared.

A member of the TAC is to report to the District Council on the technical and mechanical aspects of the accident, paying particular attention to any apparent mechanical failures which could have contributed to causing the accident. Mechanical damages, such as broken welds, as a result of accident should also be noted.

ISOLATED ACCIDENTS

A.S.R.F. Class Vehicles - Isolated accidents to A.S.R.F. class vehicles must, upon request by the relevant Divisional Council, be investigated by the District Council and TAC.

NATIONALS

The term "Nationals" must not be used in the name or promotion of an event in any way whatsoever, without having been ratified by the N.C.C.

Section 6 - Dispute Resolution and Grievances

Procedure

All grievances must be presented to District Council, who shall examine the grievance and discuss it at a DC meeting.

The District Council Committee should then consult with the parties concerned and come to a decision binding on both parties. If the matter cannot be resolved, the aggrieved person may then submit a formal protest.

TRIBUNAL

A tribunal is specially convened to hear submissions on the subject and deliver a finding. The findings of the tribunal shall be binding upon all parties and will be the result of a majority vote of the tribunal.

All tribunals are to be held in the relevant State. If one of the parties is from another state, date of the hearing) to enable him to make suitable travel arrangements.

If there is a State versus State interest, the N.C.C. is to nominate the State to hold the tribunal.

WHO MAKES UP THE TRIBUNAL?

A tribunal can only be instigated by the relevant Divisional Council (on its own initiative or on direction by the N.C.C.) and consists of that Divisional Director acting as Chairman, unless involved in the issue, whereby a Divisional Council-nominated and elected official shall attend in his stead, plus two members from A.S.R.F. affiliated clubs of good standing, also not involved in the issue and being appointed by the Divisional Council from persons not present at the time of that appointment. Any club member as above can be appointed to tribunal duty and, unless sufficient reason is given, is obliged to serve.

WHO ATTENDS THE TRIBUNAL?

All parties involved in the tribunal proceedings must be notified at least 14 days in advance of the place and time the tribunal is to sit. The notification shall include details of the matter to be heard. Any witnesses can be heard or called and a club member may call upon a more fluent A.S.R.F. member to state his case. The fluent member must have been financial at the time of the incident which is being investigated.

NOT SATISFIED?

A person not satisfied with the tribunal result can appeal to the N.C.C. for a ruling on the matter before the tribunal. The penalties laid down by the tribunal are suspended until such time as the N.C.C. hands down its decision.

The fee as set out in the Schedule of Fees & Rates (at the bottom of this section) must accompany the appeal and must be in the hand of Head Office within 14 days of the tribunal's findings. If, after deliberating the facts at hand, the N.C.C. does not consider the appeal to be frivolous, then the fee shall be returned, otherwise it is forfeited. The final decision shall be the result of the majority vote of the N.C.C. and will be final and conclusive on all parties and no further deliberation will be entered into.



Types of Penalties

The Tribunal has full authority to issue any penalties that are appropriate and may include:

- * Financial Compensation
- * Temporary Suspension of Membership Entitlements
- * Permanent Suspension of Membership Entitlements
- * Voluntary work to Compensate
- * Cancellation of Official Duties

In the case of suspension of membership entitlements above, the member will not be entitled to any reimbursement for membership fees prepaid.

The suspension (debarment) is relative to the person and also any A.S.R.F. class vehicle which the person may own.

Any "arrangements" that are entered into for the purpose of maintaining the vehicle's status (such as sale of the vehicle to another member) will be void with respect to the disbarment.

PROTEST/GRIEVANCE FEES

State Tribunal \$200.00 N.C.C. Review \$1000.00

CONTACT DETAILS:

ACT: Alan Cooper

PO Box 3030

WESTON ACT 2611

Ph: 0431 940 127

directoract@asrf.org.au

TAS: Daryl Cartledge

Ph: 0412 228 448

directortas@asrf.org.au

NSW: Troy Fewings

Ph: 0418 649 918

directornsw@asrf.org.au

VIC: Bruce Helms

P O Box 1051

TRARALGON VIC 3844

Ph: 0419 119 568

directorvic@asrf.org.au

QLD: Matthew Croft

Ph: 0439 334 854

directorqld@asrf.org.au

WA: Wayne Franceschi

Ph: 0427 988 246

directorwa@asrf.org.au

SA: Reece Avis Alford

Ph: 0405 920 605

directorsa@asrf.org.au

ASRF HEAD OFFICE

PO Box 289, BAIRNSDALE VIC 3875

Ph: 0439 299 959

