SAFETY AT SPEED MEETINGS

1. The relatively small number of accidents at speed meetings should not lessen the need for awareness of possible dangers at such meetings.
2. Organisers and track proprietors have, in law, certain obligations towards all persons attending such meetings, and these obligations increase in intensity from trespassers at the one extreme to paying spectators at the other.
3. The financial burdens which may result from accidents are largely eased by the CAMS Public Risk policy of insurance (see Appendix I – "Insurance" on the CAMS website, *www.cams.com.au*); however, this facility in turn requires certain standards of safety to be maintained by all organisers.
4. These standards are set as minima by CAMS in the light of many years' experience of motor sport in Australia and overseas, and they are changed from time to time as fresh experience is gained (see paragraph 7 below).
5. Examples of safety precautions include the licensing only of fit and competent drivers, and of tracks suitable for competitions; and the close examination for fitness for competition of cars.
6. A much wider area of safety precautions is that affecting persons other than competitors, especially spectators. It is most necessary to ensure that no area in which they are allowed to be is vulnerable to accident.
7. In the past, this has been sought to be assured by laying down minimum distances from the track behind which spectators were deemed to be safe. However, it is realised that it is impossible to categorise as safe in all cases any distance (or at least any reasonable distance) in this way, as conditions vary so widely between venues.
8. Consequently, the distances of spectator enclosures from the track, the type of safety barriers and the need for crowd control officials are determined separately for each circuit, having regard to the topography and characteristics of that circuit.
9. To ensure national uniformity of standards CAMS has delegated the functions of inspection and recommendation to a National Safety Committee, which has executive powers to order any construction or alterations required (see Appendix T, Part 1 – "General Regulations of CAMS" in the CAMS Manual of Motor Sport).
10. The maintenance of the stated standards will be the constant responsibility of organisers, subject to supervision by Track Safety Committees, and all permits shall be subject to the specific condition that the requirements are complied with.
11. The technical specifications of permitted safety barriers will be made available to organisers from CAMS on application; these have been drawn up in accordance with the best advice available.
12. A detailed progress report on all tracks and speed venues in Australia is submitted by the Committee to CAMS and in due course by CAMS to their insurers.

    Meanwhile, organisers are directed to afford every facility to the Committee to inspect their venues, preferably during competition.

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