

# ***Tableland Competition Car Club Inc.***



## **Club Information and Racing Procedures**

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Amended - March 2026

# TABLELAND COMPETITION CAR CLUB INC.

## Club Information & Racing Procedures

### 1. CLUB INFORMATION

#### 1.1 INTRODUCTION

The Tableland Competition Car Club Inc. (TCCC) is an independent (non-affiliated) motor racing club, that was established in 1968.

The purpose of the club is to maintain and improve a safe physical space, where members can continue to participate and enjoy motorsport activities, at a minimal cost. 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, drivers, and support crew in the pit area.

#### 1.2 MANAGEMENT COMMITTEE

TCCC Management Committee consists of the **President, Secretary & Treasurer**.

Any decision made by the management committee, must be ratified and adopted by a meeting of financial members (refer to Constitution for detailed conditions).

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

#### 1.3 MEMBERSHIP - Annual

Membership fees are charged under 2 categories :-

1. Driver Membership :- Members who want to drive and compete.

Each driver is required to be a current member of the TCCC.

2. Associate Membership :- Non-Drivers who want to be a member of the club.

Membership is annual and is due at the beginning of each year / race season.

Each driver must be a financial member of TCCC by the start of their second race meeting.

Information on current Membership fees can be acquired by contacting club officials via the FaceBook page - "Tableland Competition Car Club - Herberton Speedway"

Non-financial members can attend organising meetings but cannot vote on any issues.

All fees can be subject to change at any time.

#### **1.4 GATE ENTRY FEES**

Entrance fees are charged under 2 categories 1. Adults and 2. Aged Pensioners.  
Children Under 16 years have Free Admission.

Current entry fees can be acquired by contacting club officials via the FaceBook page :-  
"Tableland Competition Car Club - Herberton Speedway".

#### **1.5 RACING FEES - DRIVERS**

To participate in races, drivers will pay a Racing Fee (including Admission) when they nominate at the track, on the morning of the race day.

Current entry fees can be acquired by contacting club officials via the FaceBook page :-  
"Tableland Competition Car Club - Herberton Speedway".

#### **1.6 WORKING BEES**

To improve and maintain our facility, all driving members are encouraged to attend working bees.

The timing of these working bees is determined by the Management Committee, or by a resolution at a general monthly meeting.

To share the load of running race days members are encouraged to take on a "Set-Up" job on race days.

#### **1.7 TRACK USE BY OTHERS**

To run events at Tepon Raceway, TCCC has negotiated a User Agreement with Tablelands Regional Council (TRC).

Requests for track use must go through the Management Committee.

## **1.8 DRIVER GRADING**

A driver's grading is a collaborative process involving the driver and a small committee of experienced drivers/members.

Grading of drivers will be reviewed at the end of each racing year. (November / February General Meeting).

Race controllers/flag marshals may be consulted if required.

If a driver wants to compete in the annual championship, he / she must only race in that grade till the season ends.

If a driver voluntarily moves to a higher grade during the race season, 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 must nominate to race, and pay the race fee, to compete on the track each race day.

Anyone in the pit area during racing (drivers, passengers, pit crew, spectators) must complete the indemnity form in the pits before racing.

### **2.2 DRIVER AND PASSENGER ELIGIBILITY**

There is no minimum age for drivers.

Parents of Drivers under 16 y.o. will be responsible for all decisions related to participation in TCCC events.

Each driver shall be judged on their vehicle control skills and car speed.

Average lap times may also be considered, but final decisions are at the discretion of the relevant club officials.

Race Stewards' may require new drivers to start from "Rear of Field" until they have gained car & track confidence.

Novice drivers may be excluded from Butcher's Picnic races, until they are deemed competent enough to compete safely.

The right to carry passengers will be at the discretion of the relevant club officials.

## **2.3 SCRUTINEERING**

Each car owner/driver is responsible for having their car race-worthy (Refer to Car Construction Rules).

At the beginning of each race day, all race cars will be checked by club appointed officials, using the current Scrutineer Checklist.

If there is a risk that a car could affect the safety of other participants or spectators, it will be considered as an "unsafe car".

An "unsafe car" will not be permitted to participate in races, until required changes have been made.

Where possible, club members will assist participants to get cars race-worthy.

If a car's construction integrity is altered due to a racing incident, it will need to be checked by an official before re-entering a competitive event.

## **2.4 PROTECTIVE CLOTHING – When in a Race Car**

All occupants of race cars are required to wear suitable clothing to protect them while competing or testing.

It is the driver's (and passenger's) responsibility to protect themselves in the car.

Minimum requirement is a long sleeved shirt, long trousers & closed in shoes.

Clothing materials should be flame resistant. A purpose made race suit is recommended.

Clothing must offer complete coverage.

Protective gloves are encouraged to minimize the effect of stone strikes.

### **2.4.1 HELMETS**

The driver and/or passenger must wear an approved and correctly fitting full-face helmet that meets or exceeds the current Australian Standard.

### **2.4.2 VISORS**

Drivers and passengers are responsible for using and maintaining a safe, protective visor system. Drivers must ensure that they can maintain clear vision during the entirety of a race.

### **2.4.3 NECK BRACE**

TCCC recommends the wearing of a neck brace (high-density foam covered with a suitable material, preferably fire-retardant).

These foam neck braces can only reduce neck fatigue by helping to support the weight of a helmet.

Some drivers opt to use a helmet with Hans Device, for better spinal protection.

### 3. RACING INFORMATION

On a typical race day, TCCC uses both track types at Tepon Raceway :-

1. **Speedway Oval** – usually used for the morning races.

Speedway race events are usually raced (7 laps) in an anticlockwise direction.

Each grade grouping of drivers compete in a number of races before lunch.

The final speedway race before lunch, is a "Butchers' Picnic" event.

2. **Circuit Track** – usually used for the afternoon races.

Circuit race events are usually raced (5 laps) in both directions, alternatively.

Each grade grouping of drivers compete in a number of races after lunch.

The final circuit race of the day, is also a "Butchers' Picnic" event.

#### **Butchers' Picnic Races**

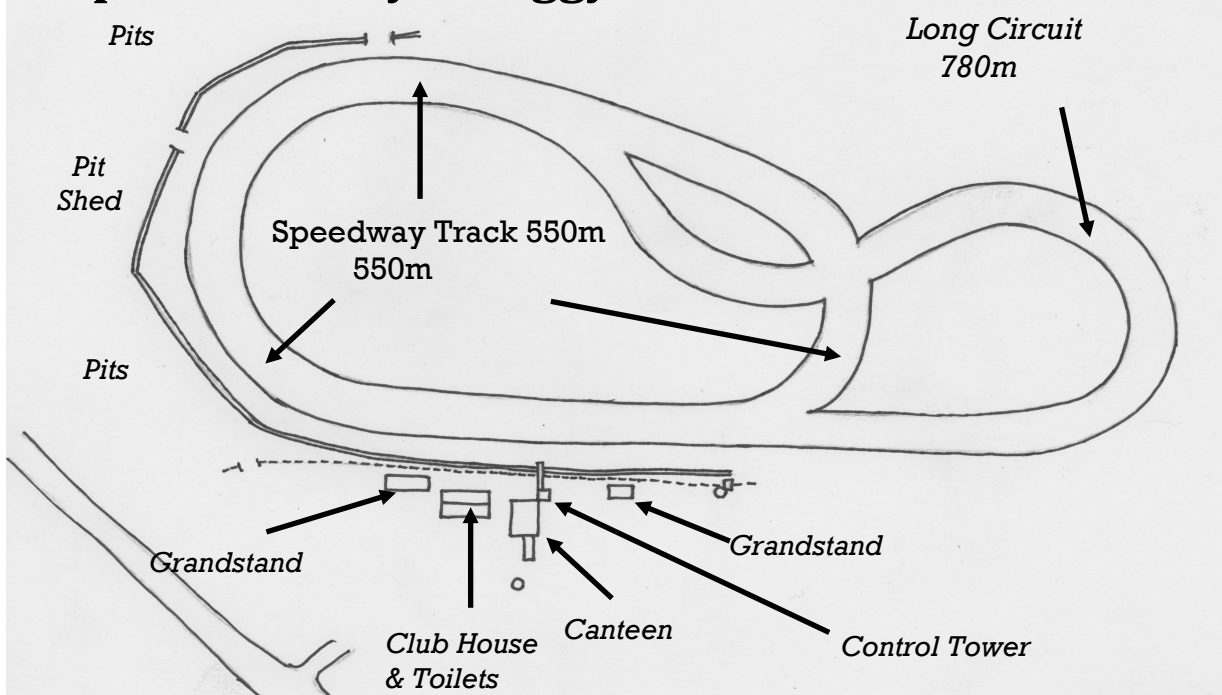
All grade groups compete in a race, on the same track, at the same time.

A staggered start is used (lower grades first – through to higher grades).

#### **Grid Positions**

Initial (first race) positions are drawn randomly. For each of the following races, starting positions are rotated through the grid.

## Tepon Raceway - Flaggy Creek Road Herberton



### **3.1 POINTS SYSTEM**

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

### **3.2 PIT AREA RESPONSIBILITIES**

- 3.2.1** No consumption of alcohol (or other illicit drugs) is permitted by anyone in the Pit Area during race events.
- 3.2.2** Any car travelling in the pits is limited to fast walking pace.
- 3.2.5** Drivers and pit crew are responsible for the safe movement of their car/s in the pit area.

## **4. RACE PROCEDURES**

### **4.1 FLAG, LIGHT AND BOARD SIGNALS**

- 4.1.1** TCCC uses both lights and flags/boards to inform drivers on race instructions.
- 4.1.2.** Race marshals may also use one-way communicators to inform drivers.
- 4.1.3** Where a car needs to be identified, a signal board can be used (showing car number).
- 4.1.4** The following light and flag/board signals will be used for all Racing Divisions :-

GREEN – Light / Flag	Start, or restart of race, or if race is in progress.
YELLOW - Light / Flag	Caution:- Slow down, hold position at reduced, safe speed, regroup behind lead car.
RED - Light / Flag	Major Incident Stoppage :- Cars will slow their pace steadily, maintain their race order, and come to a complete stop in front of the main Grand Stand, in view of the Control Tower.
BLACK / WHITE DIAG. STRIPE Board with Number	Warning - due to rule infringement. Could result in penalty.
BLACK - Board with Number	Disqualification - Driver to withdraw from Event.
BLACK with WHITE SPOT - Flag	Mechanical defect - Driver to move to infield.
WHITE - Flag	One lap to go.
BLACK & WHITE CHEQUERED - Flag	Finish of Event - reduce speed gradually, and return to pits

**4.1.5** The following signboard signals may be shown:

- Rear of Field - ROF – showing race number.
- COMPLETE RESTART - for a restart, if less than 1 lap completed by lead car.
- SINGLE FILE RESTART - for a restart after 1 lap completed by lead car.

## **4.2 DUMMY GRID LINE UP**

**4.2.1** Race Cars should take up their correct position on the dummy grid (pit side of track entry gate), ready to race before entering the Race Track.

When instructed to enter the track, cars move forward to fill spaces left by absent cars.

**4.2.2** 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 onto the Race Track.

The two minute time commences when all Race Cars from the previous race, have exited the race track and entered the pits.

**4.2.3** 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.

## **4.3 PUSH STARTS**

**4.3.1** For all Race Cars, when a Race Car is receiving a push start, if that Race Car does not start within one lap, the Race Car must return to the pits or move to the Infield.

## **4.4 RACE STARTS**

**4.4.1** The Finish Line is aligned with the flag marshal, going across the track at 90 degrees.

**4.4.2** Drivers are responsible for knowing their grid positions and maintaining these positions until the start.

Cars must be in a tight grouping for the final form up before the start.

Any Race Car not in position, or delaying the start, can be penalized (ROF, disqualified, or finish order penalty).

**4.4.3** The Race Car starting from position one is the Pole Car.

- 4.4.4** When the field is formed up and the flag marshal is ready to start the race, the yellow lights / flags will be switched off / withdrawn, during the first half of the final roll-up lap.
- 4.4.5** The Pole Car sets the speed of the start, but must keep a constant, moderate pace to the Start Zone.  
The Start Zone is between the exit of the final turn and the Finish Line.  
The flag marshal can start the race when the Pole Car is anywhere in the start zone.
- 4.4.6** If unhappy with the start, the flag marshal can show a caution (yellow), and have a restart.
- 4.4.7** A car that disrupts a start can be penalized (ROF, disqualified, or finish order penalty).

## **4.5 OVERTAKING / PASSING**

- 4.5.1** Any Driver who intends to overtake (pass) another Race Car, must be confident that they will not make contact with another Race Car, during the move.
- 4.5.2 Inside Line Overtake** :- There must be space (car width) to do the pass.  
All four wheels must be on the racing surface when moving alongside the car being passed.  
If the overtaking car has its nose at the A pillar (Windscreen) of the car being passed, the overtaking car has the inside line, and can proceed.  
If not, the passing move must not proceed.  
This position (nose at A pillar), must be achieved, before the cars involved, enter a turn or corner.  
The car being overtaken must maintain its line, but does not need to change line or speed to make the pass easier.
- 4.5.3 Outside Line Overtake** :- All four wheels must be on the racing surface when moving alongside the car being passed.  
The overtaking car must clear of the car being passed before taking the racing line.  
The car being overtaken must maintain its line, but does not need to change line or speed to make the pass easier.

## **4.6 RACE TRACK RE-ENTRY**

**4.6.1** Any car that moves off the racing surface must re-enter the Race Track at Rear of Field (ROF), at the most acute angle possible (parallel to track in direction of race).

Do not re-enter the track in a corner.

Other race cars must not be affected by the re-entry.

**4.6.2** Careless re-entry to the track can be penalized (ROF, disqualified, or "finish order" penalty).

## **4.7 RACE INCIDENTS & STOPPAGES**

**4.7.1** The Flag Marshal can pause (Yellow) or stop (Red) a race if an incident has happened where there is a safety issue, or if an innocent driver has been disadvantaged due to the careless driving of another competitor.

**4.7.2** If a driver is judged to be the sole cause of a stoppage, they will restart Rear of Field (ROF).

**4.7.3** If a disadvantaged driver is judged to be blameless, they will be reinstated in the starting order.

**4.7.4 Yellow Light / Flag :-** Cars will slow their pace steadily & maintain their race order.

Drivers will form up behind the lead car, in the position they were in, at the end of the previous race lap.

They will continue to circulate at a safe, moderate pace, until any issues are sorted. Flag Marshal communicates via lights / flags / boards /radio.

**4.7.5 Red Light / Flag :-** This stoppage is for more serious incidents.

Cars will slow their pace steadily, maintain their race order, and come to a complete stop in front of the main Grand Stand in view of the Control Tower.

Once the issue is sorted the Flag Marshal can :-

1. Restart the race or
2. Declare the Race finished (depending on lap count).

## **4.8 RACE RESTARTS**

**4.8.1 Grid Restart :-** If a stoppage is called before the completion of Lap 1, the Flag Marshal will call for a full Grid Restart.

If a driver is judged to be the sole cause of a stoppage, they will restart Rear of Field (ROF).

**4.8.2 Single File Restart :-** If a stoppage occurs after the completion of Lap 1, the Flag Marshall will call for a Single File Restart.

The starting order is taken from the previous recorded lap.

If a driver is judged to be the sole cause of a stoppage, they will restart Rear of Field (ROF).

**4.8.3** Laps under the caution flag will not be counted as race laps.

## **4.9 COMPLETION OF A RACE**

When a Race Car has passed under the chequered flag, it must stop racing and slow down in a safe manner.

It is each driver's responsibility to exit the race track and enter the pits in a safe and ordered manner.

## **4.10 CHANGING CARS MID-EVENT**

The driver nominates the car he/she will be competing in for that day.

If the driver's nominated car can no longer compete, that driver cannot change cars and compete for points for the remainder of the day's racing.

They can participate in races, in a different car, but must start ROF, and not score points.

## **5. RACE CONTROL**

### **FLAG MARSHAL / RACE STEWARD**

The Flag Marshal / Race Steward has control of all races on a race day.

They may receive advice from other appointed Stewards on the day.

The decisions they make on the day will be final.

Any feedback on decisions made by the Flag Marshal, should be given to given to race stewards, members of the Executive, or be presented at a general meeting.

# **Tableland Competition Car Club Inc. - *Code of Conduct***

***Tableland Competition Car Club Inc. adheres to a zero-tolerance policy in relation to verbal and physical abuse.***

## ***Expectations of Behaviour***

*\* All members, guests of members, prospective members, drivers and officials will :-*

- Speak and behave respectfully (following directions given by officials).
- Use fairness and common sense when making decisions.
- Help create an atmosphere that promotes inclusion and family involvement.
- Contribute (where possible) to the growth and maintenance of club facilities, rules and processes.
- Take responsibility for your decisions/actions and accept the consequences (natural or imposed).

*\* Drivers and Pit Crew will :-*

- Ensure (to the best of your ability) that your race vehicle is mechanically sound, safe to use, and does not present a (known) risk to other competitors, officials or spectators.
- Compete safely and fairly, with consideration given to other competitors' safety and vehicle damage.
- Follow all instructions given by race officials.

## ***Consequences of Inappropriate Behaviour***

- Resolution of disputes is encouraged (mediation). Race Stewards must be called upon to witness and assist with achieving resolutions.
- If disputes/allegations can't be resolved through mediation, the incident must be referred by Race Stewards to the Disciplinary Tribunal.
- Stewards and officials must refer serious incidents to a Disciplinary Tribunal, by using the TCCC - Infringement Notice.

## **TCCC - 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, no longer than a month after the alleged incident occurred. The defendant can present a written defence, which 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.  
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)

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.....  
.....  
.....  
.....

Steward/delegate: .....

Signed : ..... Date : .....