



DRY LAKES RACERS AUSTRALIA

SPEEDWEEK

OPERATIONAL PLAN



**LAKE GAIRDNER NATIONAL PARK
SOUTH AUSTRALIA**

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1 INTRODUCTION

1.1 Purpose of the Operational Plan.

This Operational Plan describes the requirements to conduct the annual Speed Week held at Lake Gairdner in South Australia by the Dry Lake Racers Australia.

All motoring events have an element of public risk and potential for environmental impact. This Operational Plan has been compiled with due consideration to reduce these risks and to prescribe the tasks required to conduct a safe and enjoyable event for participants and spectators.

1.2 Background.

Dry Lake Racers Australia (DLRA) was founded in 1990 and has been conducting speed trials on Lake Gairdner each year from that time. Due to the low number of entries, early meetings were held over a weekend and then over a long weekend (3 days). As the number of club members and competitors increased the event grew and is now conducted over a period of a week with timed runs starting on Monday and finish on Friday. This format was started in 1995, which coincided with a number of international entries. The DLRA continues to flourish with increased membership and entries.

Lake Gairdner Co-Management Board (LGCB) is now tasked with the management of Lake Gairdner National Park (LGNP). The Board consists of 8 members appointed by the Minister of whom 4 must be Gawler Ranges people appointed on the nomination of Gawler Ranges Aboriginal Corporation (GRAC); and 3 must be officers of the DEWNR and 1 must be a person nominated by the Minister who has qualifications or experience that may, in the opinion of the Minister, be of benefit to the Board. The Department of Environment, Water and Natural Resources (DEWNR) produced a draft management plan was released for public comment in 1997 and the DLRA has provided input into the draft, which resulted in the adoption of a final management plan in 2004.

The management plan for the National Park provides direction to National Parks and Wildlife staff who implement the plan's prescriptions. The National Park was proclaimed in 1991 because the area is "of national significance by reason of the wildlife and the natural features. The park conserves one of South Australia's salt lake systems and includes Lakes Gairdner, Everard and Harris."

The management plan prescribes a zone for use of the southern section of the park, below latitude 32 degrees south, for motor sport. DEWNR has issued an annual permit to DLRA to conduct Speedweek on this area of Lake Gairdner. DLRA pays an annual fee to DEWNR for this permit. An environmental impact bond is also required, which is refundable in full or part following an assessment of the area. DLRA must indemnify the Government by providing Public Liability insurance for at least \$10 million.

This document was first published in 2005 from a joint development between the DEWNR and the DLRA to document the operational activities and responsibilities of the DLRA Speed Week. This is the second version of this document dated 2014.

2 OBJECTIVE.

Ensure that DLRA conducts Speedweek in a professional manner with a focus on the safety of participants and spectators and with regard to the environmental, aesthetic and biodiversity values of Lake Gairdner National Park.

3 MANAGEMENT PRESCRIPTIONS.

3.1 Course Layout/Marking

The course will be defined as shown on pages 9, 10 & 11. (This may vary slightly depending on surface conditions).

This includes the competition tracks, the pit area, spectator area and access routes from the lake edge to the defined areas.

All areas and access routes will be clearly defined by suitable temporary signage, bunting or other approved methods to ensure all participants and spectators are aware of the approved locations for vehicles to be driven, parked and where foot traffic is permitted. Designated non-access areas will be clearly defined and signposted.

3.2 Identification of DLRA Officials

Where practicable DLRA event committee members, safety crews, security teams and volunteers whilst acting in an official capacity shall be readily identifiable by wearing clearly labelled vests, badges or hats.

3.3 Identification and Control of Spectators

All spectators and competitors must report to the DLRA control site on accessing the lake for the first time.

Competitors and their support crews will be issued with a wristband identifying them as such.

Spectators will be issued with a wrist band to identify that they have been given instructions in regards to their responsibilities and the restrictions placed on them concerning access to the start line and pits area.

Designated parking areas will be provided for spectator vehicles at the start lines and at the pit entry (No spectator vehicles are to be allowed in the pit area).

A designated viewing area will be provided for spectators at the start lines.

As condition of their entry, all participants and spectators will operate under a code of conduct approved by the Co-Management Board.

3.3 Times of Operation

Access to the competition track for speed events will be restricted to the hours of the day between sunrise and sunset. No speed runs will be conducted outside these times. Only approved members of DLRA will be permitted access to Lake Gairdner after sunset and before sunrise.

3.4 Speed Limits

All vehicles will be restricted to a maximum speed of 60 kph while travelling on Lake Gairdner, except for competition vehicles undertaking approved speed runs on the competition course.

A walking pace speed limit is in place in the pits area.

Speed restriction signs will be displayed on access routes across the lake.

3.5 Unregistered vehicles and motorbikes.

There will be no unauthorised use of unregistered vehicles or motorbikes on Lake Gairdner. The National Park is a public place and regulations require all motorised vehicles to be registered and operators licensed. Only approved competition vehicles, motorbikes and support vehicles are

exempted. These vehicles will be identified by an approved pass that will be visible in the vehicles windscreen.

3.6 Containment of fluids.

All vehicles and equipment must be stored on impervious tarpaulins suitably fixed to the salt surface to prevent contamination from spillage or leaking.

Fuel/oil containers are to be stored in impervious bunds to contain any spills or leakages.

3.7 Emergency Clean Up.

A response team will be on stand-by at all times during competition runs to respond to any spill of contaminants as quickly as possible. The team will have suitable equipment to contain and remove substances such as oils and fuel from the lake surface in the event of serious engine failure or an incident resulting in a spill. All spills will be reported to DEWNR as soon as possible, either to an officer on site if in attendance or to the Regional Office in Port Lincoln.

3.8 Medical Emergency Response.

A suitable medical response team will be on stand-by at all times during competition runs. The team will have the capacity and equipment, including communications, to respond to any reasonably foreseen incident.

An emergency response and evacuation plan will be endorsed by DEWNR and a copy is attached as Appendix 1.

3.9 Rubbish Removal.

Provision will be made for the collection, storage, removal and disposal of all waste material. All materials will be disposed in a manner that meets requirements of Environment Protection Authority (EPA) legislation. All Speed Week participants are encouraged to take home whatever they bring in.

3.10 Vehicle Cleaning.

To avoid contamination of the lake surface with soil and other materials, all vehicles will be cleaned of soil and dust by thoroughly removing soil with either high-pressure air or water cleaning equipment just prior to driving onto the lake.

A similar process will be undertaken on leaving the lake surface to remove salt and avoid depositing salt along the access route to the lake.

3.11 Cross Cultural Awareness Induction

A cross cultural awareness session will be conducted for all members of the Event Committee prior to the commencement of Speed Week.

3.12 Aboriginal Monitors

Three monitors from the traditional owners (1 from each group) will monitor the areas that are used by the DLRA before, during and after the event. They must identify themselves to the Event Director on their arrival and they are invited to attend the Drivers Briefing on the Sunday afternoon prior to Speed Week.

3.13 Protecting Areas of Cultural Significance

Restricted areas identified by Aboriginal monitors that protect the cultural significance of the Lake to the traditional owners will be fenced and signed and monitored by the DLRA in consultation with traditional owners.

Traditional owner monitors or the traditional owner may seek to implement other conditions during the conduct of the event if in their view the conduct is damaging, disturbing or destroying sites or objects of cultural significance on or near Lake Gairdner, the DLRA agrees to implement any other conditions that are required by the traditional monitors.

3.14 Access to the Lake

BY agreement access to the Lake is restricted to day light hours only. A physical security barrier will be erected by the DLRA on the edge of the lake which will stop entry to the lake outside of day light hours. A sign will be provided by the DLRA next to the barrier indicating these conditions. Security teams and Event Committee are exempt from these conditions.

3.15 Protecting the Lake Surface

No road trains or vehicles likely to cause wheel rut damage to the Lake surface will be permitted to drive onto the Lake. See Appendix 3 for Heavy Vehicle Axle Loadings.

3.15 Provision of Information to the Public.

To ensure all spectators and participants are aware of the requirements when attending Speedweek and the need for safety procedures and environmental issues, DLRA will provide information through signage at the main entrance location to the lake and through other printed and electronic means, including the newsletter and web-site.

3.16 Environmental Monitoring.

DLRA will cooperate with DEWNR in any environmental monitoring program which may be established under the Lake Gairdner National Park Management Plan to assess the long term impacts, if any, of Speedweek activities.

3.17 Annual Review.

DLRA and DEWNR will jointly review the operation of Speedweek after each year's event. A report and recommendations will be provided which addresses the key provisions of this operational plan. Any improvements to the way the event is organised and run will be considered and this plan updated when necessary.

The report will form the basis for determining the suitability of returning all or part of the environmental impact bond.

Operational Committee.

To ensure the efficient running of Speedweek, the following officers will be appointed for each day during the event and will form the **Operational Committee**:

Race Director – has overall responsibility for the operation of the event, liaises with the other members of the committee and the DEWNR representative on site.

Chief Stewards – reports to the Race Director and is responsible for scrutineering of vehicles and ensuring the rules and regulations contained in the DLRA Rulebook for participating in Speedweek are enforced.

Timing Officer – reports to the Race Director and manages the equipment and personnel recording times and speed of runs.

Start Area Officers – responsible for managing the order of vehicles entering the competition track in liaison with the Timing Officer.

Pit Area Officer – responsible for the management of the pit area and ensuring safe passage of vehicles and people into and out of the area. Also ensures that the lake surface is protected from leaks or spills from vehicles or equipment held in the pit area.

Spectator Management Officer – reports to the Race Director regarding the safe management of spectators and their vehicles. Ensures that all spectators are advised of the requirements when on the lake surface and where/how they may access areas.

Emergency Clean Up Response Officer – reports to the Race Director to coordinate the team responsible for any spill of fluids onto the lake surface.

Medical Emergency Response Officer – reports to the Race Director to coordinate the team implementing the Emergency Response and Evacuation Plan.

APPENDIX 1 Emergency Response and Evacuation Plan

Statement of Purpose

“To ensure that appropriate medical and/or para-medical personnel, with the necessary equipment, can reach the scene of any incident without delay so that any casualties receive optimal care and, if needed, can be evacuated to the most effective location for additional medical services.”

Fire and rescue

A fire and rescue team consisting of 6 members certified and trained in fire fighting and vehicle crash rescue will be on site during all competition runs.

Fire & Rescue will have the following equipment for their use in the case of an emergency.

- Fire extinguishers,
- Hydraulic equipment,
- Jaws of Life etc,
- Satellite Phone,
- two way radios.

First Aid/Medical Assistance

A trained first aid person will be available at all times to administer first aid as required. A Fully equipped First Aid Kit and stretcher will be available.

A vehicle capable of transporting a patient to an airstrip if required will be available at all times.

Communication

Initial response to an incident will be initiated by 2-way radio from either DLRA Officials or Rescue Crew to First Aid personal.

First Aid person to determine if assistance is required and/or evacuation to hospital by the Flying Doctor Service (FDS) is required.

FDS to be contacted by satellite phone on **08 82378111**

Note: need to supply the following information

- Sat Phone number?
- Who is calling?
- Where we are, need coordinates?
- What the situation is?
- Do not hang up until told to do so!

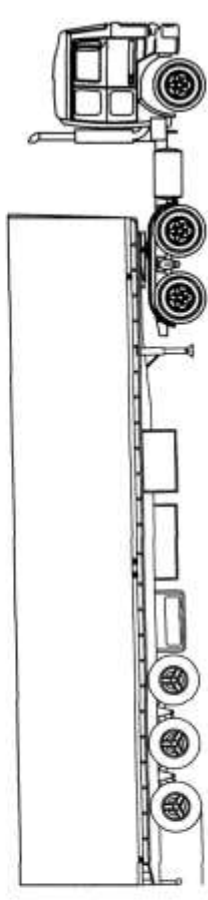
APPENDIX 2 Companion Documents

The following documents are produced by the DLRA to provide procedural detail of the main official activities required to conduct the annual DLRA Speed Week.

These documents are revised annually and are considered to be working documents.

- DLRA Long Course Operations Manual
- DLRA Short Course Operations Manual
- DLRA Course Stewards Responsibilities and Procedures
- DLRA Rookie Orientation Booklet
- DLRA Media Guidelines
- DLRA Rulebook

APPENDIX 3 Heavy Vehicle Axle Loadings



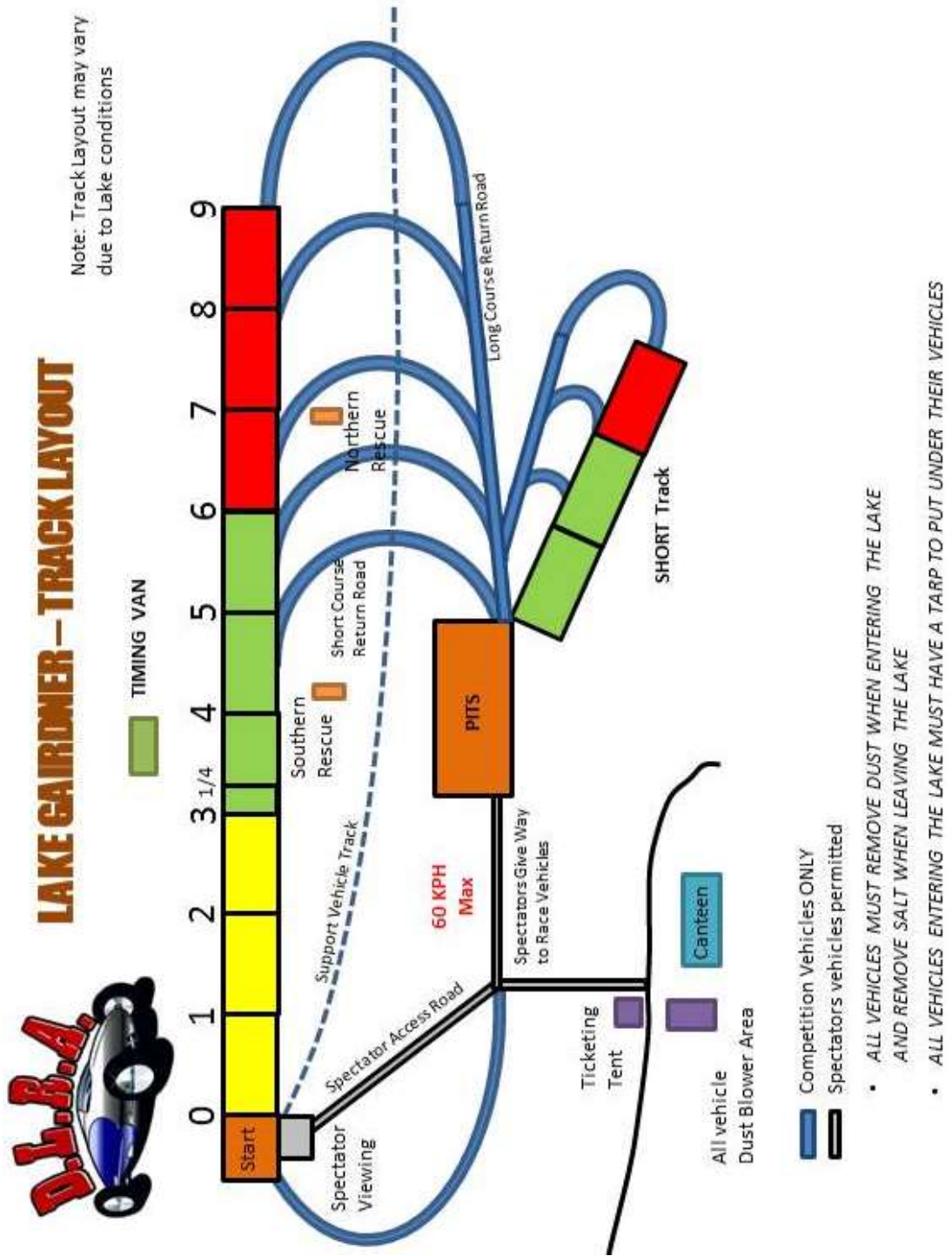
Tare Weights 12 tonne on trailer Prime Mover 9 tonne
 Payload Weight 6 tonne total gross 27 tonne
 Axle Weights 4.4 4.4 4.4 in tonne 4.4 4.4 5
 Tyres per Axle 4 4 4 4 4 2
 Weight per tyre 1.1tonne per tyre on trailer 1.1tonne on drive and 2.5tonne on the steer

No.	Dwg. No.	REFERENCE DRAWING	DATE	No.	REVISION	REVISED BY	DATE

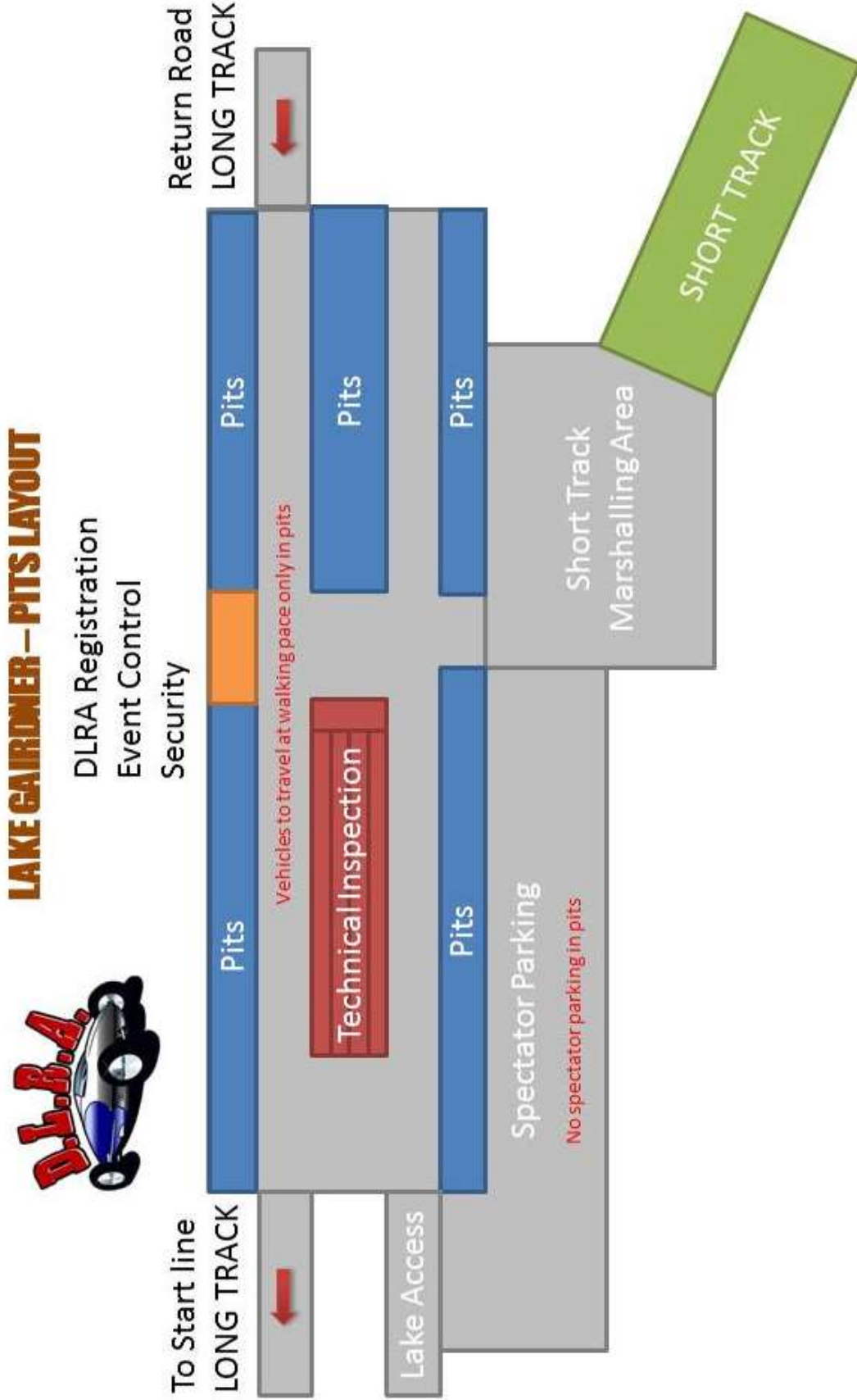
Standard Semi Axle Weights
 12 Tonne Prime Mover 9 Tonne
 12 Tonne Trailer 27 Tonne Gross
 4.4 Tonne Axle Weights
 4 Tyres per Axle
 1.1 Tonne per Tyre on Trailer
 1.1 Tonne on Drive and 2.5 Tonne on Steer

A. J. Smith Semi Drawing 1 OF 1

TRACK LAYOUT



PITS LAYOUT



STARTLINE LAYOUT

