



Street Rodder Handbook

An Official Publication of the Australian Street Rod Federation Inc.

Street Rodders Handbook

ABOUT THIS HANDBOOK

The Street Rodders Handbook is an official publication of the Australian Street Rod Federation Inc, 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 Inc. 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.

All information printed in this Handbook is correct at the time of printing but it is subject to alteration without notice. Any alteration will be published in the AS.R.F. Newsletter 'Street Rodder News'.

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

Administration and Corporate Details

The Australian Street Rod Federation Inc. is a non-profit Association 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 incorporated in South Australia as an Association.

ASRF Head Office

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

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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.

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.

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

The Future Direction of the A.S.R.F.

OBJECTIVES

THE AUSTRALIAN STREET ROD FEDERATION INC. 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 and 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 Inc., which is a duly constituted non-profit association 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:-

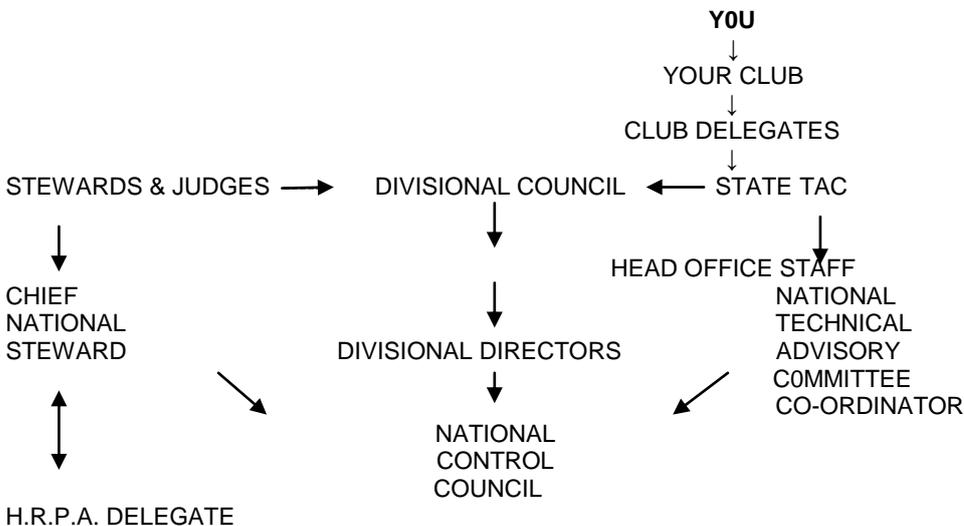
- Members access to the A.S.R.F. website
- Public Liability Insurance
- Discount Supplier Scheme
- Limited Registration Schemes as applicable

Partners Adding partners details to your membership entitles them to coverage by the Public Liability Insurance.

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. Non members' children are also welcome to join by paying a nominal fee. A.S.R.F. Junior Rodders receive their own membership card. Junior Rodders receive a complimentary ASRF membership on their 16th birthday.

ORGANISATION STRUCTURE

WHERE DO YOU FIT IN?



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 and TAC
- 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 its 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 Public 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

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.

NATIONAL TECHNICAL ADVISORY COMMITTEE COORDINATOR – Advice for T.A.C matters only. Has no voting power.

CHIEF NATIONAL STEWARD – Advice for Judging, Stewarding and Show issues only. Has no voting power.

HEAD OFFICE STAFF - National Director/Co-ordinator and National Secretary have no voting power.

H.R.P.A. DELEGATE - One elected representative of the Hot Rod Promotions Australia (or its equivalent) may attend the N.C.C. Annual General Meeting. That representative is recognised as a major contributor to the meeting, only for a period of time as invited by the N.C.C.: Has 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.

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 from the delegates attending

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.

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.

Nominations from any A.S.R.F. member with recent Divisional Council experience will be accepted for the Director position. (Nominees must attend at least 6 meetings in the previous 12 months, preceding nomination unless otherwise approved by the N.C.C.)

NATIONAL T.A.C. COORDINATOR

The National T.A.C. Coordinator (N.T.A.C.C.) is the T.A.C. representative on the N.C.C. and is responsible for convening and leading National T.A.C. meetings, liaising with state T.A.C. Chief Inspectors, coordinating information flow within the T.A.C. group, maintaining a working knowledge of each state system, representing the A.S.R.F. at federal DOTARS/AMVCB meetings where appropriate, and attending state DOT meetings where requested by the relevant Divisional Director. The N.T.A.C.C. is also responsible for leading the National T.A.C. group in T.A.C. policy discussion/decision making, development of procedures, and building the T.A.C. as a sustainable organisation and technical resource for members.

The N.T.A.C.C. is recognised as a major contributor at N.C.C. meetings on TAC business only but has no voting rights.

A N.T.A.C.C may be appointed for a two year period. The N.T.A.C at its annual conference will make a recommendation to the N.C.C for the position of N.T.A.C.C. The N.C.C will at its A.G.M or other General Meeting consider the N.T.A.C recommendations for ratifications.

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 class vehicles, 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.

CHIEF NATIONAL STEWARD

The Chief National Steward (C.N.S.) is directly responsible to the N.C.C. The C.N.S. duties include the co-ordination of all A.S.R.F. Judges and Stewards throughout Australia, each of whom come under his control, and shall collate all general reports pertaining to all events. The C.N.S. shall allot Judges to

all Category 1, 2 and 3 Shows and handle all correspondence relevant to each event. He shall also have the authority to ratify Divisional Council nominations for the positions of Judge and Steward.

The C.N.S. is charged with presenting the N.C.C. with any new rules and amendments relating to the handbook and shows put forward by any special committees sanctioned by the N.C.C., and is responsible for the general betterment of the presentation of A.S.R.F. class vehicles at all sanctioned events. They may authorise a Steward to register a complaint against an unroadworthy or illegal A.S.R.F. vehicle, or may advise a Promoter that such a vehicle is not safe and subsequently not recognised by the A.S.R.F. The C.N.S. is required to have representation with Hot Rod Promotions Australia and report this to N.C.C.

The C.N.S. is recognised as a major contributor at N.C.C. meetings on Judging, Stewarding and Show business only but has no voting rights. The C.N.S. position is reviewed by the N.C.C. and may be appointed for a period of 2 years. Nominations from any A.S.R.F. member, with A.S.R.F. steward's experience will be accepted for the C.N.S.'s position. The N.C.C., at its A.G.M. will appoint the C.N.S. for the ensuing 2 year period from the nominations received.

JUDGES

APPOINTMENT - Judges are appointed by the Chief National Steward after nomination by, and with due consideration of the recommendations of the relevant Divisional Council.

Judges are appointed for a two year period. The Divisional Council may re-appoint judges for the ensuing 2 year period at its A.G.M. Judges may be removed by an N.C.C. decision.

QUALIFICATIONS -To be eligible to be recognised as an A.S.R.F. Judge a person must:

- i) Be a financial member of the A.S.R.F.
- ii) Apply in writing to the Divisional Director and the C.N.S.
- iii) Have served as a rookie at two or more Minor shows and one State Title Show
- iv) Have officiated at one minor show
- v) Be approved by the C.N.S. as a suitable Judge

On a continuing basis, each National Judge must judge at a State Title Show at least once every two years.

RESPONSIBILITIES

- To appraise vehicles in accordance with set procedures and to deliver those findings to the Stewards.
- All Judges must notify the Stewards prior to commencement of the show if they have been physically/commercially involved in the building of any vehicle in the show.

STEWARDS

APPOINTMENT - Stewards are appointed by Divisional Council for a term of 2 Years and may offer themselves for re-election. A State Chief Steward will be appointed in each Divisional Council to administer the Stewards.

QUALIFICATIONS -Stewards must be financial members of the ASRF and be approved by the relevant Divisional Council.

RESPONSIBILITIES

- To administer the conduct of members and judging at shows, runs and other promotional events - refer full details in "Driving your street rod or custom" Functions of Stewards"
- To represent the A.S.R.F and the sport at such events
- To carry out Stewardship duties at shows - refer full details in "Street Rod Shows - Stewards Duties"
- Stewards come under the control of the Divisional Council and are ultimately responsible to the C.N.S. and the N.C.C.

Where a situation is not specifically covered by existing rules, any person at the event may ask a Steward for an interpretation. The enquirer must be advised that the ruling given is only valid for that event, and only until a firm ruling is issued by the C.N.S. The situation and the interpretation must be included in the report and also advised directly to the affected personnel at the event, including the Promoter and the local Divisional Director.

H.R.P.A. DELEGATE

Hot Rod Promotions Australia is a group or body which represents a significant section of the Hot Rod Show promoters from around Australia.

NATIONAL DIRECTOR/COORDINATOR

Works under the supervision of the N.C.C to meet the objectives of the A.S.R.F. and the functions of the N.C.C. and will act as Chairman of the N.C.C. meetings.

NATIONAL SECRETARY

Secretary's Role to be revised at NCC. The National Secretary is appointed by the N.C.C. and must have suitable qualifications for the day to day running of Head Office.

DUTIES OF THE SECRETARY

- attending to banking, payments and financial records
- sending out membership renewal advices and merchandise
- Attendance as Minute Secretary at N.C.C. meetings
- Preparation of newsletters, liaison with advertisers and contributors
- Maintenance of membership records
- Communication with Divisional Directors on relevant matters as they arise
- Submission of audited annual financial statements to the Annual General Meeting

The National Secretary is recognised as a major contributor at N.C.C. meetings on most matters but has no voting rights. The National Secretary position is reviewed annually by the N.C.C.

SAFETY ISSUES

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

It respects the right of any person to individualise their A.S.R.F. class vehicle providing that, in the process of modifying that vehicle it attains the standard and classification as prescribed by the A.S.R.F. in the current A.S.R.F. Handbook.

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 you're A.S.R.F. class vehicle, e.g. Shannons Insurance.

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.

FAMILY PARTICIPATION

Family participation is a very important part of the A.S.R.F. as it helps the sport grow. Having the spouse and children of A.S.R.F. members involved in events improves the atmosphere and diversity of activities offered.

Nationals' events cater specifically for family participation including events specifically for women and children as well as Junior Rod participation and family cruising.

A.S.R.F. DEFINITIONS

A.S.R.F. Class Vehicles - Street Rods are defined in the Street Rod Guidelines and pre 1949 vehicles with separate full chassis.

Customs are pre 1966 vehicles that have been modified from stock.

Club Run - This is a group of ASRF class vehicles from one ASRF affiliated club proceeding as a group from one place to another.

Rod Run - This is a group of ASRF class vehicles from two or more ASRF affiliated clubs and individual members attending an organised outing.

ASRF Sanction -This is an approval by the local Divisional Council for an approved organiser to hold an event. This event will be covered by ASRF insurance and is recommended for ASRF members to attend.

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 Rod Club. Practically without exception, strong united Clubs that have stood the test of time are those which were formed by a group of Rodders 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 rodders 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 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.

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.

- . It can sue and be sued in its corporate name
- . It can hold property in its corporate name without having to appoint trustees
- . It can enter into contracts in its corporate name
- . Debts and liabilities can be enforced against the club and not against the members or the committee members personally
- . Liabilities of members are limited to outstanding fees
- . It can make a profit as long as the profit is not divided amongst its members
- . 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 may use for sanctioned events that they organise.

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

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

Section 4 - Your Street Rod or Custom

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

1. Street Rods
2. Customs

These vehicles are street driven and are entitled to entry at AS.R.F. Sanctioned events such as rod runs, shows and the Street Rod Nationals.

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 Class

To be eligible for this class, vehicles must have:

- (a) Street registration as recognised by the relevant State Registration authorities.
- (b) Hydraulic brakes on all four wheels
- (c) A paint finish of acceptable standard including body work
- (d) A wheel change of significance
- (e) Upholstery of acceptable standard
- (f) Detailing of the following areas:
Engine Compartment
Under side
Trunk or pick-up bed
Interior
- (g) Neatness should be evident in the workmanship of the vehicle, including the body work, wiring system, fuel and hydraulic lines

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)

***Bucket Class**

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-Up Class**

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.

Definition of a Chassis: an open-spaced unit produced to carry the full load of the body, suspension and drive line components. A factory-built chassis must have been originally produced with the body removable by way of automotive fasteners. A chassis can be fabricated to match the basic elements of the manufacturers design.

CUSTOM - Definition

A Custom shall mean a vehicle which was manufactured between 1949 and 1965 inclusive (or one which retains original body styling through to the termination of the manufacturing design) and which has been modified for safe road use.

To be eligible for this class, vehicles must have:

- (a) Street registration as recognised by the relevant State Registration authorities.
- (b) Hydraulic brakes on all four wheels
- (c) A paint finish of acceptable standard
- (d) A wheel change of significance
- (e) Upholstery of acceptable standard
- (f) Detailing of the following areas:
Engine Compartment
Under side
Trunk or pick-up bed
Interior
- (g) Neatness should be evident in the workmanship of the vehicle, including the wiring system, fuel and hydraulic lines

Custom Classes

The relevant classes are Custom Classic, Street Classic, Mild Custom and Radical Custom.

Custom Classic

To be eligible for this class a vehicle must have an original manufactured chassis (no mono constructed vehicles) or reproduction of original.

Custom Classic Body Styles

- (a) Sedan (including Convertibles and Station Wagons)
- (b) Commercial (including Pick-ups, Utilities, Panel Vans, Deliveries and Trucks)

Street Classic

To be eligible for this class, a vehicle must not have a chassis (mono constructed vehicles).

Street Classic Body Styles

- a) Sedan (including Convertibles and Station Wagons)
- b) Commercial (including Pick-ups, Utilities, Panel Vans, Deliveries and Trucks)

Mild Custom

To be eligible for this class

Vehicle may have a chassis or be a mono constructed vehicle

Vehicle must attain between 130 and 179 (Check for changes) points from the modification list.

Radical Custom

To be eligible for this class

Vehicle may have a chassis or be a mono constructed vehicle

Vehicle must either

- (i) Attain a minimum of 180 points from the modification list
- (ii) Attain a minimum of 60 points from the modifications list and have at least one of the following which are valued at 120 points each.
 - (a) Be shortened through the passenger compartment
 - (b) Lengthened through the passenger compartment
 - (b) Be horizontally sectioned
 - (d) Have a top-chop

MODIFICATIONS LIST

The following points are allowed for modifications:	Allowed
Replaced headlights or surround needing body modifications	10
Replaced or reconstructed grille	16
Modified bonnet	10
Shaved bonnet	6
Flared or modified wheel arches:	
Front pair	10
Rear pair	10
Non-standard wheels and tyres	10
Replaced taillights requiring body modifications	16
Replaced taillights not requiring body modifications	6
Removal of door handles and fitment of -	
Alternative systems (e.g. electrical)	10
Modified door handles	10
Modified boot lid	10
Shaved boot lid	6
De-chroming of sides	10
Modified or replaced bumpers	6
Recessed or frenched aerials	5
Paintwork (other than factory)	10
Custom paintwork	16
Engine swap	10
Seat swap	6
Custom upholstery	16
Steering wheel and column swap	8
Rear end change (e.g. 9" or Jag)	10
Rear suspension change (4-bars coil overs air ride)	20
Wheel tubs	10
Front end change (late model graft)	25
Replaced front indicators needing body modifications	5
Replaced rear indicators needing body modifications	5
Modified dash (e.g. non-standard instruments)	10
Tilt front	10
Chop top	120
*Others (up to maximum 30 points)	30

*Other customizing items not listed may be allocated points up to a total of 30 points. These changes must be of visual nature and not mechanical. At the discretion of the Stewards the points allocated can be reduced if the Stewards deem the modifications to be of such minor nature to be not worthy of the full points.

Section 5 - Driving Your Rod or Custom

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

REGISTRATION REQUIREMENTS

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

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

CLASSIFICATION OF ROD RUNS AND PROMOTIONAL EVENTS

CLUB RUN Is where a number of A.S.R.F. class vehicles from one AS.R.F. affiliated club proceed as a group from one place to another and no entry fee is charged.

ROD RUN is where a number of AS.R.F. class vehicles from one or more A.S.R.F. affiliated clubs and/or individual members proceed as a group from one place to another.

CLUB RUN DISPLAYS are non-profit events and may be for promotion only. They may be staged in shopping areas, schools and fetes. The display is done by one club with its members as the only participants and no admission fee or donation is paid.

CLUB SOCIAL EVENT such as a Ball or Cabaret

OPEN RUN Any event organised by an ASRF affiliated club where vehicles other than ASRF Class vehicles and/or non ASRF members are invited to attend.

SWAP MEET is an event where an area is set aside for the display of motor vehicle components, parts and/or complete cars, for the purpose of exchanging, selling or purchasing. Prices are usually negotiated between buyer and seller. An entrance fee is sometimes required.

ANY EVENT where ASRF Class Vehicles are displayed and an admission fee is charged. Vehicles may or may not be judged.

STREET ROD SHOWS are public displays of two or more A.S.R.F. class vehicles to which an admission fee is charged and judging is conducted in accordance with the ASRF Rod Show Section of this Handbook. Refer Street Rod Show Section for full details.

PRIVATELY PROMOTED events that invite Street Rods to enter.

ROD RUNS

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.

YOUR DUTIES AND RESPONSIBILITIES AT STREET ROD RUNS

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.

GENERAL

Full details of the run should be distributed to all Clubs prior to the event to ensure that the majority of rodders know of the event and its departure time and departure area, any entry fee to be charged, what will be available at the destination and if any extra charges are to be made once the run arrives at the destination.

It is suggested that any event where any form of payment is made by the entrant, the minimum trophies to be awarded should be Best Open and Best Closed. Additional awards may be awarded for Longest Distance, Best Represented Club and other awards of the organising Club's own selection. The main objective of Rod Runs is for all entrants to enjoy themselves and to attract the general public to come along. As cars are displayed to the general public for their education to the Street Rodding movement clubs are encouraged to advertise these events to generate interest in the sport and to have information available for people interested in joining our sport. One member of the club should be given the responsibility to help potential members on the day.

ONE DAY EVENTS

All Rod Runs involving ASRF Class vehicles require a sanction from the relevant Divisional Council.

Generally organisational requirements are such that at least two people are required to ensure the run is organised correctly. They are responsible for the overall organisation of the run, ensuring that the start and final destination are suitable for the type and size of the event, advertising the event details to prospective entrants and liaising with authorities as necessary.

One organiser should leave the departure area first, with the run entrants following. The other organiser should remain at the start to organise the departure other those participating and should be the last to leave, to ensure that all entrants have left the area.

Whilst on convoy-style runs, all rods should retain their position in order to enable the public motorists to pass with safety.

On arrival at the run destination, the run organiser, or a person appointed by him should arrange parking for the entrants in an orderly manner, place any number cards the organiser deems necessary for voting purposes, and generally ensure that all previous arrangements have been carried out correctly.

TWO OR MORE DAY RUNS

Two or more day runs require more organisation than local one-day runs and should be fully organised to ensure the success of the run.

Accommodation could be arranged by the organiser or left to the entrants. If accommodation is arranged by the organisers, every precaution must be taken to ensure that the booked accommodation is available once the entrant arrives.

NATIONAL ROD RUNS

A.S.R.F. class vehicles participating at a National Rod Run should as a minimum, be of one colour primer. However, if a vehicle has been partly primed (i.e. fender or door repair) then the affected panel must be fully primer coated before the vehicle will be accepted.

PRIVATELY PROMOTED

Events that require Street Rods to enter that are promoted by third party promoters.

SANCTIONING

OBJECTIVE

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

Rod runs and promotional events, with provision for inclusion of A.S.R.F. Class vehicles in Australia are subject to sanctioning by the A.S.R.F. The onus is on the entrants to ensure that each show, rod run or other event he enters has been sanctioned.

WHO DOES THE SANCTIONING?

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

WHICH EVENTS NEED SANCTIONING?

Sanction by Divisional Councils is required on all the types of events listed above.

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, with the exception of Street Rod Shows - Refer Street Rod Show Section for full details.

FUNCTIONS OF STEWARDS ON ROD RUNS

MAJOR EVENTS

Stewards are required to report in full detail to the Chief National Steward, Divisional Director and rod run organiser on all events deemed to be a major event by the relevant Divisional Council within 14 days of the end of the event. The Divisional Council may nominate a person to act as a Steward for a rod run.

MINOR EVENTS

A Stewards report must be prepared and presented to Divisional Council and the Promoter within 14 days of the event.

CONTENTS OF REPORT

This report should cover general observations on the presentation of the event and the overall image projected. The report should also include a resume of the number and types of A.S.R.F. class cars and street cars attending the run.

ACCIDENTS

DURING SANCTIONED EVENTS

The Stewards must also furnish a report on any accident occurring during a sanctioned event.

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

If a Steward has not been nominated for the event (as in small rod runs) the organiser(s) of the event should furnish a report on any accident.

In the case of an A.S.R.F. class vehicle being involved in an accident on a rod run, 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.

The chief inspector of the TAC. is to report to the Stewards 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.

Where possible the rod run reports should be distributed within 14 days of the end of the run - if necessary without the full details of the accident. The accident details should follow as soon as possible.

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 Stewards and TAC.

Section 6 - Displaying Your Rod or Custom in Shows

Shows are held to enable you to display to the public your achievements in creating a work of art for others to enjoy. A by-product of this is to entice new members to the sport and to improve the rodding image with the public.

Rules and regulations have been developed from necessity to enable you to compete fairly when you aim to grab that trophy. Your car is grouped with cars of similar style. Judges are used to provide consistent and unbiased comparison of your car with other entries. Your car is allocated points for the quality of workmanship. The maximum points are set out in the judging sheets at the back of this handbook.

Stewards are appointed by the AS.R.F. to ensure that your vehicle is in the correct class and to check judges marking for consistency.

It is recommended that A.S.R.F. members only attend those shows which are sanctioned by the A.S.R.F. as many unscrupulous operators have left our members with bad memories.

TYPES OF SHOWS

State Title Shows

This is a major show held annually in each state that is sanctioned by the AS.R.F. and appropriate recognition is given to entrants who receive awards.

State Title Shows are organised by a promoter recognised by the AS.R.F. and have a minimum of four Judges and 4 Stewards in attendance. Judging is formal and in accordance with this A.S.R.F. Handbook.

Major Provincial Shows

Held outside a capital city, but not having the prestige of a State Title Show, these shows are usually run by a Promoter, not necessarily recognised by the AS.R.F.

Two Judges and two Stewards are in attendance. Judging is still in accordance with the Handbook. Trophies for all classes must be provided.

Minor Shows

Depending on the number of entrants at the show, these shows are usually run by local clubs, for charitable purposes. The judging is in accordance with the handbook, although only one Judge and one Steward are required to be in attendance. Trophies may not be provided for all classes.

Awards

You will be entitled to receive awards at shows based on a judge's allocation of points. The winner of each award has received the most number of points in his class.

Refer "Judging Sheets" for details of the maximum points you can achieve.

Not all shows give out all these awards and it depends on the number of entrants in each class in the show. If in doubt ask the Steward for the show.

Placing will depend on the number of entrants in each class.

The awards comprise:

First, Second or Third of each class (Refer to Compulsory Placing Page 30) Best Club Display

Best Individual Display

Best Displayed Vehicle

Best Undercarriage

Best Engine Compartment

Best Standard Paint

Best Custom Paint

Unfinished - refer "Street Rod Shows Awards" for further details

LOCKED SECTIONS, FIRE EXTINGUISHERS AND SEAT BELTS

It should be noted by the entrant that the onus is on the entrant to ensure that all sections of the vehicle are ready to be judged. Doors, bonnet and boot must be unlocked and enclosing panels, such as dragster front body sections, removed to afford the Judges complete access or that complete section will receive no points. If this unlocking or panel removal for normal exhibition periods is not desired by the entrant, merely contact the Stewards as to the period of judging and ensure that readiness is in effect at least for this time.

FIRE EXTINGUISHERS

Points for fire extinguishers will only be allotted if it is deemed that they are properly and securely affixed to the vehicle. If demountable they must be affixed within the passenger compartment, easily visible and accessible. If an "on board" system, the activating device should be visible and accessible.

A demountable system must comply with Australian Standards Specification A 1846 or A1848.

All systems must be of at least 900 G capacity.

The fitment of C.A.M.S. or A.N.D.R.A. approved "on board" extinguishing systems shall obtain the maximum points allowable.

SEAT BELTS

Points for seat belts will only be allowed if it is deemed that the belts are properly and securely affixed to the vehicle, and the condition of the belt and locking device meets the relevant State laws.

COMPLAINTS

At first instance, queries should be directed to the Stewards and not the Judges. Refer to the "Grievance Procedure" and ensure your facts are accurate and that your grievance is fair and reasonable.

VEHICLE CLASSIFICATION

A vehicle will be classified according to its body style.

Street Rods

Customs

Street Machines

To be eligible for street rod, custom or street machine classes, a vehicle must be Driven a minimum of 50 metres into the Show facility, to be witnessed by a Steward or Show Official. Registration papers and/or a receipt must be provided to the stewards to show that the registration is current

A vehicle on a 2-3 day unregistered vehicle permit is not deemed a registered vehicle in shows.

Show Cars - This is a promoter option for

1. Vehicles built for display purposes only and rarely or never used in its normal capacity
2. Vehicles that have been finished but not registered (according to State requirements)
3. Competition vehicles that have not competed at a sanctioned event within the last 12 months.
4. Show cars are not eligible for contingency awards e.g. paint, trim, engine etc.

Whilst no actual changes in the point system take place, the emphasis in this section will be based on appearance as much as possible.

Exhibition Vehicles - This is a promoter option.

This section is set aside for those vehicles which do not meet other Class/Section requirements, but are of such outstanding quality or spectacle as to warrant inclusion in the show by the promoter. Open to:

1. Restored vehicles
2. Special interest
3. Vintage and Veteran

While no actual changes take place in the points system, the emphasis will be on appearance as much as possible.

If numbers dictate, a promoter may combine Show Car and Exhibition Classes and rename them as appropriate.

Competition

Competition vehicles must conform to A.N.D.R.A. or C.A.M.S. requirements and be issued with a current Log Book. The judging is based on show qualities (looks) rather than technical performance.

These vehicles fit into the basic classifications:

- (a) Top fuel, funny car, dragsters, and altered
- (b) Pro stock and gas
- (c) Modified production, modified sedan, street
- (d) Other type of competition vehicles

STREET ROD SHOWS - FOR THE PROMOTER

A Promoter is any person, firm, corporation or association that carries out the promotion and organisation of a show event which features A.S.R.F. class vehicles as exhibits. A Promoter may appoint a Show Manager to act as its nominee.

Promoters must apply for a sanction to the A.S.R.F. and be bound by its rules when running such a show event.

TYPES OF SHOWS

STATE TITLE (Category 1)

MAJOR PROVINCIAL (Category 2)

CATEGORY 3 SHOW

CATEGORY 4 SHOW

SANCTION APPLICATION PROCEDURE

Applications must be lodged in writing with the relevant State Council for their approval. 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.

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.

A Sanction Application pro forma is illustrated on Page 41

RELEVANT INFORMATION FOR EACH TYPE OF SHOW

State Title Show - Category 1 Shows

- A. Applications need to be lodged no sooner than eleven (11) months, and no less than nine (9) months, prior to the event. Copies of the application should also be sent to the C.N.S. and Head Office of the A.S.RF. Approval to be given by Divisional Council, ratified by C.N.S.
- B. Awards must be available for all A.S.RF. Classes and Compulsory Prestige Awards, Compulsory Display Awards and Optional Awards.
- C. A.S.R.F. will supply two local and two interstate judges and four stewards for the Event.
- D. Sanction fees will be in accordance with the Fees & Rates Schedule and payable to Head Office.

Major Provincial - Category 2 Shows

- A. Applications must be lodged at least six (6) months before the event.
- B. The shows are to be held outside a capital city metropolitan area, unless special permission is given by the Divisional Council.
- C. There is to be a minimum of 40 A.S.R.F. Class vehicle entrants and the total number of entrants will be finally determined by the Divisional Council.
- D. They cannot be staged within two months prior to or after a local State Title or National Title Show, unless the promoter of those shows agrees in writing.
- E. Awards must be available for all A.S.RF. Class vehicles and Compulsory Display Awards. Promoter may include Optional Awards.
- F. The A.S.RF. will provide two local judges and two local stewards
- G. Sanction fees must be paid to Head Office in accordance with the Fees & Rates Schedule.

Category 3 Shows

- A. Applications should be lodged at least four (4) months before the event.
- B. The Show is to be held outside a capital city metropolitan area unless special permission is given by the Divisional Council.
- C. Maximum of 40 A.S.RF. Class and maximum of 75 entrants in total.
- D. They cannot be staged within two months prior to or after a local State Title, National Title or Category 2 show.
- E. Awards are at the discretion of the Promoter.
- F. One local judge and one steward will be supplied and to be paid by Divisional Council.
- G. Sanction fees must be paid to Divisional Council in accordance with the Fees & Rates Schedule.

Category 4 Shows

- A. Application no less than three months prior to the event.
- B. Minimum 10 A.S.RF. Class vehicle entrants, Maximum 40 entries.
- C. Awards are at the discretion of the Promoter.
- D. One local judge and one steward will be supplied and to be paid by Divisional Council.
- E. Sanction fees must be paid to Divisional Council in accordance with the Fees & Rates Schedule.

Conditions Relevant to All Shows

1. Divisional Council may, at its discretion, reclassify the show into a different category than that applied for - particularly if it has more entrants.

2. All judges will be approved National Judges of the A.S.R.F.
3. All stewards will be approved State Stewards of the A.S.R.F.
4. Promoters will be notified in writing of the A.S.R.F.'s decision in relation to their application for sanction.
5. Late entries can be accepted at the discretion of the Promoter and may incur a penalty fee.
6. Any other reimbursement, such as percentage of gate, may be negotiated by the promoter at the time of Sanction Application.
7. Initial classification of entries is to be determined by the Promoter, but final classification rests with the stewards. The Promoter should provide a complete list of entrants at least one week before the show, giving full details of each vehicle to the C.S.S. and final classification rests with the Stewards.
8. Vehicles for sale at shows are limited to having one sign not exceeding 15 centimetres x 10 centimetres in size displayed on or with the car.
9. The Promoter is responsible for the direction of the event. His decision on all things except competitive matters is binding on all persons, though open to later protest.
10. The Promoter must supply an entrant's number easily seen on a card no less than 80 millimetres x 50 millimetres on each vehicle to be judged.
11. The Show Manager must prepare and supply to the judges and stewards a complete floor plan for the event. The plan should be at least A4 size.
12. In the event of a vehicle being sub-standard, the stewards may advise the Promoter who in turn will make his decision regarding the acceptance of the vehicle. The steward shall present a formal report on the matter to the C.N.S. Sub-standard vehicles will not be judged.
13. The onus is on the Promoter to ensure that all entry forms, data and detailed information on the event are made available to prospective entrants, allowing sufficient time for said entrants to return forms prior to entry closing date.
14. The Promoter must provide adequate facilities for the comfort of A.S.R.F. judges and stewards, including a suitable area for the tallying of results. This area must have total security.
15. Any awards to be provided to entrants and which involve judging of vehicles must be judged by A.S.R.F. Judges and results are to be derived from judging sheets.

AWARDS

COMPULSORY PRESTIGE AWARDS (All Shows)

1. Top Street Rod
2. Top Custom
3. Top Street Machine
4. Top Competition

All top awards must be of equal status and value in State Title or Major Provincial shows.

The value of top awards must be at least 50% greater than any first placing awards.

Minimum of 10 cars required in each section to attain these awards.

COMPULSORY AWARDS

STATE TITLE AND MAJOR PROVINCIAL SHOWS

1. Street Rod

- 1st Roadster
- Tourer
- Bucket
- Sedan 2 Door
- Sedan 4 Door
- Coupe
- Pick-Up
- Commercial

2. Custom

- 1st Custom Classic Sedan (including convertibles & station wagons)
- Custom Classic Commercial (including pickups, utes, panels, deliveries, trucks)

Street Classic Sedan (including convertibles & station wagons)
Street Classic Commercial (including pickups, utes, panels, deliveries, trucks)
Mild Custom
Radical Custom

3. Street Machine

1st Sedan
Coupe
Wagon/van
Ute/Pick-up
Convertible

These classes may be broken up if numbers are sufficient

4. Competition

Top fuel, funny car, dragsters, and altered
Pro stock and gas
Modified production, modified sedan, street

COMPULSORY PLACINGS

Awards for 2nd and 3rd in any of the above classes will be made if numbers suffice, as set out below.

- (a) Up to 3 cars entered in a Class - 1st Place
- (b) 4 to 5 cars entered in a Class - 1st & 2nd Place
- (c) 6 or more cars in a Class - 1st, 2nd & 3rd Place

OPTIONAL AWARDS

Examples of optional awards are listed below. These are to be chosen from judging sheets.

1. Best Undercarriage
2. Best Engine Compartment
3. Best Interior
4. Best Standard Paint

Any colour or type of paint including metallic, pearl or candy. Signwriting and pinstriping is included in Standard Paint.

5. Best Custom Paint

This is artwork paint. Any colour or type of paint - panel painting, flowers, scallops, flames, fogging, fazing, spiderwebbing, marbling, lacework are examples. Artistic use of the spray gun must be evident for a vehicle to be eligible. Colour separation simply along body mouldings is not a criteria for Custom Paint.

6. Top Unfinished Street Rod

Unfinished Street Rods are eligible for contingency awards e.g. paint, trim etc. They can only be entered once as an unfinished vehicle. They then revert to Show Car Class. If a vehicle is only missing minor items and is deemed by the stewards to be too finished to be unfinished, it reverts to Show Car Class.

7. Best Individual Display

The best display of one or two vehicles from all the classes available in which a display as a whole is judged. Note: the theme and display of the vehicle/s is important and not the vehicle/s.

8. Best Club Display

The best display by a recognised club with a minimum of three cars. NOTE: the theme and display of the vehicle/s is important and not the vehicle/s.

9. Best Displayed Vehicle

The best displayed vehicle from all the classes available. The ease of viewing of the vehicle and its component parts is important. To be considered in this section the use of lighting and mirrors is important. A theme is not required. Awards for 2nd and 3rd will be made in the above classes if numbers suffice.

STREET ROD SHOWS - STEWARDS DUTIES

Stewards Responsibilities

1. The State Chief Steward is to be responsible to both the C.N.S. and the Show Manager.
2. Obtain from the Show Manager a schedule of times available for judging and a list of any non-compulsory awards that requires the Judges attention. Also obtain the required time the Promoter wishes to have the award list finalised.
3. Obtain from the C.N.S. the names and addresses of the judges assigned to the

show and advise them where and when to report to the stewards for final arrangements. Interstate judges are usually at a loss and in unfamiliar surroundings. Stewards are required to provide them with support and assistance during their visit.

4. Obtain a full list of entrants from the Promoter.
5. Check the classifications for judging and prepare a list of cars in classes. From this list the stewards prepare a full set of judging sheets for the judges.

DURING THE SHOW

6. There should be at least one steward present whenever judges are carrying out their duties and when the show is open to the public.
7. Adequate provision for the security of completed judging sheets must be provided by the stewards. It is the responsibility of the promoter to supply an area adequate for the security of these papers
8. At least two judges must remain available until the verification of the awards and all necessary ties are broken, and a final complete set of results is prepared
9. A good steward is:
 - a. Efficient, punctual, honest and thorough
 - b. Impartial in his deliberation, exempting himself from his duties if personally involved in the issue under discussion
 - c. Well dressed in the uniform provided
 - d. Identifiable
 - e. Courteous in all situations, however trying. At no time shall he lose his composure or objectiveness
 - f. Well versed in the contents of the Handbook
 - g. Dedicated to the sport of Street Rodding and to the A.S.R.F.Each Divisional Council must nominate a Chief Steward in their Division for administrative and correspondence needs.
10. Judges and Stewards are not eligible to have their own vehicles judged at the event in which they are officiating. They may enter their own vehicles at these events for exhibition purposes only, and are eligible for People's Choice awards and/or promoter awards not covered by the A.S.R.F. judging system.
11. Stewards arbitrate in any immediate non-competitive dispute when requested and deliver a finding to the Promoter.
12. Stewards observe all aspects of the show and assist all participants and the public wherever possible.
13. Stewards receive all competitive complaints and formal protests and deliver a finding on the spot, advising all entrants and officials on the A.S.R.F. policy, rules and procedures.
14. Stewards are responsible for all aspects of competition at a rod show and their decisions on competition matters are binding on all persons, though open to appeal.
15. Point tallies must be completed, checked and finalised by the time negotiated with the Promoter.
16. The Stewards must not make known the results to anyone except the Promoter in the performance of his duties.
17. If requested by an entrant, Stewards can discuss in general terms only, the reason for the loss of points in relation to the entrant's vehicle at the show after presentation of prizes and before the closure of the show to the public. Entrants will not be permitted to view completed judging sheets.
18. Protests must be made in writing and handed direct to the Stewards prior to the closure of the show. A protest fee must accompany the protest. The amount is set out in the Schedule of Fees & Rates at the back of this handbook.
19. The Stewards are to destroy the judging sheets after the closing time of the show. If a protest is received, the judging sheets pertaining to the section of the protest are retained by the Steward pending the investigation. (Refer Grievances and Protest procedure).

AFTER THE SHOW

1. Report in full detail to the C.N.S., Divisional Director and the Promoter within 21 days of the event. Advise the Divisional Director of any protests and prepare the

Stewards side of the issue.

The report should include details of:

- a) Numbers of entrants
- b) Award winners
- c) General observations on the presentation of the event, public facilities and the overall image of the sport projected
- d) Comments on classifications and judging
- e) Criticisms and recommendations for rules or procedural changes
- f) Full details of any protests including any necessary statements from interested parties

STREET ROD SHOWS - JUDGES DUTIES

Judging Procedures

1. Obtain layout of show from Promoter.
 2. Using judging sheets provided by the Stewards, judge all vehicles as nominated by the Stewards. One local and one interstate judge use Sheet A and the other judges use Sheet B of the judging sheets.
 3. Each Judge assesses nominated sections (as per judging sheet) of all entries, completes the judging sheet in accordance with his appraisal of the work done and hands the sheet directly to the Stewards or secures the sheets until he is able to hand them to the Stewards. The Judge must not total the judging sheets.
 4. Judges need not judge sections of a vehicle that are locked or inaccessible
 5. (a) Fire Extinguishers: Points for fire extinguishers will only be allotted if it is deemed that they are properly and securely affixed to the vehicle, within the passenger compartment, easily visible and accessible. Maximum points will only be allotted to those vehicles fitted with an A.N.D.RA or C.A.M.S. approved "on board" extinguishing system or whose fire extinguisher meets the following requirements:
 - i) It must comply with either the Australian Standards Specification A1846 dry chemical or AS1848 Halogenated Hydrocarbon type, or be as such as is approved by the U.S. Underwriters' Laboratory.
 - ii) If of dry, powder-type, it must be of at least 900gm capacity. N.B. Because of the problem of some powder-type extinguishers compacting solidly within the containers, it is recommended to consider using a liquid-type extinguisher.
 - iii) It must not contain either carbon tetrachloride (C.T.C.) or chlorobromo methane (C.B.M.)
 - (b) Seat Belts: Points for seat belts will only be allowed if it is deemed that the belts are properly and securely affixed to the vehicle, and the condition of the belt and locking device meet the relevant State laws.
 - (c) Sub-standard vehicles may not be judged (the majority of judges to determine this).
6. Judges and Stewards are not eligible to have their own vehicles judged at the event in which they are officiating. They may enter their own vehicles at these events for exhibition purposes only, and are eligible for People's Choice awards and/or promoter awards not covered by the A.S.R.F. judging system.
7. Judging sheets are not to be made available to anyone except Stewards and the security of point allocation is of utmost importance.
8. A good Judge has the following attributes:
 - a) Efficiency, honesty and competence
 - b) Impartial in points allocation
 - c) Well mannered and well presented in the uniform provided.
 - (d) Dedicated to his respected position
9. Judges are responsible to the Stewards and will follow their instructions and are ultimately answerable to the C.N.S.
10. At least two Judges must remain available until the verification of the awards, breaking of ties and finalisation of a complete list of results.
10. Prepare a report after completion of judging so that the C.N.S. receives it no

later than 21 days after the event. The report should discuss any problems and suggest ideas for improvements to the judging procedures.

11. Judges must not offer comments or advice to any show entrant on any item whatsoever pertaining to the entrant, his vehicle or any other entrants vehicle, during or soon after a show. Queries regarding judging should be referred to Stewards.
13. No-one may overrule a Judge on his allocation of points and his decision must be unbiased and made without influence from other judges and stewards. The judge can refer to Stewards in matters of classification and eligibility.

Grievances and Protest Procedure Initial Protest

All grievances must be presented to the Steward for the event, who shall examine the grievance and present it at the earliest convenience to the Promoter, the Chief National Steward and the relevant Divisional Director.

The Promoter and Divisional Director should only be approached if a Steward is not present.

The Steward should 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.

FORMAL PROTEST

A formal protest shall be submitted to the Steward in writing, setting out details of the protest and accompanied by the cash fee set out in the Schedule of Fees & Rates at the back of this handbook. A tribunal will then be set up and if the protest is deemed not frivolous, the fee will be returned to the protester (otherwise it is forfeited).

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, he is allowed a minimum of four weeks (between the notice of the hearing to the actual 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 or competing in the same class/section at rod shows 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 back of this handbook) must accompany the appeal and must be in the hand of the National Secretary 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	\$50.00
N.C.C. Review	\$200.00

*** JUDGING SHEET A ***

BODY EXTERIOR	MAXIMUM POINTS	ALLOTTED POINTS
BODY WORK	60	
BODY ALIGNMENT (DOORS, HOOD, ETC)	20	
EXTERIOR TRIM	15	
GLASS CONDITION	15	
LAMPS, LENS	10	
CLEANLINESS	30	
	TOTAL	150

ENGINE & COMPARTMENT

CARBS/INJECTION & FUEL LINES	20	<i>* Points should be allocated where fuel lines, wiring etc. Are hidden, emphasis on a smooth engine bay should be rewarded instead of no points</i>
ENGINE, PAINT, CHROME, ETC	20	
EXHAUST MANIFOLDS & HEADERS	10	
RADIATOR, HOSES & CLAMPS	10	
WIRING & GROMMETS	10	
ENGINE BAY (LAYOUT & FINISH)	20	
DETAIL	20	
CLEANLINESS	20	
	TOTAL	130

PAINT	Custom	Standard
PAINT FINISH	60	
PAINT DETAIL (DOOR JAMBS, ETC)	20	
	TOTAL	80

WHEELS & TYRES

WHEELS	20	
TYRES	10	
CLEANLINESS	10	
	TOTAL	40

*** **MAXIMUM TOTAL POINTS** *** **400**

JUDGES SIGNATURE: _____ CHECKED BY: _____
COLOUR: _____ YEAR: _____ MAKE: _____ STYLE: _____
CLASS/SECTION _____ GRID REF: _____ ENTRANT NO: _____

***** JUDGING SHEET B *****

INTERIOR/REAR SECTION MAXIMUM POINTS ALLOTTED POINTS

SEATS & SQUABS	35
DOOR, KICK PANELS & TRIMS	20
FLOOR COVERINGS	20
HEADLINER OR CONVERTIBLE TOP	25
DASH, GLOVE BOX (IF APPLIC), INSTRS	15
STEER'G WHEEL, COLUMN, PEDALS, H/BRAKE	20
WIRING & GROMMETS	20
HANDLES, CRANKS, LEVERS	5
DETAIL	25
CLEANLINESS	15

TOTAL 200

UNDERCARRIAGE

FRONT SUSPENSION	20
TRANSMISSION & DRIVESHAFT	10
REAR AXLE/SUSPENSION	20
SUSPENSION PAINT AND/OR CHROME	15
FRAME (PAINT, CHROME, CONDITION)	15
FLOOR PAN & PAINT	20
EXHAUST SYSTEM	10
FUEL & BRAKE LINES	15
FUEL TANK & ASSEMBLY	10
DETAIL	25
CLEANLINESS	30

TOTAL 190

SAFETY

SEAT BELTS	5
FIRE EXTINGUISHER	5

TOTAL 10

***** MAXIMUM TOTAL POINTS *** 400**

JUDGES SIGNATURE:

CHECKED BY:

COLOUR:

YEAR:

MAKE:

STYLE:

CLASS/SECTION

GRID REF:

ENTRANT NO:

BEST DISPLAY

() INDIVIDUAL () CLUB

ENTRANT NUMBER:

CLUB NAME:

	MAXIMUM POINTS	ALLOTTED POINTS
_____	-	
CONCEPT	20	
	-	
ORIGINALITY	10	
	-	
PRE SHOW PLANNING AND WORK	20	
	-	
MATERIALS AND USAGE	20	
	-	
LIGHTING EFFECT	10	
	-	
VIEWER APPRECIATION	10	
	-	
INFORMATION NOTICE (S)	10	
	-	
MAXIMUM TOTAL POINTS	100	

'--

CHECKED BY

JUDGES SIGNATURE

BEST DISPLAYED VEHICLE

COLOUR:.....

MODEL:

Class:

Entrant's Name:.....

Catalogue No

	MAXIMUM POINTS	ALLOTTED POINTS
ORIGINALITY	10	
	-	
PRE SHOW PLANNING AND WORK	25	
	-	
GENERAL OVERALL APPEARANCE	30	
	-	
LIGHTING EFFECT	15	
	-	
VIEWING LAYOUT	20	
	-	
MAXIMUM TOTAL POINTS	100	

CHECKED BY:

JUDGES SIGNATURE:



SANCTION APPLICATION

APPLICANT: _____
(CLUB, COMPANY OR INDIVIDUAL)

Contact Name: _____ Phone #: _____

EMAIL ADDRESS: _____

POSTAL ADDRESS: _____

_____ POSTCODE _____

WEB SITE: _____

DATE OF EVENT: _____

NAME & TYPE OF EVENT: _____

VENUE/LOCATION: _____

DETAILS OF EVENT: (including time open to public/set up time/tear down time/facilities/distance etc.)

PLEASE FIND ENCLOSED CHEQUE ETC. FOR \$ _____ BEING
SANCTION FEE AS APPLICABLE (Sanction Fee must be included if applicable and will be refunded if application is unsuccessful). The Applicant/Promoter agrees to abide by the rules of the A.S.R.F. as per the handbook.

It is the responsibility of the Applicant/Promoter to ensure that all those involved with the event, comply with the Workplace Health and Safety requirements of the State that the event is held in, are adhered to. This is not negotiable.

SIGNED _____ DATE _____

Office Use Only

DATE PRESENTED: _____

APPROVED: YES / NO

FEE PAID \$ _____

DATE APPROVED: _____

SANCTION

NUMBER _____

NOTE: If the Applicant/Promoter wishes to alter the terms and conditions of the Sanction Application they should apply for the alteration in writing to the Divisional Council as if the application was a new application.

Section 7 - Organisation of the Federation

SCHEDULE OF FEES AND RATES

MEMBERSHIP FEES:

INDIVIDUALS	PER TWO YEARS (incl. GST)	\$110.00
CLUB MEMBERS	PER TWO YEARS (incl. GST)	\$88.00

CLUB AFFILIATION FEE:

CLUB APPLICATION FOR AFFILIATION (incl. GST)	\$55.00
----------------------------------------------	---------

SANCTION FEES:

Due to the variable fees rate structure, you will need to contact you Divisional Council to confirm Sanction Fee required for your event

SHOWS:

The following diagram indicates entry requirements, number of A.S.R.F. Judges and Stewards to be allocated and calculation of relevant sanction fees, in respect of 4 day shows. Longer shows are by negotiation. Note: Fees subject to change without notice

SHOW CATEGORY	A.S.R.F.	TOTAL	JUDGES	STEWARDS	FEES
4	over 10	max 40	1	1	\$250
3	max 40	max 75	1	1	\$500
Major Provincial					
2	over 40	over 75	2	2	\$40 each first 50 entrants \$20 each balance
State Title					
1		over 100	4	4	\$40 each first 1 00 entrants
		under 100	2	2	\$20 each balance

PAYMENT TERMS

- Category 1 Shows for H.R.P.A. member
- \$1000 deposit 14 days prior to the show
 - balance within 14 days after the show

PAYMENT TERMS

Category 2

- \$500 deposit 14 days prior to the show
- balance within 14 days after the show

NON HRP A MEMBERS:

Same as above, but \$10 extra per entrant and a Bank Guarantee for the balance of the Sanction Fee

Note: Fees as set may differ depending on relevant Divisional Council.

A.S.R.F. NATIONAL CONTROL COUNCIL

ACT: Alan Cooper 24 Heyson Street Ph (0431) 940 127
WESTON ACT 2611
asrf-act-director@asrf.org.au

NSW: David Clift P O Box 108 Ph (02) 9838 1996
MILPERRA NSW 2214
sharonathans@optusnet.com.au

QLD: Gerard Nolan 79 Queen Street Ph (0410) 542 892
REDLAND BAY QLD 4165
Nolan.gerard@bigpond.com

SA: Robert Riggs 13 The Parade Ph/Fax (08) 8276 6185
MARION SA 5043
rariggs@optusnet.com.au

TAS Lindsay 58 Saunderson Road Ph/Fax (03) 6243 9906
Greenwood EAST RISDON TAS 7017
greenwoods@netspace.net.au

VIC: Bruce Helms P O Box 1618 Ph (03) 5176 2033
TRARALGON VIC 3844
magoodrs@bigpond.net.au

WA: Tony Kean 955 Crossman Road Ph: 0437 881 654
BODDINGTON WA 6390
asrf-wa-director@asrf.org.au

NATIONAL TECHNICAL ADVISORY COMMITTEE COORDINATOR

Peter Koning 8 Rosslare Crt Ph (0417) 263 236
HOPPERS CROSSING VIC 3029
koning.peter.c@gmail.com

CHIEF NATIONAL STEWARD

Graeme Marsh 73 Buff Point Road Ph/Fax (02) 4390 7237
BUFF POINT NSW 2262
chevy.36@bigpond.com

ASRF HEAD OFFICE**NATIONAL SECRETARY**

Jacki Dowley PO Box 2569 Ph (07) 5576 2100
BURLEIGH BC QLD 4220 Fax (07) 5576 2344
asrfsec@bigpond.com

(Street Address Unit 7/29 Dover Drive
BURLEIGH QLD 4220)

All correspondence should be directed to the P O Box to ensure secure delivery.

A.S.R.F. NEWSLETTER

"Australian Street Rodder News"

The newsletter is an official publication of the Australian Street Rod Federation Inc. It is produced through the ASRF Head Office and copies are forwarded to all financial members Australia-wide regularly throughout the year. Editorial contributions should be directed to the ASRF Head Office.

If you are interested in advertising your business, rodding related or otherwise, and supporting the Federation at the same time, please contact the ASRF Head Office for advertising rates and additional information.

A.S.R.F. WEBSITE

www.asrf.org.au

The website is continually being updated to better suit the needs of members and to help potential members.

HOME

A brief summary of the website with quick links to tabs including Merchandising, Events Calendar & Club lists.

MERCHANDISING

There is a range of ASRF merchandise available for purchase including T Shirts, Hats, and DVDs etc

MEMBERSHIP

Application for membership is available and a brief description of the benefits of membership.

JUNIOR RODDERS

Application for Junior membership available here

RAFFLES

Photos and details of our current ASRF Raffle Car, including the announcement of winners:

The ASRF holds a raffle every two years in conjunction with the ASRF Australian Street Rod Nationals as a major fundraiser.

TAC

All contact details for relevant Technical Advisory Committees from each State

LINKS

Listings of Sponsors and Supporters details as well as a current listing for our Supplier Discount Scheme participants

EVENTS

An up to date listing of all ASRF Sanctioned events

MEMBERS

This is a restricted access area for members, the various Divisional Council minutes can be downloaded along with Sanction Application forms etc.

Sign up via website and your password will be forwarded to your email address

BUY & SELL

These ads are FREE to financial members of the Federation. Just email your details to the ASRF Head Office along with a photo.

ASRF MEMBERSHIP APPLICATION

ASRF individual membership is \$110.00 (incl. GST) for two years (from the month of joining); or \$88.00* (incl. GST) if you are a member of an ASRF affiliated club.

***Please Note:** Clubs have a set renewal date; please ring ASRF Head Office for prorata amount to align with your club.

To join, complete the application and forward it to the ASRF Head Office with your cheque, money order or credit card details. Or online www.asrf.org.au new/renew membership application

APPLICATION FOR MEMBERSHIP



Name:.....

Address:.....

Email:

Date of Birth:/...../.....

Are you a previous member? YES/NO Previous Number (if known)

Club or Individual:

If Club Member. Which Club?.....

Occupation:

Telephone 1:

Telephone 2:

Current ASRF Class vehicle: (make/year/model)

.....

Credit card details

VISA MASTERCARD

NUMBER/...../...../..... CVV:

EXPIRY DATE .../...../..... Cardholders Name

I wish to become an individual member of the Australian Street Road Federation and agree to comply with the rules of the Federation at all times. Enclosed is my \$110.00/\$88.00 membership fee for two years.

SignedDate



JUNIOR RODDER APPLICATION FORM

Only children of ASRF Financial Members aged 0-15 years are eligible to join. Complete the application and return to the ASRF Head Office.

I wish to join the Junior Rodder Club. Please send me my membership card and newsletter.

Surname: First Name:

Address:

..... Postcode

Telephone ().....

Date of Birth:

Favourite Rod:

Is one of your parents a financial member of the ASRF? YES/NO

If YES, what is their membership number?

OFFICE USE ONLY

Date received: Membership Number:

Items despatched:



Add Partner

Member Name: Member No:

Address: P/Code:

Telephone: Mob:

Club:

Partner's Name: D.O.B.

FREE.

ASRF Head Office: P O Box 2569, BURLEIGH BC QLD 4220.

Phone: (07) 5576 2100 Fax: (07) 5576 2344 Email: asrfsec@bigpond.com

OFFICE USE ONLY

Date Received: Notes: