

16 October 2019

PERTH CORONERS COURT

21 OCT 2019

RECEIVED

Ms Dawn Wright  
Manager Listings  
Office of the State Coroner  
Central Law Courts Building  
Level 10, 501 Hay Street  
PERTH WA 6000

Dear Ms Wright

**Inquest into the death of Anita Jade Board – 1532 of 2017**

We refer to your letter dated 15 August 2019 regarding Coroner Linton's recommendations in respect of the above Inquest.

As requested, this letter sets out the action ANDRA has taken, and intends to take, as a result of the Coroner's findings.

ANDRA supports the full implementation of the Coroner's recommendations and has taken steps to action changes that will have effect across all ANDRA sanctioned facilities across Australia. National policy and procedural changes will be effected in accordance with the timelines discussed below. We note that the timelines with respect to VenuesWest, the Perth Motorplex and the WA drag racing community, have been accelerated.

**Recommendation 1**

In accordance with Recommendation 1 of the Coroner's findings, ANDRA will dictate that any venue that intends to use an exit gate for Junior Drag racing (where that gate is left open while competitors are on track) will be required as part of their facility licence to have installed some form of barrier at the corners of the exit gates. If no form of barrier is present at the exit gate, then ANDRA will dictate that the gate must remain closed until after the junior drag racers have come to a complete stop at the pre-determined point under the direction of officials.

Recommended from 18th October 2019 – All ANDRA Sanctioned Venues  
Accelerated Implementation from 18th October 2019 – Perth Motorplex  
Mandatory from 1st January 2020 – All ANDRA Sanctioned Venues

All junior competitors will be made aware of the layout of each individual venue (by virtue of the new facility orientation procedures discussed below) and instructed that if they do not wish or are unable to make the turn at the exit gate then continuing down the braking area is also an acceptable solution for exiting the racing surface.

Mandatory from 18th October 2019 – All ANDRA sanctioned venues utilising an exit gate

As part of the detailed rules changes to be communicated to all ANDRA members and facilities, all junior competitors will be required to come to a complete stop prior to being directed to exit the braking area to the return road.

Recommended from 18th October 2019 – All ANDRA Sanctioned Venues  
Accelerated Implementation from 18th October 2019 – Perth Motorplex  
Mandatory from 1st January 2020 – All ANDRA Sanctioned Venues

ANDRA will ensure the new exit requirements and procedures, as well as the barrier installation, is communicated to all facilities, competitors, ANDRA officials and other stakeholders, with updates to written regulations in all cases. ANDRA will enforce compliance with the regulations through its detailed disciplinary procedures.

Implementation – no later than 18th October 2019

### Recommendation 2

ANDRA has been in communication with VenuesWest and the Perth Motorplex regarding this recommendation and endorses the action taken by those entities. ANDRA, as a national sanctioning authority, will communicate to other facilities that the junior drag racing finish line should be marked in other ways in addition to flags. This may take the form of finish line markers of different coloured foam, a distinctly painted marker on the concrete barrier and/or other forms of fixed markers such as those now utilised by the Perth Motorplex.

Recommended from 18th October 2019 – All ANDRA Sanctioned Venues  
Accelerated Implementation from 18th October 2019 – Perth Motorplex  
Mandatory from 1st January 2020 – All ANDRA Sanctioned Venues

### Recommendation 3

ANDRA has developed a new licencing process for junior competitors. All new applicants for a Junior Competition Licence (**JCL**) are required to display competency in the following areas prior to paired competition.

- **Track Orientation:** An ANDRA Official orientates the applicant with the track fixtures and the applicant must demonstrate an understanding of this.
- **Cockpit Orientation:** The applicant demonstrates to the ANDRA Official familiarity with all of the vehicle controls. A cockpit familiarisation test (blindfold test) is also required of the vehicle controls and for vehicle extrication.
- **Vehicle Control Testing:** Various tests that demonstrate the prospective licence holders' ability to control the vehicle.

Once the track orientation and cockpit orientation is completed to the satisfaction of the ANDRA Officials, the applicant will complete nine (9) test passes. All test passes will be solo runs; no side-by-side runs permitted on licence testing passes. Nine (9) passes will need to be approved and signed by an ANDRA Official.

The new junior licencing process has been developed with the assistance of multiple stakeholders throughout Australia including, but not limited to, the West Coast Junior Dragster Association, Facility operators, ANDRA volunteers and staff.

The new licencing process will be facilitated by ANDRA officials and will require all parts of the licencing program to be completed prior to any prospective junior racer taking part in competition.

Please note that no person is able to commence the licencing process until they are at least 8 years of age. ANDRA will require a copy of the applicant's birth certificate with their licence application.

**NEW ANDRA Junior Licence Holders**

- to complete licencing process outlined above from 18th October 2019

**CURRENT ANDRA Junior Licence Holders**

- in Western Australia to be migrated to new Licencing process by 18th October 2019  
- in all other states in Australia to be migrated to new Licencing process by 1st January 2020

**Track Orientation**

- in Western Australia to commence by 18th October 2019  
- in all other states in Australia to commence by 1st January 2020.

**Recommendation 4**

ANDRA has implemented the following change to its regulations as at 1 July 2019:

**Frontal Head Restraints:** Effective 1st July 2019 any driver of a Junior Dragster (or Junior Funny Car) is recommended to use a Frontal Head Restraint system meeting either SFI 38.1 or FIA 8858-2002 or FIA 8858- 2010. Effective 1st January 2020 any driver of a Junior Dragster (or Junior Funny Car) is required use a Frontal Head Restraint system meeting either SFI 38.1 or FIA 8858-2002 or FIA 8858-2010. The Frontal Head Restraint, when connected, must conform to the manufacturer's instructions. A Frontal Head Restraint may be used with or without a neck collar. Where required, the fitment of tether post and eyelets to helmets must only be done in accordance with the manufacturers guidelines and only if the helmet is approved for the purpose. When using a Frontal Head Restraint, at all times that the driver is in the race vehicle, from when the vehicle is in the hands of The Starter until the vehicle is on the return road, the driver must properly utilise the Frontal Head Restraint, including connecting the helmet as required for full functionality of the device.

Recommended from 1st July 2019 – All ANDRA Junior Licence Holder  
Accelerated Implementation from 18th October 2019 – Perth Motorplex  
Mandatory from 1st January 2020 – All ANDRA Junior Licence Holders

ANDRA has endorsed a supplementary regulation request from VenuesWest / the Perth Motorplex on 25th September 2019, to the effect that once the active suspension of junior racing is lifted, Frontal Head Restraints will be mandatory personal protective equipment for junior competitors immediately.

**Recommendation 5**

ANDRA has made amendments to the Extended Scrutineering policy to reflect this recommendation, mandating that a minimum of 25% of all junior competitors are scrutineered at every event held under an ANDRA sanction.

Updated and Notified to all Facilities 11th July 2019

In regards to all junior vehicles completing full scrutineering every two years, ANDRA views this to be in line with our current Technical Inspection procedures for all junior drag racing vehicles. We mandate that all junior vehicles have an ANDRA logbook that is only valid with

a technical inspection that must be completed by an ANDRA authorised technical inspector. Vehicle logbooks are checked for validity at event sign in for every event. If a logbook and therefore a technical inspection is not current (i.e. not within 2 years) the vehicle is unable to be used until a technical inspection is completed.

Completed

### Recommendation 6

ANDRA accepts that exploring the feasibility of a remote cut-off device is aligned with the functions of ANDRA as a drag racing sanctioning body.

ANDRA has communicated on numerous occasions with persons and entities in regards to this as at 17th September 2019. This includes correspondence with Mr Princi in Sydney (the individual referred to at paragraph 262 of Coroner Linton's findings). Mr Princi has advised the device in question was not manufactured by him and that the manufacturer is unable to produce in the quantities ANDRA would require. We have broached the subject of ANDRA purchasing the design and sending to the Federation Internationale de L' Automobile (**FIA**) in Europe for testing. Mr Princi is also researching the feasibility of another person manufacturing the device. The FIA has offered their electronic engineering department to test a design on our behalf if one we believe is suitable is developed. We have also spoken to two other potential manufacturers, one in South Australia and one in Victoria both who have declined the work.

ANDRA has also attempted to contact a US company called Electrimotion, which manufactures the wall mounted safety shutdown system used at the Perth Motorplex. Unfortunately the wall mounted device itself as used at the Perth Motorplex is not suitable or feasible for junior competitors to utilise. Our attempts at communication with Electrimotion have been to determine whether that company is able to design a device suitable and feasible for junior drag racing.

ANDRA will continue to work with VenuesWest and its industry contacts (including those mentioned above) as it explores the feasibility of a remote cut off device.

### Recommendation 7

ANDRA endorses the installation of a CCTV camera at the exit gate by VenuesWest. ANDRA will encourage other venues under its licence to adopt a similar strategy.

Recommended from 18th October 2019 – All ANDRA Sanctioned Venues utilising an exit gate

### Supplementary Recommendations

ANDRA's view is that the findings of Coroner Linton included other matters that had the character of recommendations (although they were not necessarily described as such in the document itself). Please see below ANDRA responses to those other matters:

*Standard Operating Procedures (SOP) for drag racing officials*

ANDRA stewards have a handbook and rulebook that outlines their roles and responsibilities. The documents also provide the procedures and policies that outline their job roles.

ANDRA's view is that it is the role of each individual facility to provide an SOP and job statement to their employees and volunteers. To this end we are reviewing some facilities SOP documents to generate a template for venues that currently don't use the practice. We understand Perth Motorplex have already updated their SOP.

Template to be issued to all ANDRA sanctioned facilities by 1st January 2020

*Age of junior dragster vehicles and promoting potential benefits of newer vehicles*

ANDRA sets minimum build standards for junior dragsters and all vehicles that compete under an ANDRA sanction through its regulations, procedures and policies. From benchmarking our standards against those of the National Hot Rod Association (NHRA), the largest drag racing sanctioning bodies in the world and the FIA we are able to determine that our standards stay in alignment with international best practice for purpose built junior drag racing vehicles.

ANDRA's technical team will continue to review vehicle standards against industry best practice.

*Briefing of emergency services including interactions with fire and emergency crews and ambulance officers*

As part of sanctioning an event, ANDRA requires a minimum level of emergency and medical response crew be available. However, the briefing of these crews forms part of the facilities responsibilities (as the entity contracting the services). That being said, ANDRA will be providing a template to all ANDRA member facilities that can be modified to suit the requirements of the facility.

Template to be issued to all ANDRA sanctioned facilities by 1st January 2020

*Protocols with WA Police and notification of incidents at drag racing events*

ANDRA and Perth Motorplex management held a teleconference with representatives of WA Police on the 20th September 2019. Through Perth Motorplex, WAPOL have been furnished with a copy of the updated ANDRA critical incident procedure document. WAPOL reiterated that they do not view it as their role to attend to all incidents at the Perth Motorplex unless there is a fatality or an incident that is suspected to result in a fatality.

Critical Incident Procedure updated – Distribution to Officials and Facilities by 18th October 2019

*Promotion of a safety culture amongst all who participate in drag racing (which extends to consistency in enforcement of rules)*

As the new regulations and policies are being rolled out ANDRA is making use of multiple stakeholders at the draft stage including staff, volunteers, facility employees/ volunteers, and Junior Dragster Associations and parents. This is in an attempt to realign all stakeholders in junior drag racing to a common goal of ensuring that all participants are engaged in the

improvements we are driving in our sport. ANDRA provides sanctions to twenty one venues across Australia and is closely aligned through the FIA with other drag racing bodies internationally; throughout this process we have involved as many stakeholders as possible in ensuring that all regulation changes and updates have the investment and "buy-in" of as many Australian drag racing participants as possible.

As with all of our updated policies, training, updates to manuals and rulebooks these will be sent to all ANDRA volunteers to assist them in consistently enforcing all regulations, not just those that are being modified as part of the Inquest findings.

### **Conclusion**

ANDRA trusts this information is of assistance to the State Coroner for her reporting obligations. ANDRA is committed to the implementation of Coroner Linton's recommendations and continues to work with its stakeholders (including VenuesWest) and industry contacts to achieve these goals.

If there are any further clarifications required or queries on information supplied please do not hesitate to contact us further.

Yours Sincerely

BRETT STEVENS  
Chief Executive Officer