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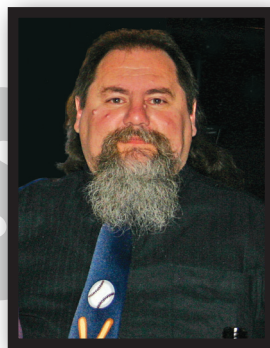
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with Geoff Crisp



**T**here has been a lot of conjecture over the just completed Australian Sprintcar Championship which was won by Brooke Tatnell in a superbly planned drive over a tough 40 laps at Adelaide's Speedway City.

Most of the conjecture was over the ancillary stuff like live Audio and a dud track but to be fair to everyone concerned how do you prepare a track that has endured almost 40 degree heat and howling winds then a full on rainout forcing the event to go into a third day to decide who would win.

As far as the Audio goes it was crap, but to suggest that the Promoters or

*"I know there will be the purists out there thinking I have lost my mind but if we are going to have a true National Champion then maybe the championship should also be national"*

Commentator Wade Aunger did not care is a complete fabrication. Those people worked their butts off to make it happen and at least we had something, remember guys it was free.

I don't know about you but if nothing else comes out of the Adelaide event it is that the Australian Title (and not just the Sprintcars) should be run over at least three rounds and probably four or five rounds during the Speedway season.

I know there will be the purists out there thinking I have lost my mind but if we are going to have a true National Champion then maybe the championship should also be national. The current plan just does not offer any opportunity for a racer to show how good he is, not just on one night.

Now none of this is taking anything away from Brooke Tatnell but it would certainly be a much fairer contest if,

in the case of the Adelaide event all the competitors could have actually stayed for the rain-out day. By my estimations at least 12 racers opted out or running Sunday night including Max Dumesny, Ian Loudoun and Adrian Marr so that did take some sting out of it. Some of the 12 racers had WSS commitments in Kalgoorlie on the following Wednesday so that meant they had to make a choice, and those sorts of choices should never be made by the racer, especially when a national title is at stake.

The idea that "It's my turn to run the event" has to be made redundant, really to be a National champ you should compete at more than one event, and there would be more sponsor opportunities too if the

National title was held (for example) in three States over four months.

That could also lead to mini "Speedweeks" where a track could run three events over four days with the culmination being a round of the Australian Title, whether it be Sprintcars, Midgets, Sedans or whatever the challenge will be for a far-sighted Promoter to construct an event (or group of events) that can do many things including the positive promotion of the Title and just as importantly making sure there was a profit made by the track because if the tracks don't make a profit then we will have no tracks, and no-one wants that.