

TABLELAND COMPETITION CAR CLUB INC. RACING REGULATIONS AND CLUB INFORMATION APRIL 2014

1. GENERAL INFORMATION

1.1 INTRODUCTION

The Tableland Competition Car Club Inc. (TCCC) Management Committee shall be the sole authority for the interpretation of specifications as contained in this document. The decisions of the Management Committee shall be binding on all officials, owners and drivers in that area.

1.2 MANAGEMENT COMMITTEE

President, Vice-President, Secretary, Treasurer, Chief Scrutineer, Assistant Scrutineer, Club Member.

Memberships of all committees and sub-committees may, from time to time, also include other individuals as determined by committee or club membership.

1.3 ANNUAL MEMBERSHIP

Membership is due in October of each year.

It is a condition of the TCCC that each driver is a current member of the TCCC.

Current TCCC Inc. fees are:

Driving Membership \$30.00 per person per racing season

Associate Membership \$10.00 per person per racing season

All fees are subject to change at any time!

Each driver must be a financial member (by their second meeting). If membership is not paid within 2 meetings of the start of the season or on a new drivers arrival, offenders will be asked not to race until they have paid their membership.

1.4 ENTRY FEES

\$10.00 Adult

\$5.00 Aged Pensioners

Children Under 16 years Free

1.5 WORKING BEES

All driving members are required to attend at least every second working bee, or take on a job on race day, if possible.

1.6 TRACK HIRE

A member of the Management Committee must permit any use of the track, other than race day.

1.7 DRIVER GRADING

Once a driver has been allocated to a grade, he/she must only race in that grade for points and trophies. Grading of drivers will be reviewed at the end of each racing year. (November General Meeting). If a driver voluntarily moves to a higher grade during the race season (JANUARY to OCTOBER) he/she automatically forfeits the points earned from the original grade and starts afresh in the higher grade. Should a driver wish to advance a grade during the year, he/she should consult with the management committee.

2. PRE-RACE INFORMATION

2.1 NOMINATIONS

All drivers and passengers must pay \$10.00 nomination on race day.
All drivers and passengers must complete the indemnity form in the pits before racing.

2.2 DRIVER AND PASSENGER AGE

Each driver shall be judged on their own merit, and at the discretion of the **executive, no children will compete in a Butcher's Picnic, until they are deemed** competent enough to do so.

All new drivers are required to start from "Rear of Field" for three race meetings, or at the Pit Marshall's discretion.

The minimum age for a passenger shall be 15 years of age and can only accompany drivers in B or A Grade. No passengers allowed in C Grade at all. Seat belts must be adjusted to suit the body of the passenger.

2.3 SCRUTINEERING

Before a race car can be officially recognized, the vehicle must be presented for a daylight inspection, carried out by the Club Scrutineers. The Club Chief Scrutineer can revoke this endorsement at any time, if the vehicle is found to be defective and may be withdrawn until repair or adjustment has been made and approved. The driver and/or the owner must be present at the time of inspection. Structural or other specification changes made during the season must be officially notified and car re-inspected before competing.

2.4 PROTECTIVE CLOTHING

All racewear and equipment will be inspected at each race meeting. Both the driver and the passenger must wear protective clothing. Clothing is to be fully fastened at all times whilst in the car. Flammable and/or synthetic materials against the skin are not permitted. Driving suits should be an ASCF Inc. approved fire retardant driving suit, however other fire retardant driving suits cuffed at the wrist and at the ankles will be accepted as a minimum standard. Clothing must be in a clean and tidy condition and free of holes. Repairs must be of a professional standard.

2.4.1 HELMETS

Driver and/or passenger must wear an approved and correctly fitting full-faced helmet that meets or exceeds the current Australian Standard AS 1698. Helmets are to be presented for inspection and approval. If the helmet is misused, neglected or damaged, it may be rejected and impounded by the Club Chief Scrutineer any time, and if considered unsafe, approval stickers shall be removed before its return. The helmet 'chin-cup' is not permitted.

2.4.2 VISORS

Spectacles, visor or sunglasses, when worn, must have lenses of non-splinterable materials.

2.4.3 NECK BRACE

A neck brace is compulsory. The neck brace is to be of high-density foam covered with Nomex, wool or similar fire-retardant material. No surgical neck braces allowed.

3. RACING INFORMATION

3.1 POINTS SYSTEM

RACING POINTS SYSTEM

Heats – 7 Points for a race win, 5, 4, 3, 2, and 1 for consecutive placings.

Butchers Picnic Races – 7 Points for winner of each grade, 5, 4, 3, 2 and 1 point for other competitors who complete the race.

3.2 PIT RULES AND REGULATIONS

3.2.1 No consumption of alcohol (or other illicit drugs) by drivers and pit crew, during racing or in the pits.

3.2.2 A maximum of two (2) people per driver, allowed in the pits as pit crew

3.2.3 No children, No push bikes, No unrestrained dogs, No glass & No alcohol allowed in the pit area.

3.2.4 Any car travelling on the infield or pits is limited to 5kph.

3.2.5 Any unnecessary wheel spinning or broad sliding in the infield or pit area will be penalized.

3.2.6 Covered footwear must be worn.

4. RACE PROCEDURES (Adopted from NASR Rules – section 4)

(For Rule Variations for TCCC refer to Annexure A)

4.1 FLAG, LIGHT AND BOARD SIGNALS

4.1.1 All flags shall be a minimum of 600mm x 600mm. Stripes on flags shall be 80mm wide and spots shall be 300mm in diameter.

4.1.2 All Race Meetings conducted at night must have serviceable green, yellow and red lights. These lights shall be used in addition to green, yellow and red flags.

4.1.3 The following light and flag signals will be used for all Racing Divisions:

CROSSED YELLOW and GREEN FLAGS	Field to form up for a start or a complete restart
GREEN LIGHT and FLAG	Start, or restart of Event, or Event is in progress
YELLOW LIGHT and FLAG	Caution - hold position at reduced safe speed
RED LIGHT and FLAG	Stop immediately and do not go past accident scene or cut across Infield - while exercising due caution
BLACK FLAG with WHITE DIAGONAL STRIPE	Warning - due to rule infringement. Driver is subject to enquiry from Chief Steward and may be penalised for infringement(s)
BLACK FLAG	Disqualification - Driver to withdraw from Event using caution whilst doing so
BLACK FLAG with WHITE SPOT	Mechanical defect - Driver to withdraw to Infield where fault may be rectified
YELLOW FLAG with BLACK DIAGONAL STRIPE	Noise flag - Driver may continue to race, but if noise level remains high, black flag will result

YELLOW FLAG with RED DIAGONAL STRIPE	Fire Flag – Drivers to withdraw from the race immediately in the safest practical
BLUE FLAG with YELLOW SPOT	Lapping flag – Race Car is soon to be lapped. Lapped Race Car to hold line and not impede lapping traffic
WHITE FLAG (or light)	One lap to go
BLACK AND WHITE CHEQUERED FLAG	Finish of Event - reduce speed gradually

4.1.4 Where any confusion is possible as for which Race Car a flag signal is intended, the flag should be shown in conjunction with a board showing the Race Car number and where possible through the use of one-way communications.

4.1.5 In conjunction with flag signals, the following signboard signals may be shown:

- REAR OF FIELD or ROF - together with a Race Car number to avoid confusion.
- COMPLETE RESTART - for a restart in accordance with rule 4.12.
- SINGLE FILE RESTART - for a restart in accordance with rule 4.13.

4.2 DIRECTION OF RACING

The direction of racing is anticlockwise for the majority of Racing Divisions, however where applicable, the direction of racing will be determined by the supplementary regulations for the relevant Racing Division.

4.3 DUMMY GRID LINE UP

4.3.1 Race Cars should take up their correct position on the dummy grid ready to race before entering the Race Track. The Pit Marshall will close up any spaces left by any scratching by moving Race Cars forward in their rows.

4.3.2 Any Driver whose Race Car is not positioned on the dummy grid and has notified the Pit Marshall, will be given two minutes to have their Race Car ready at the gate to go on to the Race Track. The two minute time commences when all the Race Cars in the Race are on the Race Track and moving.

4.3.3 No work or adjustment can be carried out on a Race Car while it is on the dummy grid. Any Race Car requiring any work or adjustment must be taken from the dummy grid and returned to the Pits. The driver may be disqualified from that event if not adhered to.

4.3.4 Once the Race Cars are on the Race Track, prior to the start of a Race and there is a withdrawal then the Race Cars move straight forward to fill the gap.

4.4 PUSH STARTS

4.4.1 Each Race Car is allowed one push start without penalty before the initial Race start and a push restart following any red light/flag stoppage where the incident did not involve that Race Car, and the car stopped

due to the red light, or the Race Car was an innocent party in the stoppage.

- 4.4.2** For all Race Cars, when a Race Car is receiving a push start, if that Race Car does not start within one lap then the Race Car must be shown the mechanical defect flag and directed onto the Infield.

4.5 RACE STARTS

- 4.5.1** Drivers are responsible for knowing their grid positions and maintaining these positions until the green light/flag. Any Race Car that delays the start of a Race by more than two minutes will go rear of field. Any Race Car still not ready by the time the green is shown will be excluded from the Race.
- 4.5.2** If a Race is to be gridded up using a pace car, once the pace car is established on the Race Track, no Race Car may pass the pace car (either on the Race Track or by running across the Infield) for the purpose of chasing and joining the field. Offending Drivers will be subject to a \$100.00 fine. The correct method is to slow down and allow the field to catch up, and then merge into position.
- 4.5.3** When the field is formed up and a start is imminent, the yellow lights and flags will be switched off and withdrawn, during the first half of the final roll-up lap.
- 4.5.4** The Starting Line may be represented by a white line placed across the circuit at a location to be determined by the Chief Steward between turn 4 and the Finish Line. At a point determined by the Chief Steward (approximately mid-track), a white T line can be positioned which will intersect the Starting Line, running parallel to the circuit fence. These lines will be identified to the Drivers prior to the start of each Race.
- 4.5.5** The Race Car starting from position one will be the pole Race Car.
- 4.5.6** The Race Car starting on pole must pass beneath the T line and the Race Car starting on the outside of the front row must pass outside of the T line. Any Driver starting in the first row who crosses this T line will be shown the warning flag for the first offence and will go rear of field for the second offence.
- 4.5.7** The pole Race Car determines the speed of the start, but must bring the field to the acceleration zone at a constant moderate pace. The acceleration zone is defined as the zone between the exit of turn four (which may be marked by a white line) and the Finish Line. As the pole Race Car reaches the acceleration zone, or somewhere within this zone, the green light/flag will be shown.
- 4.5.8** A start will not be aborted, but if the Chief Steward declares a 'no start', the yellow light/flag signal will be given after about half a lap, and the field will be required to carefully slow down and grid up again.
- 4.5.9** Where time trials are used to determine starting positions in heat Races any Race Car that is unable to do a lap in time trials will automatically start rear of field in the heat Races for that Race Meeting.

4.5.10 Any Driver not taking their time trial in the correct time trial order has the option of completing one lap at the end of the time trial, with 11th the best possible qualifying position.

4.6 STARTING OPTION

4.6.1 In Race formats where the highest point scorer starts the feature Race on pole, the highest point scoring Driver will be given the option of starting in either the inside or outside position of the front row.

4.6.2 The option given to a Driver under rule 4.6.1 must be exercised prior to the Race Cars forming up on the dummy grid. There will be no change to any other starting positions.

4.7 BREAKING FORMATION OR JUMPING THE START

4.7.1 All Drivers must hold their correct positions and not accelerate until the green light/flag is shown. Any Race Car, including the pole Race Car, that breaks formation or jumps the start will be shown the warning flag or advised per their race receiver for the first offence and will go rear of field for the second offence. A car that baulks or slows down will also be considered to have broken the start.

4.7.2 If a Race Car breaks formation or jumps the start from within the field, but the Chief Steward wishes the Race to continue, the warning flag will be shown to the offending Driver and the Driver may be penalised. If the jumped start enabled Race Cars to be passed unfairly, the Driver will be put back two positions for each Race Car so passed. This penalty will be applied at the next stoppage, or if no stoppage, will be applied in the results.

4.8 RECKLESS OR DANGEROUS DRIVING

4.8.1 Except for specific Racing Divisions (fender benders, etc.), speedway racing is a non-contact sport. No Driver shall ever allow his or her Race Car to make deliberate, reckless or negligent contact with any other Race Car or driven dangerously either in roll-up laps, during the Event, after the Event or in the Pits.

4.8.2 Unless directed by an Official, any Driver who drives his or her Race Car at speed on the Infield will be considered to be driving dangerously.

4.8.3 Any Driver driving contrary to rules 4.8.1 and 4.8.2 will be excluded from the Race. For serious offences the Driver could also be subject to an Infringement Notice. As it is not possible to be certain whether contact between Race Cars has been deliberate, and so that it cannot be argued in a **Driver's** defence at a dispute hearing or a subsequent appeal, an Infringement Notice relating to reckless or negligent driving will not use the word '**deliberate**'.

4.9 PASSING

4.9.1 Any Driver who intends to overtake (pass) another Race Car, must first be reasonably sure that the passing move is possible without making contact with the other Race Car and then must execute the move as cleanly as possible.

- 4.9.2** Any Driver who becomes aware that another Race Car is making a passing move must not change line so as to inconvenience the passing Race Car, nor deprive that Race Car of adequate space on the Race Track. However, unless the Race Car being passed is a lapped car, there is no obligation for this Race Car to facilitate the passing move, the only obligation being not to change line in such a way that is intended to impede or to make the passing move more difficult.
- 4.9.3** If the Chief Steward believes that any passing move has been made contrary to rules 4.9.1 or 4.9.2, the offending Driver will be subject to a warning flag. This applies to both a Driver trying to pass and a Driver trying to impede the pass. Any Driver who makes gains by careless passing will be penalised two positions for each Race Car passed. This penalty will be applied at the next Race stoppage, or if no stoppage, will be applied in the results of the Race.
- 4.9.4** No Driver shall put any wheel on the Infield (below the Pole Line) when racing and in particular when attempting a passing move. Any Driver who uses the Infield to pass another Race Car will be put back two positions for each Race Car passed. This penalty will be applied at the next Race stoppage, or if no stoppage, will be applied in the results of the Race.
- 4.9.5** If a Driver persistently breaches rule 4.9.1, 4.9.2 or 4.9.4, a rear of field penalty will be applied at the next Race stoppage, or if no stoppage, applied in the results of the Race. At the **Chief Steward's** discretion an offending Driver may be disqualified.
- 4.9.6** A summary of offences which will give rise to a loss of positions are listed in Annexure C of the Penalties Guideline, Part 4.

4.10 RACE TRACK RE-ENTRY

- 4.10.1** Any Driver who loses control to the Infield or who otherwise leaves the Race Track for any reason and wishes to re-join the Race may do so only with the utmost care and consideration for the safety of other Drivers. To avoid conflict, Race Cars must re-enter the Race Track at the most acute angle possible and re-entry on corners should be avoided.
- 4.10.2** If the Chief Steward believes that any Race Track re-entry has been careless or reckless, the Driver will be subject to a warning flag, a rear of field penalty or Disqualification and/or a fine, depending on the severity of the offence.

4.11 RACE INCIDENTS AND STOPPAGES

- 4.11.1** Following a crash or incident for which the Chief Steward orders yellow caution lights and flags, all Race Cars not directly involved in the incident must slow down to a safe speed and hold their position.
- 4.11.2** Any Race Car that passes Race Car(s) while rolling around the race Track under yellow lights may be subjected to being put back two positions for each Race Car passed.
- 4.11.3** Following a more serious crash of a Race Car rolling over or if an

ambulance appears necessary the Chief Steward will order red lights and flags to stop the Race.

- 4.11.4** Once the red light/flag has been instigated, all Drivers will bring their Race Cars to an immediate safe stop. They are not to pass the accident scene or drive across the Infield past the accident. Any Driver failing to stop may incur a minimum fine of \$100 and/or be sent to the rear of the field for the restart and may be disqualified from that Event and or Race Meeting.
- 4.11.5** Any Race Car stopping due to a red light, but not involved in the incident and not judged to be a contributing cause will be reinstated in the restarting order, regardless of whether a push start is required (although such a push start is subject to rule 4.4).
- 4.11.6** Any Race Car judged by the Chief Steward to be the absolute and sole cause of any stoppage will go to the very rear of field in the restart, regardless of whether the Race Car stopped and regardless of whether other Race Cars required a push start.
- 4.11.7** If the Chief Steward is unable to determine the primary cause of an incident, or judges more than one Driver to be at fault, two or more Race Cars may be sent rear of field, with the Race Car suspected of being most at fault placed at the very rear. This is to be applied regardless of whether any particular Race Car stopped or required a push start.
- 4.11.8** Any Driver considered by the Chief Steward to have been the primary cause of two stoppages in the same Race may be disqualified from that Race.
- 4.11.9** Any work on Race Cars during a yellow or red light stoppage may be carried out pursuant to rule 4.26 of these rules.
- 4.11.10** Any Race Car/Kart involved in an incident, but judged by the Chief Steward to be completely blameless, unless a Sprintcar, Wingless Sprint or a Speedcar requiring a push start, will be reinstated in the starting order.
- 4.11.11** Any Driver who fails to obey any signal or direction given by the Chief Steward or an Official appointed by the Chief Steward may be subject to a fine up to \$1,000 and/or suspension up to 12 months and/or Disqualification.

4.12 COMPLETE RESTARTS

- 4.12.1** If a first lap stoppage has no obvious cause, except for too many cars/karts on the same area of Race Track, the Chief Steward may order a complete restart with no rear of field penalties applicable, except for Sprintcars, Wingless Sprints and Speedcars where push starts are required.
- 4.12.2** Once the race has started no Driver may switch cars.
- 4.12.3** If a stoppage occurs before the last running car has completed one full lap, a complete two wide restart (or three wide if applicable for a particular division) will be ordered with grid positions as for the initial

start, but modified by exclusions and Race Cars sent rear of field. If there are any Race Cars not taking their original starting position then the Race Cars move straight forward to fill the gap.

4.12.4 Any Race Car being penalised with a rear of field penalty will restart at the rear of the longest row.

4.13 SINGLE FILE RESTARTS

4.13.1 If a stoppage occurs after the last running Race Car has completed at least one full lap, a single file restart will be ordered, with the starting order as for the previously recorded complete lap, but modified by exclusions and Race Cars sent rear of field.

4.13.2 For single file restarts a cone marker will be located at the Finish Line. The cone should be placed approximately mid track ensuring that there is sufficient room between the cone and the fence for Drivers to safely pass the cone while accelerating.

4.13.3 Any Driver refusing to accept the restart position directed by the Officials will be shown a warning flag for the first refusal, will be sent rear of field for the second refusal and will be disqualified for the third refusal in any one Race.

4.13.4 Laps under the caution flag will not be counted on lap score sheets.

4.13.5 When the single file is correctly formed up and a start is imminent, the yellow lights will be switched off and flags withdrawn. The lead Race Car determines the speed of the start, but must bring the field to the cone marker at a constant moderate pace. As the leader reaches the cone marker, the green light/flag will be shown.

4.13.6 As the leader Race Car approaches the cone, no passing move may be commenced until the cone is passed. Any Race Car that jumps the start, drives in part or wholly beside another vehicle, hits the cone or passes it on the inside or passes another Race Car before the cone will be sent rear of field at the next stoppage, or if no stoppage, applied in the results of the Race.

4.13.7 A Race Car that has not completed a recorded lap of the Race after any restart shall not re-join the Race at a later stage, including if the Driver was shown a mechanical defect flag.

4.13.8 If a Race is stopped with one lap remaining the restart will be run over two laps (i.e. green, white, chequered).

4.13.9 If at a restart, a Race Car has either of the outside tyres flat, the relevant Driver will be shown the mechanical defect flag (see 4.25)

4.14 WARNING FLAG

4.14.1 Any Driver who is judged by the Chief Steward during a Race to be driving in an overly aggressive manner, to have made careless contact with any other Race Car, to have changed line to impede a passing move or any other act of driving contrary to these rules, will be warned by one-way radio and/or warning flags.

4.14.2 If confusion is possible, the Race Car number will be shown with the flag.

4.14.3 Having received a warning flag, if a Driver continues to drive in a careless or contrary manner and receives a second warning via a warning flag or through their race receiver, the Driver will be either sent rear of field, or at the Chief **Steward's discretion** may be given the black flag. The rear of field penalty will be applied at the next stoppage, or if no stoppage, applied in the results of the Race.

4.15 REAR OF FIELD

4.15.1 Any Driver who is shown the rear of field board (or instruction via receiver) during a Race stoppage must follow that instruction and go to the rear of the line up in the restart. If any confusion is possible, the Race Car number will be shown with the rear of field board.

4.15.2 When a Race Car on the lead lap goes to the rear of the field, it goes to the rear of the line-up which includes lapped Race Cars but will remain on the lead lap.

4.15.3 If more than one Race Car is sent rear of field, cars which either caused an incident or breached a racing rule, will be placed at the very rear. If more than one car is sent rear for these reasons, the cars will either be placed in their previous race order (at the very rear) or in an order determined by the Chief Steward.

4.15.4 Race Cars sent rear of field due to needing a push start only, will start at the rear, but in front of the other Race Cars which were deemed to have caused an incident or to have breached a racing rule.

4.15.5 Any Driver who refuses to go rear of field when ordered will be disqualified and shown the black flag (see 4.17).

4.16 REAR OF FIELD OFFENCES

A summary of offences for which a Driver may be sent to the rear of field are listed in Annexure C - Penalties Guideline, Part 2.

4.17 BLACK FLAG

4.17.1 Any Driver who is shown the black disqualification flag, either during the Race or at a Race stoppage must immediately and safely withdraw from the Race. If any confusion arises, the Race Car number will be shown with the flag.

4.17.2 Any Driver who fails to comply with a black flag disqualification order or refuses to leave the Race Track when ordered will be served with an Infringement Notice. The minimum penalty for failure to comply with a black flag is a \$300 fine and/or a one month Suspension.

4.17.3 Any Driver who continues to ignore the black flag will be fined an additional \$100 per lap and/or the Driver and Race Car will be disqualified from the Race Meeting. The maximum penalty for failure to comply is a \$2,000 fine and/or suspension of 2 years.

4.17.4 Any Driver who elects to dispute an Infringement Notice served due to their refusal to accept the black flag can only dispute the refusal to accept the black flag. The Driver will be unable to dispute the incident that originally led to the black flag or use any aspects of that incident as a defence in the dispute hearing.

4.18 BLACK FLAG (DISQUALIFICATION) OFFENCES

A summary of offences for which a Driver may be shown a black flag, are listed in Annexure C - Penalties Guideline, Part 1.

4.19 DROPPING OF DEBRIS

- 4.19.1** Any Race Car that drops any body part, suspension component or other debris on the Race Track which leads to a Race stoppage must go rear of field at the restart, unless it is judged by the Chief Steward not to be that Race Cars fault, in which case that Race Car may be restarted in its previous racing position.
- 4.19.2** Any Race Car that stops after running over another Race **Car's debris** will not be penalised.
- 4.19.3** If any part of the engine cover of a Race Car is lost or damaged and, in the Chief Steward's opinion, compromises the **Driver's** safety, the Race Car will be shown the Mechanical Defect flag.

4.20 LAPPED CARS

- 4.20.1** When a Race Car receives the lapping flag the Driver of that Race Car must expect to be lapped sometime within the next lap or soon after. The lapped Race Car must hold line (high line or low line) and must not race or impede the lapping Race Car or Race Cars. The lapping flag will continue to be shown to a Driver on each lap that being lapped by any other Race Car is likely.
- 4.20.2** If the Chief Steward believes that a lapped Race Car is ignoring the lapping flag by impeding lapping traffic or otherwise not complying with rule 4.20.1, the lapped Driver may be shown the black flag.
- 4.20.3** Any damaged or disabled Race Car rolling around at a slow speed is to be shown the mechanical defect flag and the Race Car must go immediately to the Infield.
- 4.20.4** In all restarts, lapped Race Cars will retain their positions in the line up as per the previously recorded lap or as directed by the Chief Steward.

4.21 STOPPING ON TRACK TO FORCE A STOPPAGE

Any Driver who, in the opinion of the Chief Steward, has purposely spun or stopped on the Race Track to force a Race stoppage will be automatically disqualified. The Chief **Steward's** interpretation of a **Driver's** intent in this regard is final and will not be subject to later discussion or complaint.

4.22 GETTING OUT OF CAR

- 4.22.1** Following a Race stoppage, until damaged Race Cars are removed to the Infield, Drivers are required to remain in their Race Cars unless there is the risk of fire, or other obvious inherent danger or there is a specific request to get out by the Clerk of the Course or Infield Official.
- 4.22.2** Unless directed to do so with the approval of the Chief Steward, any Driver (with the exception of Sprintcar Drivers) who removes or breaks their seat belts or any safety apparel or safety equipment whilst in the

confines of the Race Track shall be excluded from the Race.

4.22.3 Any Driver who gets out of a Race Car to remonstrate or make any defamatory gesture to any Official or other Driver, or who parades in an undignified manner on the Race Track will receive an Infringement Notice and be excluded from the Race Meeting. A minimum fine of \$100 up to maximum fine of \$2,000 and/or up to a maximum 12 month Suspension applies.

4.22.4 After Race Cars have been removed to the Infield, Drivers may not approach any Official or other Driver for the purpose of abuse or protest. A Driver behaving contrary to this rule will receive an Infringement Notice and the penalties specified in rule 4.22.3 will apply.

4.22.5 If a car withdraws from a race and the car remains on the infield, the driver must remain with the car until it is removed, unless they otherwise have permission from the Chief Steward, or require medical attention. The driver may be subject to a minimum \$100 fine and/or disqualified from the race meeting.

4.23 COMPLETION OF A RACE

4.23.1 When a Race Car has passed under the chequered flag, it must stop racing and slow down in a safe manner and complete a slowdown lap at a reasonable speed.

4.23.2 A Race is declared complete when the chequered flag has been displayed and the last Race Car running has passed under that flag. Race results will be determined from the transponder records or lap scorer charts, based upon the order in which the Race Cars cross the Finish Line completing all the laps of the Race. The remainder of the field will be classified by the greater amount of laps completed and then the order in which they crossed the Finish Line on the last completed lap.

4.23.3 The Chief Steward will declare a Race complete once the lead Race Car has passed the chequered flag. If the yellow lights/flags are shown after the lead Race Car crosses the Finish Line for an incident all the Race Cars receiving the chequered flag will finish in the order they crossed the Finish Line. The remaining Race Cars (excluding those deemed to be unable to restart) will be recorded as finishing in the order of their last completed lap not withstanding any penalties which could be applied by the Chief Steward.

4.23.4 When a Race is completed, placing will be provisional until:

- a) the lap sheets and/or transponder lap charts have been checked by the Chief Steward;
- b) the Scrutineers have given clearance to each Race Car; and
- c) the Chief Steward has declared the results of the Race.

4.23.5 When a Race runs over more or less than the advertised number of laps and the chequered flag is shown, the Chief Steward will declare the Race positions in the order of the Race Cars at the chequered

flag.

- 4.23.6** For all races, Race Cars that get the green flag to start the Race but are non finishers may be eligible for points and/or prize money.
- 4.23.7** For heat Races, Race Cars that take the green flag to start the Race but are non finishers, may be eligible for points. Otherwise, the driver must receive the chequered flag under their own power and have completed at least one half of Race distance to be eligible for points and/or prizemoney.
- 4.23.8** Any Driver who has received the black flag or is otherwise disqualified from a Race is not eligible for points and/or prizemoney.
- 4.23.9** The Chief Steward may declare complete a final Race in which the lead Race Car has less than one (1) lap to complete the Race or in a non final Race of greater than eight (8) laps in which the lead Race Car has less than two (2) laps to complete the Race.
- 4.23.10** For heat races where simply receiving the green start flag does not automatically entitle them to receive points, a Driver receiving a mechanical defect flag or who voluntary withdraws and wishes to finish the Race, is permitted to re-join the Race (no push start) to receive the chequered flag, after the last running Race Car has finished.
- 4.23.11** All prize money must be held until the Chief Steward has declared the results of the Race.
- 4.23.12** A Driver who is awarded a prize that becomes a disputed prize within 14 days of that Race must return that prize to the organisation awarding the prize. The Driver shall be notified of the reasons for the return of the prize. There shall be no grounds for return of a prize after 14 days have elapsed since the running of the Race.

4.24 FEATURE RACES DECLARED SHORT

- 4.24.1** A feature Race must be run over the advertised number of laps, except when rule 4.13.8 applies, unless it is required to be declared short by the Chief Steward due to:
- a) weather or Race Track conditions;
 - b) time or noise curfew;
 - c) a serious incident involving injury;
 - d) any request by the police; or
 - e) extreme or exceptional circumstances.
- 4.24.2** When feature Races are not completed:
- a) if the feature Race is declared with less than one-half of the scheduled laps completed, all prize-money and series points will be divided equally amongst all starters;
 - b) if the feature Race is declared with at least one-half of the scheduled laps completed, all prize-money and series points will be fully allocated for placings scored as at the last completed

lap, modified by any exclusions or rear of field relegations; and

- c) Any Race Cars involved in an incident/s at the time of the Race being declared must be cleared by a Scrutineer to be capable of restarting the balance of the nominated laps.

4.25 MECHANICAL DEFECTS

- 4.25.1** Whether by the Chief **Steward's own judgment** or on the advice of the Infield Official, it is determined that a Race Car cannot safely continue to race, or for any reason is judged to be a potential hazard to other Competitors, the Driver will be shown the mechanical defect flag, together with the Race Car number if required to avoid confusion.
- 4.25.2** Upon receiving the mechanical defect flag, a Driver must immediately withdraw from the Race, using utmost caution. Any Driver refusing to withdraw when directed will be shown the black flag. Failure to obey the black flag will result in a penalty in accordance with rule 4.17.2 and 4.17.3.
- 4.25.3** Any outside tyre which is flat will be shown the mechanical defect flag.

4.26 WORKING ON CARS

- 4.26.1** At any Race stoppage all work must be performed only on the Infield at the designated work area.
- 4.26.2** If a Race Car requires repairs at a Race stoppage, a time limit of two minutes will be given from the time the Chief Steward approves the request.
- 4.26.3** If work has not been completed in time to restart with the field, the Race Car may re-join the Race at the rear of the field in a subsequent restart if no further completed laps have been recorded.
- 4.26.4** A wheel change (due to a flat tyre) is only permitted for Sprintcars, Speedcars, V8 Dirt Modifieds and Wingless Sprints during a red light/flag stoppage on the first lap of a State or National title or for other major or feature Events where this is approved by a supplementary regulation. Two minutes only will be given for the wheel change, which in this circumstance only may be assisted by Infield Officials. Any Race Car that has had a wheel change will go rear of field in the restart.
- 4.26.5** If the Chief Steward has **declared an "Open Red Light" situation** during a red light/flag stoppage for a Sprintcars or Speedcars Race only three Pit Crew Members may work on the Race Car. Prior to the opening of the pit gate and allowing Pit Crew Members into the designated work area to work on during an **"Open Red Light"** situation the Chief Steward must consider factors such as time available, number of Race Cars involved in incident and OH&S responsibilities.
- 4.26.6** Following a Race stoppage when the Chief Steward has deemed the Race Track to be clear the yellow light/flag will signal for Race Cars to be started. Cars will be given two minutes from the time the last ready Race Car to be started has moved onto the Race Track. Race Cars delaying the restart beyond the two minutes and not ready by the

time the green is shown shall be excluded from the Race.

4.26.7 With the exception of Sprintcars, Speedcars, V8 Dirt Modifieds and Wingless Sprints, the only work permitted on Race Cars after they enter the Race Track is to be done by Infield Officials and is limited to the removal of damaged body panels and the effecting of repairs using Basic Tools. The Driver must not break his seat belts or get out of the Race Car unless requested to do so by the Clerk of the Course or Infield Official, otherwise the Race Car will be disqualified.

4.26.8 Infield Officials are not permitted to add fuel, oil or water, change wheels (except under rule 4.26.4), wash radiators, do any mechanical adjustments or change any setting.

4.26.9 If all Race Cars in an uncompleted Race leave the Race Track and return to the Pits due to any Race delay, when the Race resumes it will be using transponder/lap score placings as recorded at the stoppage. Race Cars must have been able to restart/re-join the Race at the point of stoppage.

4.27 UNAUTHORISED ENTRY TO RACE TRACK

4.27.1 Any Pit Crew Member or other person, proven to be associated with a Driver or Race Car, who enters the Race Track under yellow or red light situations without the express authority of the Chief Steward will be subjected to a \$500 fine. The associated Driver will also be fined \$500 and/or disqualified from the Race Meeting at the discretion of the Chief Steward.

4.27.2 Subsequent incidents of unauthorised entry to the Race Track will result in a 12 month Suspension for the offender and a \$1,000 fine and/or 7Disqualification from the Race Meeting for the Driver.

4.28 REFUELLING

No Infield refuelling is permitted unless provided for by a supplementary regulation approved pursuant to rule 1.4 and such approval will only be granted for special long distance Events. The refuelling procedures will be specifically detailed in the supplementary regulations and also reiterated during the Drivers Briefing.

4.29 SUBSTITUTE CARS

4.29.1 A substitute Race Car may be used during a Race Meeting by a nominated Driver provided that:

- a) the substitute Race Car has been nominated for that Event;
- b) if the substitution occurs before the Event has begun, the Race Car starts from the Driver's original drawn position in the heats;
- c) if the substitution occurs after the Event has begun, the substitute Race Car starts from the rear of the field in its remaining Heat Races;
- d) if the substitution occurs after all the heats have been run, the substitute Race Car starts rear of the field in the final Race, providing that the Race Car has competed in at least one

previous heat;

e) the Chief Steward is notified and has given permission for the substitution;

f) if more than one Race Car is used by one Driver in one Event, they are all subject to engine and/or fuel checks; and

g) points will be allocated to the Driver.

4.30 NATIONAL TITLES AND SERIES AND STATE TITLES

4.30.1 To be eligible to compete in a National Title and Series, and State Titles, a Driver must not be provisionally licensed and must have competed in a minimum of two Race Meetings, or more at the discretion of the Affiliated Association or other body conducting the Title (Organising Body) in the current season or previous 12 months in the Racing Division for the Title and have their Licence accordingly endorsed by a Chief Steward.

4.30.2 At the discretion of the relevant Organising Body, dispensation can be provided if the Driver has driven in an affiliated class or a Racing Division determined by the Organising Body as providing requisite experience, in the current season or previous 12 months.

4.30.3 The previous year's champion shall be allowed to defend the title but must compete in the heats. However, if the champion fails to qualify in this manner a rear of field start is permitted in their own or a substitute Race Car.

5. OFFENCES AND PENALTIES

NOTE :- "participant" refers to anyone involved in the race event (driver, pit crew, etc.)

5.1 SENIOR STEWARDS

To assist in sorting out any serious issues that may arise during the race meeting, 2 to 3 suitable club members will be nominated (by President or nominee) as Senior Stewards. An announcement will be made at the drivers briefing.

5.2 ON TRACK PENALTIES

- a) Inappropriate behaviour on the race track will be dealt with by the race steward using a range of penalties :- Verbal warning; Sent ROF (Rear Of Field); Disqualification from race (Black Flag); Disqualification from event.
- b) If a participant refuses to accept penalties listed above, he/she will be issued with an Infringement Notice

5.3 INFRINGEMENT NOTICE

- a) An Infringement Notice is a written notice given by the Steward or their delegated nominee, to a Participant, to notify the Participant of an offence punishable by Disqualification, a period of Suspension, or other appropriate penalty.
- b) The Infringement Notice will be heard by a Disciplinary Tribunal.
- c) Any participant who refuses to accept an Infringement Notice will forfeit their right to defend the Infringement Notice at the Tribunal hearing.
- d) If a participant is given an Infringement Notice, he or she can take no

further part in that Race Meeting. This also applies to future Race meetings until the matter has been dealt with by the Tribunal.

- e) Any errors or omissions by the Steward on an Infringement Notice does not alter the effectiveness of the Infringement Notice and may be later corrected.

5.4 DISCIPLINARY TRIBUNAL

- a) The Disciplinary Tribunal is appointed by the President or equivalent officeholder of the Host Club. It will consist of three independent members with one to be nominated as Chairperson. It will not consist of anyone who was seen to be involved in the alleged incident.
- b) The Infringement Notice will be heard by the Disciplinary Tribunal, at a time mutually acceptable to Tribunal members and the defendant, no longer than a month after the alleged incident occurred. If the defendant is unable to attend the hearing in person, a written defence may be handed, mailed or e-mailed to the secretary of TCCC Inc.
- c) A defence may only relate to receiving of the Infringement Notice. The Stewards' on track decisions and consequences are final and will not be debated.
- d) If no defence is offered, it will be assumed that the defendant accepts any consequences applied by the Disciplinary Tribunal.
- e) After the hearing the defendant will be informed of the Tribunal outcome in an appropriate manner (in person, phone, e-mail, mail).

5.5 VERBAL OR PHYSICAL ABUSE

- a) No participant at a Race Meeting shall verbally or physically abuse or assault or attempt to physically abuse or assault any person, or use any intimidating or threatening language or actions.
- b) Any acts of verbal or physical abuse shall be reported immediately to any Official. That official shall refer the matter to the Senior Stewards, who will decide on a course of action. Mediation should be encouraged.

5.6 PARTICIPANTS SHARED RESPONSIBILITY

The driver, pit crew, and any other associates, are responsible for all their actions (at race events) and any consequences that flow from those actions.

5.7 RECIPROCAL CONDUCT

- a) All Participants will conduct themselves in a professional and sportsmanlike manner at all times. This is particularly important when in the presence of members of the public.
- b) The courtesy expected to be shown to Officials by Competitors must be reciprocated by courteous and professional conduct being shown to Competitors by Officials.

5.8 MISCONDUCT – AT RACE MEETING

- a) A participant must not engage in misconduct at a Race Meeting. Misconduct is defined as any action or behaviour which will bring, or has the potential to bring, the sport of speedway racing or the activities of Tableland Competition Car Club Inc. into disrepute.

- b) Misconduct includes, but is not limited to assault, intoxication and the breach of the rules, regulations, policies and procedures of Tableland Competition Car Club Inc., or its members and conduct unbecoming to the sport of speedway.

ANNEXURE A – RULE VARIATIONS

1. MODIFICATIONS TO AUSTRALIAN SPEEDWAY RACING RULES (OCT 2013) FOR USE BY TCCC.

- 4.5.2 – Pace Cars not usually used to restart races. If to be used, drivers will be notified at driver's meeting.
- 4.5.4 – Starting line and T line are not usually used. If to be used, drivers will be notified at driver's meeting.
- 4.5.6 – T Line not usually used. If to be used, drivers will be notified at driver's meeting.
- 4.11.4 – Red light accident stoppage – Able drivers and able cars, nearest to the accident, can give appropriate assistance if required, only if it is safe to do so. Rule 4.11.4 applies to all other drivers.
- 4.13.2 – The cone is not usually used for restarts. If to be used, drivers will be notified at driver's meeting.
- 4.13.5 – The cone is not usually used for restarts. If to be used, drivers will be notified at driver's meeting.
- 4.23.1 – Complete slow-down lap only applies to clockwise circuit race (pit entry is too close to finish line for a safe exit from the race track)
- 4.25.3 – As circuit races apply load to both inside and outside tyres, the mechanical defect flag will be applied at the Stewards discretion.

ANNEXURE B – FINES AND INFRINGEMENT NOTICE

- Fines do not apply.

ANNEXURE C – PENALTIES GUIDELINE

2. BLACK FLAG OFFENCES

- Race Car continuing to exceed maximum noise level - rule 3.5.3
- Race Car being push started does not start within one lap – rule 4.4.2
- Travelling at speed across Infield - rule 4.8.2
- Deliberate, reckless or negligent contact with another Race Car - rules 4.8.3
- Persistently careless driving during passing - rule 4.9.5
- Driver repeatedly passing on the Infield - rule 4.9.5
- Reckless Race Track re-entry - rule 4.10.2
- Primary cause of two Race stoppages – rule 4.11.8
- Driver persistently refusing to accept restart position - rule 4.13.3
- Persistent careless driving - rule 4.14.3
- Driver refusing to go rear of field when directed - rule 4.15.4
- Any part of engine cover is lost or damaged and compromises Driver safety – rule 4.19.3
- Lapped Race Car impeding lapping traffic - rule 4.20.2
- Driver stopping on the Race Track to force a stoppage - rule 4.21
- Driver (except Sprintcar) who removes or undoes safety apparel while in confines of Race Track - rule 4.22.2
- Driver ignoring mechanical defect flag - rule 4.25.2
- Driver (except Sprintcar, Speedcars, V8 Dirt Modifieds and Wingless Sprints) undoes safety apparel and gets out of Race Car – rule 4.26.7

3. REAR OF FIELD OFFENCES

- Non compliance with requirement to use one-way in-car communications – rule 3.4.3
- Sprintcars and Speedcars that become stationary in red light/flag stoppage and require a push start - rule 4.4.1
- Delaying Race start by more than two minutes - rule 4.5.1
- Race Car crossing centre T line at Race starts - rule 4.5.54.5.6
- Race Car unable to do time trials will start rear of field in the heat Races - rule 4.5.9
- Second occasion breaking formation or jumping star after warning for first offence - rule 4.7.1
- Careless driving during passing moves - rule 4.9.5
- Driver repeatedly passing on the Infield - rule 4.9.5
- Reckless Race Track re-entry - rule 4.10.2
- Failing to stop on red light - rule 4.11.4
- Primary cause or contributing cause of Race stoppage - rules 4.11.6 and 4.11.7
- Second refusal to accept restart position - rule 4.13.3
- Jumps the start, hits the cone or passes on the inside of the cone, or passes another Race Car before the cone rule 4.13.6

- Sprintcar with flat tyre (except LHF) at restart - rule 4.13, Annexure E, Part A
- Persistent careless driving - rule 4.14.3
- Race Car which drops debris on Race Track which leads to Race stoppage – rule 4.19.1
- When work not completed in time Race Car may re-join at subsequent restart if no further laps of Race completed - rule 4.26.3
- Changing a wheel on Sprintcar, Speedcar, V8 Dirt Modified or Wingless Sprint during red light/flag on first lap of a State or National Title or other agreed major Event – rule 4.26.4
- Speedcar that removes wheel from any axle – rule 4.26, Annexure E, Part B
- Driver (or agreed representative) failing to attend Drivers' Briefing – rule 5.3.4
- Car entering Infield to check serviceability and requires a push start - rule 5.5.6

4. FINES, SUSPENSIONS AND DISQUALIFICATIONS OFFENCES

- Unauthorised use of communication equipment – 12 month disqualification - rule 3.4.3.
- In car camera not securely mounted during an event – maximum \$100 fine – rule 3.4.5.
- Exceeding noise limit and ignoring black flag - \$100 per lap and Race Car and Driver excluded from Race Meeting - rule 3.5.3
- Passing pace car - \$100 fine - rule 4.5.2
- Serious deliberate, reckless or negligent contact with another Race Car - maximum fine of \$2,000 and/or maximum suspension of 2 years - refer to rule 4.8.3
- Failing to stop on red light - \$100 minimum fine and/or sent rear of field and option to disqualify from Race Meeting - rule 4.11.4
- Failure to accept black flag – minimum penalty \$300 and/or 1 month suspension - rule 4.17.2
- Ignoring black flag – additional \$100 per lap and/or the Driver and Race Car disqualified from the Race Meeting with maximum penalty \$2,000 fine and/or 2 year suspension – rule 4.17.3
- Driver gets out of Race Car to remonstrate or make defamatory gestures – disqualified from Race Meeting with a maximum fine of \$2,000 and/or maximum suspension of 2 years - rule 4.22.3
- Driver abandons car on the infield before its removal and without permission to do so - \$100 fine and/or disqualification from race meeting – rule 4.22.5
- Pit Crew Member enters Race Track under red or yellow light/flag situation without Chief Steward authority - \$500 fine to both Pit Crew Member and Driver and/or disqualification from Race Meeting – rule 4.27.1
 - Subsequent unauthorised Race Track entry will result in 12 month suspension for offender and a \$1,000 fine and/or disqualification from Race Meeting for Driver - rule 4.27.2
- Refusal to provide a sample for drug testing – excluded from Race Meeting, up to a maximum 10 year suspension and \$5,000 fine (penalty see rule 6.6.3) – rule 6.1.7
- Driver who tests positive to drug test required to present Licence to Chief Steward - unable to participate in Race Meeting and not allowed in any restricted areas – rule 6.2.4
 - Driver who goes to the Disciplinary Tribunal for a breach of rule 6.1 (other than rule 6.1.7) – maximum fine of \$5,000 and/or maximum ten (10) year suspension (note that minimum penalties also apply – (see full penalties in 6.6.2).
- Returning positive alcohol breath test – excluded from Race Meeting, and required to leave Pits and, if a Driver, maximum fine of \$5,000 and/or maximum ten (10) year suspension – (see full penalties in 6.6.2) - rule 6.4.4
- Possession or drinking of alcohol in Pits before or during a Race Meeting – removal of person(s) from Pits and Driver disqualified from the Race Meeting and, if a Driver, maximum fine of \$5,000 and/or maximum ten (10) year suspension – (see full penalties in 6.6.2) – rule 6.5
- Verbal assault or abuse or attempt to strike – minimum \$100 to maximum \$2,000 fine and/or maximum 12 months suspension – rule 7.2.5
- Striking or physical assault – minimum \$100 to maximum \$5,000 fine and/or maximum 2 year suspension – rule 7.2.6
- Misconduct – at the discretion of the Tribunal and/or Speedway Australia (as applicable) with a maximum fine of \$5,000 and/or maximum 10 year suspension depending on the gravity of the misconduct – rules 7.5 and 7.6.
- Non compliance with technical specifications - fines up to \$2,000 and/or suspensions up to two years - rule 7.9

5. LOSS OF POSITIONS OFFENCES

- Race Car breaks formation or jumps start within field enabling Race Cars to be passed unfairly - rule 4.7.2
- Careless passing - rule 4.9.3
- Passing another Race Car with any wheel on Infield - rule 4.9.4
- Passing another Race Car while rolling under yellow lights may be subjected to penalty - rule 4.11.2

TCCC Inc. Infringement Notice

This Infringement Notice is a written notice served by the Chief Steward or their delegated nominee, on a Driver/Participant, to notify the Driver/Participant of an offence punishable by Disqualification, or a period of Suspension.

The Infringement will be heard by the *Disciplinary Tribunal, at a time mutually acceptable to Tribunal members and the defendant, no longer than a month after the alleged incident occurred. If the defendant is unable to attend the hearing in person, a written defence may be handed, mailed or e-mailed to the secretary of TCCC Inc.

NOTE: A defence may only relate to receiving of the Infringement Notice. The Stewards' on track decisions and consequences are final and will not be debated.

If no defence is offered, it will be assumed that the defendant accepts any consequences applied by the Disciplinary Tribunal.

After the hearing the defendant will be informed of the Tribunal outcome in an appropriate manner (in person, phone, e-mail, mail).

** The Disciplinary Tribunal is appointed by the President or equivalent officeholder of the Host Club. It will consist of three independent members with one to be nominated as Chairperson. It will not consist of anyone who was seen to be involved in the alleged incident.*

Date of event: _____

Driver/participant name:

Infringement details (observed by Steward/delegate)

Steward/delegate: _____

Signed _____