



# RACING RULES AND REGULATIONS

VERSION 17.01



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# **WA SPEEDWAY COUNCIL**

## **RACING RULES AND REGULATIONS**

### **1. FORWARD**

- A) The WA Speedway Council has adopted these racing rules and regulations for all classes affiliated.
- B) These Racing Rules and Regulations are binding on all WASC member clubs, registered officials, licenced drivers, and pit crews and must be read in conjunction with all other policies of the WA Speedway Council.
- C) Any person who wishes to participate in any WASC approved event shall abide by these Racing Rules and Regulations. Any person in control of a race car shall not participate in any event unless they are duly licenced and registered by the WA Speedway Council or by affiliated/recognised body.
- D) The WASC shall permit non WASC registered cars to compete with WASC registered cars of the same and/or similar specifications provided the non WASC licence/registration is recognised by the WASC.
- E) In the case of a club or promoter or official refusing to comply with WASC rules and specifications, they will be notified in writing, and if their compliance is not forth-coming in the time specified, disciplinary action will be applied to the body/official concerned which will encompass and restrain all parties involved.
- F) As speedway racing is a non contact sport, the rules and regulations contained in this book are designed with this in mind, unless approved supplementary regulations apply.

G) The WASC Inc. shall recognise any approved personal accident cover suitable for speedway provided it recognises the class the competitors wishes to race in.

Current Recognised Personal Accident Insurance Providers

Motorsport Australia/ BJS.

Australia Auto Sport Alliance.

National Dirt Racers Association.

Speedway Australia (NASR)

H) The WA Speedway Council herein after called the WASC is dedicated to the highest degree of safety and sportsmanlike conduct in Speedway racing. It is expected that all drivers, owners, officials and crews conduct themselves in a manner to promote this concept.

I) The WASC is constituted by affiliated member clubs.

J) The WASC Committee is the body who shall direct the enforcement of these rules and the specifications in all aspects. It may charge any person involved in the sport, with any breach of the rules or specifications, through the State body, member clubs, State technical committee, or registered officials.

## **2. CONTROL OF RACING**

- A) Racing shall be conducted between WASC registered and/or recognised drivers, officiated by WASC registered and/or recognised officials, but at all times in accordance with WASC Racing Rules & Regulations and specifications.
- B) Any WASC official who knowingly allows an unlicensed driver or an unregistered race car to compete, or who knowingly allows a driver under suspension or with an outstanding fine to compete, may be penalised.
- C) Failure to comply with the rules as contained in this book will result in disciplinary action and/or a penalty.
- D) The WASC Committee may charge any person with conduct prejudicial to the interest of the sport. That charge will be referred to WASC, Member Club who will determine the charge and if found guilty of the charge, that person will be subject to disciplinary action as deemed appropriate by the body hearing the charge. The person charged shall be entitled to the benefit of the rules of natural justice.

### **3. LIQUOR AND DRUGS**

- A) Any person involved in the competition or running of a race meeting shall not have consumed any intoxicating liquor or used any illegal drugs for at least 12 hours prior to the start of that meeting.
- B) The carrying or consumption of intoxicating liquor or illegal drugs in the pit/racing area is prohibited, whilst the meeting is in progress. All other restrictions are at club/promoter discretion.
- C) Blood alcohol content tests may be part of the race meeting and the Chief Steward may order any person to undergo such a test. The maximum blood alcohol content permitted 0.00%. Any person found with, a reading over this limit shall not be allowed to take any further part in the meeting and may be subject to further penalty.
- D) Random drug testing may be carried out on drivers/crew/ officials at anytime.
- E) If any official is of the belief that another official, crew or Competitor is under the influence of Drugs or Alcohol, The Police will be contacted to administer the appropriate tests.

#### **4. RACING RULES & REGULATIONS BOOKS, CLASS SPECIFICATION MANUALS.**

- A) The WASC will supply one free copy of the racing rules and regulations book (“the rules”) to each licenced driver, to each member club and to all registered stewards at each issue.
  
- B) The racing rules and regulations book will be available online to download for additional copies.
  
- C) It will be the responsibility of each member club to provide the class specification manuals to all drivers and provide copies on their relevant website.
  
- D) It shall be the driver’s responsibility to have a racing rules and regulations book and the appropriate class specification manual and be fully acquainted with the regulations contained therein.
  
- E) If any changes are made to the rules, the WASC will advise of those changes by providing the appropriate reprints or stick ins.

## **5. LICENCES, REGISTRATION, & LOG BOOK**

A) A lost log book or licence can be replaced by filling in an application form, available from the relevant club secretary.

B) A filled log book will be replaced by forwarding that book to the relevant club secretary, where it will be sent back with a new one.

### **C) DRIVERS LICENCES**

- All drivers racing under WASC classes are required to have an Australian Auto Sport Alliance (AASA) national licence.
- Only a current AASA recognised driver's licence (or recognised equivalent), free of unpaid fines and outstanding penalties will be accepted as a legal licence for speedway competition. It must be presented when requested by track officials.

### **D) LOG BOOK AND DECALS**

- Member clubs are responsible for issuing a log book for each car/competitor.
- Drivers must present log book for scrutineering at each race meeting to be filled out by relevant machine examiner.



## 6. **PROTECTIVE CLOTHING**

- A) Abuse of any safety equipment may be penalised.
- B) Any person who is guilty of misrepresenting any safety attire/equipment may be penalised.
- C) Drivers who intend to compete at a race meeting, in any or unofficial practice must have approved safety attire and equipment as per the relevant class specification book. This attire and equipment must be worn correctly at appropriate times.
- D) The Chief Steward at his/her discretion may relax the rules for safety attire requirements for grand parades and driver presentations.
- E) Approved Safety Attire /Equipment: (Minimum Standards)

HELMET: AS1698, Snell 2005 or Snell 2010

RACE SUIT: Minimum Standard SFI 3.2 A/1 or FIA 8846-2000

UNDERWEAR: Minimum Standard SFI 3.3 or FIA 8856-2000

BALACLAVA: Minimum Standard SFI 3.3 or FIA 8856-2000

BOOTS: Minimum Standard SFI 3.3 or FIA 8856-2000

GLOVES: Minimum Standard SFI 3.3 or FIA 8856-2000

SOCKS: Minimum Standard SFI 3.3 or FIA 8856-2000 will apply.

NECK BRACE: Minimum Standard SFI 3.3 or FIA 8856-2000

HEAD & NECK RESTRAINT: Minimum Standard SFI 38.1 or FIA 8858-2010

EYE PROTECTION: Visor or Goggles

- F) Life span on equipment will be as per manufacturer or rule book.
- G) All other safety equipment will require approval by the WASC.

## 7. FLAGS & LIGHT SIGNALS

- Green Flag/Green Light: START OF RACE OR RACE IN PROGRESS. The signal to start racing shall be when the Green light is displayed or when the Green flag is waved.
  - Yellow flag/Yellow light: CAUTION. When this is displayed the drivers shall slow to a reasonable pace and retain their position.
  - Red flag/Red light: DANGER. Drivers are to stop immediately in the safest practical way.
  - Yellow flag with Red angled stripes: FIRE FLAG. Drivers given this signal are to withdraw immediately in the safest practical way,
  - Blue flag with Yellow spot: LAPPING FLAG. When displayed that vehicle is about to be lapped, and must maintain line and render no competition or interference when being lapped..
  - Black flag: DISQUALIFICATION FLAG. Driver to withdraw immediately to the infield using caution whilst doing so and must report to the steward at the end of the race. **No appeals accepted on a black flag.**
  - Black flag with White spot: MECHANICAL DEFECT. Driver to withdraw immediately using caution to the Infield,
  - White flag : ONE LAP TO GO.
  - Black and White chequered flag: RACE COMPLETION.
- A) It is the responsibility of the driver to watch for signals given by the steward/officials.
- B) Any driver who does fail to obey any signal or direction given by the stewards/officials may be penalised. Minimum \$50 per lap.

## 8. DRIVERS AND CREWS

A) Drivers, crew members and officials are to dress in a clean and tidy manner and are to conduct themselves in a professional and sportsmanlike manner at all times. Dress code may be subject to State, Club or Promoters by-laws. Dress code in pit area, from one hour prior to commencement of the race meeting until after the Chief Steward has given the all clear, all participants are required to wear no open footwear, all tops/shirts must have sleeves and cover the upper torso and all legs must be covered to the knees.

B) A driver is responsible for the conduct, actions and appearance of his/her pit crew from the time they enter the complex. An infringement notice may be served upon the driver and/or pit crew member for any proven misconduct by the pit crew member.

C) A WASC driver must have the following items at **the** speedway track to be allowed to compete:

- A current AASC (Or recognised equivalent) driver's licence.
- A current member club registered speedway car.
- A current log book for that vehicle.
- Approved safety wear.
- A current approved Personal accident cover.
- A current WASC Speedway Racing Rules and Regulations.
- One Way Communicator (In working order)

## 9. RACE MEETINGS

A) Race Meeting officially commences at the advertised scrutineering time, (Or when the first car is scrutineered), and finishes ½ an hour after the completion of the last event.

**B) DIRECTION OF RACING:** Direction of racing will be determined by the class specification book.

C) Any person found guilty of an act of violence i.e. physical, verbal or written during the course of a race meeting may be penalised.

D) Any person found guilty of speaking in a derogatory manner or making obscene gestures to any person during the course of a race meeting may be penalised.

E) No unauthorised person shall enter the track or infield area without the Chief Stewards permission. The Chief Steward may penalise any unauthorised person who enters the track or infield.

F) Any person riding on a moving car may be penalised. Exception: organised parade or presentation.

G) Any driver who drives in the Pit area in an unsafe manner, or uses excessive speed may receive a penalty.

H) Ambulance/first aid facilities, fire fighting equipment and tow vehicles must be available within the complex before any competition can begin. Minimum first aid requirements are:

-Stretcher.

-Oxygen resuscitation equipment.

-Min of 2 fully trained Ambulance/First Aid/Red Cross officers.  
Minimum qualification level 2 first aid.

-Recognised state ambulance/state first aid facility & be suitably attired

-All infield officials to be suitably attired and trained.

I) All intending Drivers and race cars must be at the complex a minimum of one hour prior to the advertised starting time, unless otherwise advised by the organisers.

J) Drivers and pit crew will register their names at the appropriate sign-in area of the speedway.

K) Drivers competing at their first race meeting will be required to start at the rear of field, and continue doing so until they have satisfied the Chief Steward, of their proficiency.

L) During a race meeting, if through an accident or for any other reason a) driver is considered to be unfit to continue racing the Chief Steward in consultation with the medical attendants shall not allow that driver to compete for the remainder of the meeting.

b) After any serious accident or roll over, the car must be checked by a scrutineer and passed to race.

## **10. DRIVERS BRIEFING:**

- A) Drivers are required to be on site prior to the scheduled commencement of the drivers briefing and are to attend when notified.
- B) Failure to attend the drivers briefing may incur a penalty.
- C) At the drivers' briefing the necessary officials shall be introduced.
- D) The drivers' briefing will also give the following information to the drivers: Location of officials, flag/ light system, location of fire extinguishers, info on restarts, define the infield, any promo features or supplementary regulations that apply to the track.

## **11. NOMINATION FOR A MEETING**

- A) The promotion/organiser has the right to refuse any nomination.
- B) At tracks where drivers are required to nominate, any driver who is a late nomination, or arrives at a race meeting with the intention to compete, without nominating will be required to compete from the rear of the field during any heats.
- C) A driver who wishes to be a scratching from the nominations, must do so to the host club/promoter where the meeting is to be held. Scratching to be notified prior to the scheduled commencement of the meeting.
- D) Failure to notify a scratching may incur a penalty.

## **12. DUMMY GRID LINE- UP**

- A) Cars will take up their correct position on the dummy grid before entering the track.
- B) Once the cars are on the track, prior to the start of the race, and there is a withdrawal, then the cars behind will file straight forward to fill the gap, eg car in position 4 will move up to position 2 etc.
- C) Any driver whose car is not positioned on the dummy grid and who notifies the pit marshall that 2 minutes is required may take their place in the starting grid. Provided that the car is ready for racing at the pit gate before 2 minutes has elapsed since the last car entered the race track.
- D) Drivers are responsible for knowing their original starting position before a race and maintaining that position until the race has started, unless directed otherwise by an official.
- E) Any driver who does not stay in the proper handicap or start position until the race starts may be penalised.

## **13. GENERAL REQUIREMENTS**

- A) Points are paid as track/ club determines.
- B) Points are allocated to a driver.
- C) One way communication from Chief Steward or nominated official to competitors will be used.

## **14. RACING RULES**

### **A) STARTING RACES**

- 1) In rolling start events, the pole car shall bring the field around at a reasonable pace and all drivers are to hold their correct positions until the race commences. White line may be used.
- 2) Any driver who increases or decreases speed on approaching the start of a race, or breaks formation may be penalised.
- 3) When a race is about to start the yellow light will be turned off or the yellow flag withdrawn approximately two thirds of a lap prior to the start area. At the start area, the green flag will be waved or the lights will turn to green. Unless otherwise directed by the Chief Steward. Race starts may be aborted.
- 4) If the steward is not satisfied with the start, the yellow light will be activated before the lead car reaches turn 3. All cars must then reduce speed and proceed to form up again, in their original starting position, or as directed by the steward.



## **B) RESTARTING RACES**

- 1) If a race has a red or yellow light/flag stoppage before the last car has completed one lap, the race will be restarted as per the original grid positions or as directed by the Chief steward. Start will be as directed by the Chief Steward.
- 2) If a race has a red/yellow light flag stoppage after the last car has completed one lap, the race will be re-started, in single file, as of the previous recorded lap. Lapped cars will be put to the rear of the field.
- 3) When a race is put under caution, the race will be slowed by the yellow light or flag. The drivers will retain their positions, or go to a position as directed by the steward/lap scorer. The yellow light will be turned off or the yellow flag taken down when the steward is satisfied that the track is clear. The race will then be re-started at the start area.
- 4) Cone re-start will be used. Definition of a cone restart: All cars must start single file and not pass or break formation until after they have passed the cone (between the cone and the Chief Steward). The Steward may go yellow if it is deemed an unfair start and put the offending car(s) to the rear.
- 5) Cars that hit the cone or pass before the cone will be put rear of field either at the next stoppage, or at the end of the race.
- 6) At any re-start, the race leader must be the first car to receive the green flag. White line may be used.
- 7) Laps under the caution flag will not be counted on the lap score sheets.

## C) RACING INCIDENTS

- 1) Any driver who is the primary cause of a race stoppage may be penalised.
- 2) Any driver who causes deliberate contact during overtaking or starting may be penalised
- 3) Any driver who engages in foul, unfair or dangerous conduct while competing on a race track may be penalised.
- 4) Any driver who becomes a source of danger to other drivers and spectators may be penalised.
- 5) If a driver is to spin of their own accord and the car is still mobile and the race is not stopped, the driver may re-enter the track as near as practical to the point of exit. All possible caution must be used when withdrawing or entering a race so as not to cause interference to other drivers.
- 6) Any driver who causes interference to other drivers when withdrawing from or re-entering a race may be penalised.
- 7) Any driver who forces a race stoppage by deliberately stopping the race car on the track may be penalised.
- 8) If a driver is to spin of his or her own accord and the car is stopped on the edge of the track, the race may continue if the car is not causing an obstruction.
- 9) Any driver who deliberately spins another race car may be penalised.
- 10) Any driver who unfairly gains a position from another driver during a race will lose positions gained, plus one further position or as deemed appropriate by steward.

- 11) Any car that is involved in an accident and requires repairs to be made, will need to be inspected by the scrutineers prior to competing again. An entry will also need to be made in the car log book.
- 12) Any driver who continues to compete with excessive smoke exiting from the car may be penalised.
- 13) Any car losing a body part while racing:
  - And cause a stoppage is not excluded from the event but must start rear of the field.
  - Though not their fault, causes a stoppage, may be restarted in their previous racing position.
- 14) If an engine cover is lost completely during a race, the race car will pull to the infield. Failure to do so will incur a penalty.
- 15) Any car that has a flat tyre during a race may be placed on the Infield if the Steward deems it to be a danger.
- 16) Once the seat belts, window nets or any safety apparel has been removed or broken whilst in the confines of the racetrack, the driver shall be excluded from the race, exception: unless ordered to do so by official.
- 17) Safety attire and equipment will not be loosened by a driver after withdrawing from a race to the infield area, unless there is a specified area where this is permitted. This area will be indicated at the drivers' briefing.
- 18) Any driver who drives on the infield area in an unsafe manner may be penalised.
- 19) Any person who obstructs the removal of a race car from the track may be penalised.

## **D) WORKING ON CARS**

- 1) The only work permitted on race cars once they enter the racing arena is to be done by infield officials, and they are limited to the following:
  - Effect repairs using race tape and cable ties, remove or bend damaged panels or bumpers away using basic tools.
  - Basic tools are considered to be hammers, chisels, hacksaws and crowbars.
- 2) When working on cars in the pit area, car is to be securely supported. If working under the car, each wheel off the ground must be supported by an approved jack stand.

## **E) COMPLETION OF A RACE**

- 1) When a car has passed under the chequered flag, it must stop racing and complete a slow down lap at reasonable speed, before leaving the circuit.
- 2) When a race runs over more than the advertised number of laps, the Chief Steward shall declare the race positions in the order of the cars finishing at the Chequered flag.
- 3) The Steward may declare complete:
  - Any race, when the lead car has completed the advertised number of laps, the chequered flag has been displayed and the last running car has passed under that flag.
  - Any race, in the event of extreme, dangerous or exceptional circumstances.

4) When a race is declared the placegetters will be determined from the recorded laps or part thereof, with the exception that the Chief Steward may penalise any driver for any breach of the rules committed prior to, or after the lap on which the race was declared.

5) When a race is completed, the placings will be declared provisional until:

- The time for lodging protests / appeals has expired or such protest/appeals have been finalised.
- The transponder/lap sheets have been checked.
- The scrutineers have given clearance.
- The Chief Steward has given the “all clear”.

Half (50%) of the amount of advertised laps constitute a race.

## 15. PENALTIES

A) Any disciplinary action to be imposed arising from an incident at a race meeting shall be determined by the Chief Steward of the meeting.

B) A chief stewards infringement notice is used for:

- Severe degree of dangerous driving
- ignoring officials instruction
- fighting and/or abusive behaviour towards another driver/ or official on track or in the pit area.

C) Maximum penalty under chief stewards infringement notice is 12 months (365 days). Penalty may be reviewed by club/promoter and chief steward after issue.

D) When a Chief Stewards Infringement Notice is issued:

Top Copy: To the Offender

Second Copy: To WASC

Third Copy: To the Host Club

Forth Copy: To the Steward

E) A driver must be notified of any offence or penalty occurring during that race by raceceiver or flags.

F) Verbal notification of any offence or penalty must include the Rule under which the driver has been penalised.

G) With alleged offences other than at race meetings, that person shall be dealt with as per the requirements of club constitutions or model rules.

H) Any person incurring a suspension is no longer permitted to act in the position they held, from which the suspension was imposed, until the time of the suspension has expired.

## **16. PROTESTS**

- A) Any Driver who considers they have been aggrieved by the actions of another driver during a race may lodge a protest at the completion of the race with the Chief Steward.
- B) Protests must be presented in person, but the driver's representative may be present.
- C) The Chief Steward will consider the case put by the driver and may interview other drivers where necessary, to arrive at a decision. That decision will be given to the drivers involved.
- D) The Chief Steward will serve an infringement notice if disciplinary action applies from a result of the protest.

## **17. APPEALS**

- A) No appeals will be available for racing decisions made by the chief steward. The chief steward's decision is final.

## **18. TECHNICAL APPEALS**

A) If a race car is passed to compete by a scrutineer and another driver wishes to lodge objection, that driver may lodge a technical appeal against the vehicle's eligibility, or the engine eligibility.

B) A Technical appeal can be lodged at any time during that race meeting. The appeal must state the specification(s) with which the car does not comply.

C) The appeal form can be obtained from the website/ scrutineer and it must be fully completed and returned to the respective official within 30 minutes with the appropriate fee.

D) Appeal lodgement fee must accompany the completed appeal form. Appeal lodgement fee \$200.00; exception: engine eligibility which the appeal lodgement fee is \$1000.00

- If the appeal is upheld the lodgment fee is returned
- If the appeal is dismissed the lodgment fee is retained, unless engine disassemble was required, in which case, the Appeal lodgment fee is given to the respondent, to assist with re-assembly.



## **19. OFFICIALS**

A) The personal required at a WASC conducted meeting will consist of the following:

- Chief Steward
- Assistant Stewards
- Clerk of Course
- Scrutineer/s
- Pit Marshall
- Flag Steward/s
- Lap Scorers
- Track Announcer
- Observers, Infield Officials

Any other Officials that may be necessary

B) The general duty of all officials is to report any breach of the regulations to the Chief Steward as soon as practical.

C) Officials shall not perform any duties other than those, which are attached to their position, unless directed by the Chief Steward.

D) Officials for a race meeting are usually elected or appointed by the club or the promotion.

E) All officials should wear a distinctive uniform.

F) Any official who incurs a penalty is automatically suspended from that position until the penalty is paid and/or served.

G) All Officials dealing with minors to hold current Working with Children Check.

## **H) CHIEF STEWARD**

Principal duties are;

- To be accepted as a registered Chief Steward, a person must have completed requirement/s as per WASC policy.
- The Chief Steward shall be held responsible for the implementation of these rules and will order and facilitate all signals for the running of the meeting.
- The Chief Steward shall not allow any persons to approach him/her whilst there is a race in progress.
- The Chief Steward shall be in control of all drivers and vehicles, pit crew and officials from the time they enter the complex until 30 minutes after the “All Clear” is given by the Chief Steward.
- The Chief Steward shall deal with all other incidents that may occur during a race meeting which are not specifically mentioned in these rules.
- To have sole authority to penalise and be required to act on information brought to notice.
- To be available during scrutineering, or appoint an assistant steward, and shall remain on duty until any protests or appeals have been resolved and the disputes committee has been dismissed.
- To enquire into the circumstances of any incident occurring during the meeting and ask any person to report to them.
- To receive signals from other raceday officials.
- To reprimand officials who are not carrying out their duties.

- To be the only official empowered to stop a race.
- To order the removal of any person who is interfering with the efficient running of the race meeting.
- To issue infringement notices.
- To advise the Judge of any alteration to the provisional placings as a result of exclusions or disqualifications.
- To sign the lap sheets when the “all clear” is given, and to sign any alterations to those lap score sheets.
- Be responsible to appoint an infield official to check driver response on car withdrawing from event.

#### **D) TRAINEE & ASSISTANT STEWARDS & OBSERVERS**

- Shall perform duties as directed by the Chief Steward.

##### **Observers principal duties are to:**

- Observe the racing at a separate location to the Chief Steward, but to be in direct contact with the Chief Steward.
- Report any detected irregularities or breaches of the rules to the Chief Steward.
- Be available when requested for any enquiry into any incident.

## **J) CLERK OF COURSE**

Principle duties are to;

- To report to the promoting body and the Chief steward before the scheduled start of the meeting for information on the program and any alterations to the running of the meeting.
- To ensure that all officials are at their posts and that the ambulance or first aid, and the fire & tow vehicles are present.
- To be available to drivers, to receive verbal instructions about the lodgment of an appeal or protest, before the driver leaves the track or infield.
- To assist other officials to form up vehicles on the track and to carry out any other infield duties requested by the Chief Steward.

## **K) MACHINERY EXAMINER**

Also referred to as Chief Scrutineer or Technical Officer  
Principal duties are to:

- Be available on club registration day and to be satisfied that the vehicles conform to the specifications prior to registration and to ensure that the relevant registration forms are submitted to the registration official. If there is any doubt over a vehicle's specifications, the Clubs Technical officer shall be contacted and the problem rectified before the registration for that vehicle will be approved.
- Ensure that all vehicles have been inspected and passed, and that the driver's safety attire and equipment is correct, prior to any practice or competition on race day. Vehicles may be inspected or impounded to determine eligibility at any time, and will be excluded if they do not conform. Enter any details in the log book and sign the book in conjunction with the driver or driver representative at any time.
- Recommend to the Chief Steward to exclude any vehicle from competition that has not effected the repairs or adjustments that have been noted in the vehicle's log book. The Chief Steward will then issue an infringement notice, which will include the specification(s) to be adhered to.
- Inspect any vehicle that has been involved in an accident to ensure that it is track worthy. In conjunction with the Chief Steward, the scrutineer can exclude any vehicle that may become a source of danger.

## **M) PIT MARSHALL**

Principal duties are to:

- Remain in the pits for the duration of the meeting.
- Carry out ballots to determine the starting positions for those races that have not been pre drawn.
- Notify all drivers of their starting positions, to form up the cars on the dummy grid and to marshall the vehicles onto the track.
- Notify the relevant officials of any alteration to the starting position of any vehicle.
- Give directions to vehicles and drivers in the pit area.
- Order the removal of any person from the pit area, in conjunction with the Chief Steward.
- Check that all safety attire and equipment is in place before drivers enter the track.
- Carry out any other duties as requested by the Chief Steward.

## **N) FLAG STEWARD**

Principal duties are to:

- Ensure required flags are ready to be used.
- Signal the drivers as requested by the Chief Steward.
- Keep in close contact with the Chief Steward.

## **O) LAP SCORERS**

Principal duties are to:

- Record the position of every competitor as they cross the start/finish line, regardless of being lapped or not. Lapped cars will be defined by the scorers.
- Not permit anyone to alter the lap sheets except the Chief Steward, who must then sign the alteration.
- At a red light stoppage, or when required provide a list of cars as of the last recorded lap, to the officials concerned.
- Pass the lap sheets to the judge at the completion of each event. The lap sheets are to be made available to the WASC when requested.
- To oversee the use of transponders. Assist Transponder Technician. Ensure the transponders are taking accurate readings and recording all cars.
- Act as the race handicapper if required.

## **P) OTHER OFFICIALS**

Principal duties are to:

- To be appointed for the safe and efficient running of the meeting. They will be advised of their duties by the club, or the promoting body, or the Chief Steward.

## **20. CODE OF CONDUCT**

- Conduct unbecoming to the WASC will not be tolerated.
- Driver/crew discussions with the Chief Steward and other competitors are to be conducted through the Drivers Representative of the night.
- Any driver/crew member entering the space of another driver/crew member resulting in an altercation will be deemed responsible for the altercation
- A penalty for conduct unbecoming will be issued by the Steward with the penalty to be served before the driver or crew can compete at the next event.



## **21. DUTY OF CARE STATEMENT**

This duty of care statement is to be read out to the Drivers at every Drivers Meeting starting with the following introduction:

“My name is ..... and I am tonight's chief steward.

It is my duty to advise you of the following;

- That motor racing can be dangerous; your equipment could be damaged or destroyed; and you may suffer serious personal injury or worse.
- If there is any aspect of this Race Meeting that causes you concern for your personal safety or for that of any member of your crew, whether that concern be with the Race Track, the venue or the manner in which the Race Meeting is being conducted it is your obligation to bring those concerns to the attention of the Clerk of the Course/Race Director or Chief Steward.
- If after doing this those concerns are not addressed to your satisfaction, you are advised to withdraw from this Race Meeting.
- Does everyone understand his or her obligations and rights in this regard?
- It is also my duty to advise you that at any time during this Race Meeting random drug and or alcohol testing may take place.
- If you have any doubts as to your ability to pass such a test with a negative or zero reading you should withdraw from this Race Meeting IMMEDIATELY.
- Does anyone have any questions?