

RACERS

ABN 55 098 088 610

Recreation
And
Competition
Event
Resources &
Services Pty Ltd

A Provider to the Motorsport Venues

Executive Overview

Mission:

Recreation And Competition Event Resources & Services Pty Ltd (RACERS) was created to provide Queensland Raceways Operations Pty Ltd (QRO), and potentially other permanent motorsport venues, the opportunity to run motorised recreational activities in a business environment which provides both safety and entrepreneurial flexibility.

RACERS does NOT provide an alternative for high level national motorsport activities.

Queensland Raceways Operations Pty Ltd (QRO) founded RACERS to provide it with a business environment through a third party organisation which could supply technology and insurance to enhance its operations and then those of others. At this point in time the names “RACERS” and “QRO” can be taken as referring to the same organisation. The structure of RACERS allows it to become a multi-owned company that can grow and adapt over time to meet the needs of its owners. Motorsport venue operators may obtain a copy of the Shareholders Agreement from QRO on request.

It is envisioned that in the future the ownership of RACERS will be distributed amongst a number of motorsport venues across a number of geographies and it will function as a central purchasing and negotiating agent on their behalf.

This document was created by John Tetley and should the reader wish to discuss the opportunities that this initiative could provide he is available on john@qldraceways.com.au or 0418860444.

Explanatory Preamble

Safety

RACERS operates on the premise that safety primarily comes from controlling the conduct of the individual driver/participant. This is regardless of whether the conduct is in the preparation of the vehicle or its operation during an event. Driver confusion caused by unpredictable behaviour in others and ambiguous signals from officials are recognised as a frequent cause of dangerous situations.

The culture of RACERS expectations is contained in the statement:

“On every occasion and in every circumstance the overtaking car is ALWAYS in the wrong.”

Individual Drivers make the decision to overtake and therefore must bear the full responsibility for that decision & its outcomes. Complaints of blocking etc are dealt with in the Code of Conduct as unsportsmanlike behaviour which generally means the offending (blocking) driver will be sent rear of grid if the complaint is upheld. This completely removes the excuse typified as “just giving them a tap to move over” as the offending driver will not need to be overtaken again.

Code of Conduct

To alleviate driver confusion caused by complex rules, RACERS events are conducted under a Code of Conduct based on three (3) of matrices which define Transgressions, Endangerment and Penalties:

- In the DEFINITIONS MATRIX the TRANSGRESSIONs are defined in the left-hand column and the adjoining columns describe the various levels of ENDANGERMENT.
- In the DEMERIT POINTS MATRIX the number of DEMERIT POINTS to be allocated for the TRANSGRESSION at the defined ENDANGERMENT level.
- In the PENALTY MATRIX the penalty(s) are defined that a driver will receive for the number of DEMERIT POINTS they have allocated/accrued.

The Code of Conduct with its matrices that Queensland Raceways has implemented is contained in appendix (A). It is a living document and can be easily updated if & when necessary.

Licensing:

RACERS offers three types of licences:

JUNIOR:

This license is only available to young people between the ages of 14 and 17 and restricted to formula cars and sedans with less than 120 hp which are fitted with a full roll cage and anti-intrusion bars. JUNIOR licence holders are permitted to compete in Sprints and Races and must display a red capital “J” at least 100 mm high on the rear of their vehicle where it can be clearly seen. JUNIOR drivers are subject to the Code of Conduct penalties. Any driver, including another JUNIOR driver, shall have the PENALTY doubled for a transgression against a JUNIOR licensed driver.

CLUBMAN:

This licence is mandatory for all types of timed and non-timed events that have a speed, drift or timed component but do not have a “massed grid” start. This license also enables the holder of a licence from a recognised source to compete in the equivalent events conducted by QRO.

RACE:

This licence entitles the holder to compete in all events that are conducted by QRO at any of its venues or supported by RACERS. This licence may also receive recognition from other licensing bodies.

Medical requirements vary with different license levels but the QRO or RACERS medical questionnaire must be completed and submitted at the time of application for the licence. When deemed necessary an interview with a doctor or paramedic recognised by QRO or RACERS may be required.

Safety of Vehicles:

QRO or RACERS will conduct safety inspections of vehicles as, when, and to the degree that it feels is necessary for the activity being undertaken.

At each timed event a participating owner must provide a completed and signed Safety Compliance Statement (See Appendix “B”) provided by QRO. Where deceptive or negligent behaviour is detected in completing the form the vehicle will be banned from participating in the event and no refund will be granted. If a deliberate attempt at deception by an owner occurs a second time the owner and their vehicles could be banned from participating in all future events conducted by QRO. This is only applicable with regards to misleading statements about the safety of the vehicle and this ban is at the sole discretion of QRO.

Appendix B also details the minimum requirements of safety equipment and apparel for each level of competition.

NOTE: Neither RACERS or QRO will take any form of responsibility for the compliance of a vehicle with the eligibility criteria as set out by a particular group or category.

Appeals:

The following shall apply only in so far as the appeal is against the application of the QR CoC in a particular circumstance.

Appeals will be heard by a Council of five people comprised of:

- Two senior members of QR Staff with event experience
- Two members of the Management or Committee of the appellant’s participant group
- One person appointed by the Appellant

The Appellant and officials will make individual presentations to the Council which will then decide in camera whether to sustain, increase, decrease or dismiss the penalty given the Council’s view of the Circumstances. Appeals will not necessarily be heard on the day of the event.

Given the recreation level of the events there is no justification for a second appeal process.

Appendix “A”

The Queensland Raceways Code of Conduct

(QR CoC)

NOTE: CHANGES FOR 2014 ARE DENOTED BY YELLOW HIGHLIGHT

Code of Conduct Mission Statement

To create & maintain an environment which ensures the safety, enjoyment and viability of competitive and recreational motorsport activities for the benefit of all the Key Stakeholders.

In this context the Key Stakeholders are the:

- Participants in an activity
- Managers and committees of participant groups
- Volunteers and officials assisting in the delivery of an activity
- Management and staff of the venues

Description of this Document:

It is important to state up front that this document does not contain or cover technical requirements, or sporting regulations. The responsibility for setting and enforcing these types of regulations resides with the Participant Groups that are undertaking activities

This document is to be concise and clear. It defines what behaviour is expected from participants. It does this by clearly listing the Transgressions, and how the Endangerment level of a particular Transgression is established. There is a table of Demerit points to be applied for a particular circumstance given the Endangerment Level and the Transgression.

This document consists of four main parts.

1. An explanatory pre-amble of the Underlying Principles
2. A list of the valid penalties and the Demerit Points that will incur the penalty
3. A Penalty Matrix which sets out the Demerit Points to be applied according to the Endangerment Level of the Transgression(s)
4. A matrix which defines the actions which establish an Endangerment Level for each of the Transgressions

Underlying Principles:

Egalitarian by nature - no monetary fines – Care & Safety of Others is Paramount

QR has responsibility to:

- Provide Officials to implement, police & enforce the QR CoC for all activities within a Venue's physical boundaries.
- Ensure that Participants are correctly Licenced to participate in an event, document the Circumstances that require penalty(s) to be handed out and record same for future enforcement when required.
- Support the enforcement of penalties handed out to Participant by the management or committee in charge of a group of Participants.

Participant Groups take responsibility for:

- Ensuring their Participants understand the QR CoC and agree to abide by them
- Specifically referring Participants to the QR CoC in their entry forms & conditions
- The provision of the regulations for their group's activities e.g. No. of Competitors, type of vehicle, duration of activities and number of events to be held
- Provide the Scrutineers to ensure the compliance of Vehicles to their regulations
- Provide a Driving Standards Observer to ensure participant behaviour meets the requirements of the QR CoC – this responsibility may be delegated to an Official at the event

Appeals:

The following shall apply only in so far as the appeal is against the application of the QR CoC in a particular Circumstance.

Appeals will be heard by a council of five people comprised of:

- Two senior members of QR Staff with event experience
- Two members of the Management or Committee of the appellant's participant group
- One person appointed by the Appellant

The Appellant and officials will make individual presentations to the Council which will then decide in camera whether to sustain, increase, decrease or dismiss the penalty given the Council's view of the Circumstances. Appeals will not necessarily be heard on the day of the event.

Demerit Points: Penalty Table ~ 2014

Demerit Points	Penalty
0	Reminder – no record
10	Reprimand – Points expire after 30 days
25	Reprimand – Points expire after 60 days
50	Race time or Best Time + 30 secs – Points expire after 60 days
100	Drive through Pit Lane or miss next race (LP) ~ Points expire after 60 days
200	Excluded from next Race Start then RoGrid – Points expire after 90 days
500	Exclusion from the meeting – recorded Points expire after 90 days
1000	Exclusion from all events for 90 days – recorded Points expire after 180 days
1500	Exclusion from all events for 180 days - recorded Points expire after 360 days
≥2000	Lifetime exclusion from all events conducted by Queensland Raceways

Demerit Points: allocated by Transgression & Endangerment ~ 2014

Transgression

Minor Careless Imperils Malicious

Transgression	Minor	Careless	Imperils	Malicious
Speeding in Pit Lane	0	10	100	500
Speeding in a Public Area	10	50	100	500
Speeding in Paddock	10	50	100	500
Bringing Alcohol or other drugs to a meeting	25	100	200	500
Impairment due to alcohol & other drugs	500	1000	2000	2000
Any Vehicular Contact with property	10	25	100	1000
Any Vehicular Contact with a Pedestrian	200	500	1000	2000
Vehicle - Vehicle Contact whilst Actively Competing	50 ^o	100 ^o	250 ^o	1000 ^o
Passing another during Clampdown or Cancel	10	25	200	500
Failure to comply with Official Instructions - Administration	10	25	200	500
Failure to comply with Official Instructions - Competition	25	50	100	500
Failure to comply with Official Instructions - Safety	50	100	250	500
Instances of Bribery &/or Fraud	50	100	250	500
Unsporting Competitive Behaviour	50 ^o	100 ^o	250 ^o	1000 ^o
Presenting unsafe vehicle for Scrutineering	0	10	50	200
Jumping ranks during a rolling start (LP)	10	50	200	500
Aggressive/threatening behaviour to other people	100	500	1000	2000
Aggressive/threatening behaviour to an Official	100	500	1500	2000
Attempted Event Entry during an exclusion period	50	200	1000	2000
Kerb Hopping	10	200	500	1000

Definitions of Endangerment Levels ~ 2014

Trangression	Minor	Careless	Imperils	Malicious
Speeding in Pit Lane	0<5 KmH	6~10 KmH	11~19 KmH	>20 KmH
Speeding in a Public Area	0<5 KmH	6~10 KmH	11~19 KmH	>20 KmH
Speeding in Paddock	0<5 KmH	6~10 KmH	11~19 KmH	>20 KmH
Consumption of Alcohol or other drugs during a meeting	Seen with alcohol but 0% on Alcometer	Records < .02% on Alcometer Test	Records .02~.08% On Alcometer	Fails Alcometer by >.08%
Impairment due to alcohol & other drugs	Not Visibly effected	Not Visibly Effected	Visibly Effected	Behaviour Effected
Any Vehicular Contact with property	No Damage to Property	Minor Damage to Property	Significant damage to property	Deliberate damage to property
Any Vehicular Contact with a Pedestrian	Pedestrian uninjured	Pedestrian knocked down but only winded	Pedestrian suffers trauma	Pedestrian severely injured
Vehicle - Vehicle Contact whilst Actively Competing	No real damage	Vehicle damaged but safe to race again [◇]	Vehicle requires [◇] repairs to race again	Vehicle is a write-off
Passing another vehicle during a Clampdown or Cancel when the other vehicle has not pulled over	Passing manouvere had commenced at time condition asserted & redressed	Passing manouvere commenced in section after condition asserted & redressed	Passing manouvere commenced after section after condition asserted & redressed	Multiple passing manouveres at excessive speed at any point around track
Failure to comply with Official Instructions - Administration	Minor technicality with no safety impact or risk to QR	Refusal to follow a specific instruction with no safety impact	Refusal to follow a specific instruction with minor safety impact	Refusal to follow a specific instruction with minor safety impact
Failure to comply with Official Instructions - Competition	Minor technicality with no safety impact or risk to QR	Refusal to follow a specific instruction with no safety impact	Refusal to follow a specific instruction with minor safety impact	Refusal to follow a specific instruction with minor safety impact
Failure to comply with Official Instructions – Safety	Minor technicality or minor safety impact or risk to QR	Refusal to follow a specific instruction with minor safety impact or risk to QR	Disobeyed a specific instruction with some safety impact and/or risk to QR	Failure to obey a specific instruction Resulting in injury or damage and major risk to QR
Instances of Bribery &/or Fraudulent competitive behaviour [◇]	<\$100 or Unsporting Behaviour e.g. deliberate blocking to advantage another team member [◇]	>\$100 or Unsporting Behaviour e.g. deliberate blocking for a team member with NO contact [◇]	<\$1000 or dangerous Unsporting Behaviour e.g. deliberately crashing out a driver [◇]	Any sabotage that does or might reduce the safety or speed of another driver or car. [◇]
Jumping ranks during a rolling start (LP)	Minor overlap redressed before Start line	Minor overlap at the Start Line	Forced way through one or more ranks	Forced way through one or more ranks with contact
Aggressive/threatening behaviour to other people	A minor outburst of temper with an immediate apology	Foul language followed immediately by an apology. [◇]	Foul language for an extended period with threats	Foul language for an extended period with threats and physical contact
Aggressive/threatening behaviour to an Official	A minor outburst of temper with an immediate apology	Foul language followed immediately by an apology. [◇]	Foul language for an extended period with threats	Foul language for an extended period with threats and physical contact
Attempted Event Entry during an exclusion period	Within 30 days of exclusion expiry	Within 60 days of exclusion expiry	Deliberate attempt to deceive the system	Deliberate attempt to fraud the system with abuse
Running off & kerb hopping	Less than 1:10 in any corner never more than 2 wheels off	Consistently running 2 wheels off on any corner	Consistent Over-driving with 4 wheel “offs” on corners	deliberate hopping f& dangerous track re-entry

An Incident or Circumstance can result in multiple Transgressions & Penalties being applied. [◇]

NOTE: 2014 Revisions are marked with “[◇]”

Appendix “B”

Vehicle, Apparel & other Requirements

Any of these items may be checked by the safety scrutineers.

OK	N/A	CHECKED	<u>OWNER TO INITIAL EACH ITEM ON THE THE LIST AS "OK" OR "N/A"</u>
			Vehicle ID _____ Group: _____
			LICENCE/S, EXPIRY DATES (COMPLETED & OK)
			ALL REQUIRED LIGHTS WORKING
			HELMET, GOGGLES / VISOR, ATTIRE
			SEAT ATTACHMENT SECURE
			LAMP GLASS PROTECTED (CLEAR ADHESIVE TAPE)
			SEAT BELTS – TYPE, CONDITION & INSTALLATION
			WINDSCREEN - LAMINATED
			WHEEL CENTRE CAPS REMOVED
			BONNET SECURE (2 INDEPENDENT FASTENING SYSTEMS)
			TYRES (CHECK FOR VALVE CAPS)
			VISIBLE OIL OR FLUID LEAKS
			NO RUST, CRACKS, HOLES ETC
			THROTTLE RETURN SPRINGS (MINIMUM 2 X SPRINGS)
			NO LOOSE BODYWORK &/OR TRIM
			BATTERY FIRMLY ATTACHED (TERMINALS TAPED)
			COMPETITION NUMBERS MEET REQUIREMENTS
			BRAKES – PEDAL RUBBER & NO SINK
			BATTERY MARKER, CUT OUT SWITCH FITTED & OPERABLE
			REAR VISION MIRROR / S SET & SAFELY MOUNTED
			FIRE EXTINGUISHER EQUIPMENT WITH 20 G BRACKET
			OIL CATCH CAN
			ROLL BAR / CAGE
			RAIN LIGHT (OPEN WHEELERS)
			TAIL SHAFT RESTRAINT

I, the owner of this vehicle, verify that it is in raceworthy condition & meets the safety requirements for the activity in which I have entered it.

Name: _____ Signed: _____

Other Requirements:

Vehicle and Apparel Requirements vary with activity

For Sprints/Racing

1. ABS & SRS systems may be disconnected at the driver's option
2. Drivers must wear non-flammable clothing that fully covers the body from ankle to wrist to neck
3. If vehicle is road registered or road registerable must meet the roadworthy requirements of Qld Transport
4. If vehicle is not road registerable it must meet the applicable Racing Car standards below
5. Fire extinguishers, when fitted, must meet AS1841 standard and be secured to ensure they cannot injure the driver in the event of an accident.
6. Tyres must be fit for purpose, not recut or retreaded, and be fitted to rim widths that comply with the Tyre and Rim Association manual and/or ADR requirements
7. Rear facing red lights for use during rain must be fitted.

For Racing:

1. Minimum Roll Over Protection must meet CAMS, AASA or AS/NZ Standards **AS 1636.1-1996**
2. Minimum four point harness in Sedans, five or six point for sports cars and open wheelers to AS2596 and installed to Australian ADR Standards.
3. Must comply with one of the classes described in the invitation to compete (other by invitation only)
4. ABS & SRS systems may be disconnected at driver's option
5. Oil catch tanks must be fitted that are appropriate to the vehicle and the events being entered.
6. The driver's compartment must be Fire proofed from other areas of the vehicle and provide protection against intrusion and de-fragmentation of the engine and driveline.
7. Driveline components must be restrained to ensure they will not impede the vehicle's progress or fall onto the roadway in the event of a failure (eg Tailshaft Straps).
8. Fuel tanks must be filled from outside the vehicle, vented outside the vehicle and be separated from the driver by a fire retarding structure. NO fuel pipes may pass through the passenger cabin of a sedan.
9. Tyres must be fit for purpose, not recut or retreaded, and be fitted to rim widths that comply with the Tyre and Rim Association manual and/or ADR requirements
10. Bonnets must be restrained in accord with ADR requirements with two separate retaining systems
11. Must have adequate rear vision mirrors.
12. Fuels are not to be mixed at the circuit. Fuels containing Alcohol must have a 150mm red circle containing a white letter "A" prominently displayed on each side of the vehicle near the competition number.
13. To retain broken glass strong adhesive tape must be fitted to all forward facing glass
14. Fire extinguishers, when fitted, must meet AS1841 standard and be secured to ensure they cannot injure the driver in the event of an accident.
15. Rain lights must be fitted to all open wheel formula cars.
16. Two throttle closing springs must be fitted to independent anchor points
17. Wooden Steering wheels are not acceptable for racing
18. Cars must be fitted a Blue Triangle beside an external battery isolator
19. Tow points must be fitted, easily reached and clearly marked with a "TOW" sign 50mm high.
20. Fuel lines must be secured to the body/chassis and of a flame resistant material
21. All seats must be securely attached to the chassis in a suitable manner.
22. Arm restraint tethers should be used wherever practical especially in open wheel & sports cars. On sedans windows should be open by no more than 100mm if window nets are not fitted to the vehicle. Arm restraint is highly recommended in all vehicles.
22. Numbers must be displayed on both sides of the vehicle, either white on black or black on white, with 230mm high Helvetica Bold lettering on a 450mm round or square background, Yellow numbers at least 150mm high in Helvetica Bold may also be displayed on the front passenger window.

Racing Apparel

1. Helmets must comply with, or exceed, the standards AS1698.
2. All competitors must wear an industry approved head and neck restraint system in conjunction with an approved helmet.
3. Full face helmet, goggles or visors must be worn in open cars – no glass is permitted in accordance with AS 1609-198.
4. Must wear one piece overalls, socks, shoes, balaclavas and gloves, made of Nomex or a similar flame protecting material to FIA Standard 1986 or Australian Standards.
5. Competitors should note no persons under the age of 12 are permitted inside the Pit Lane unless accompanied by an adult.

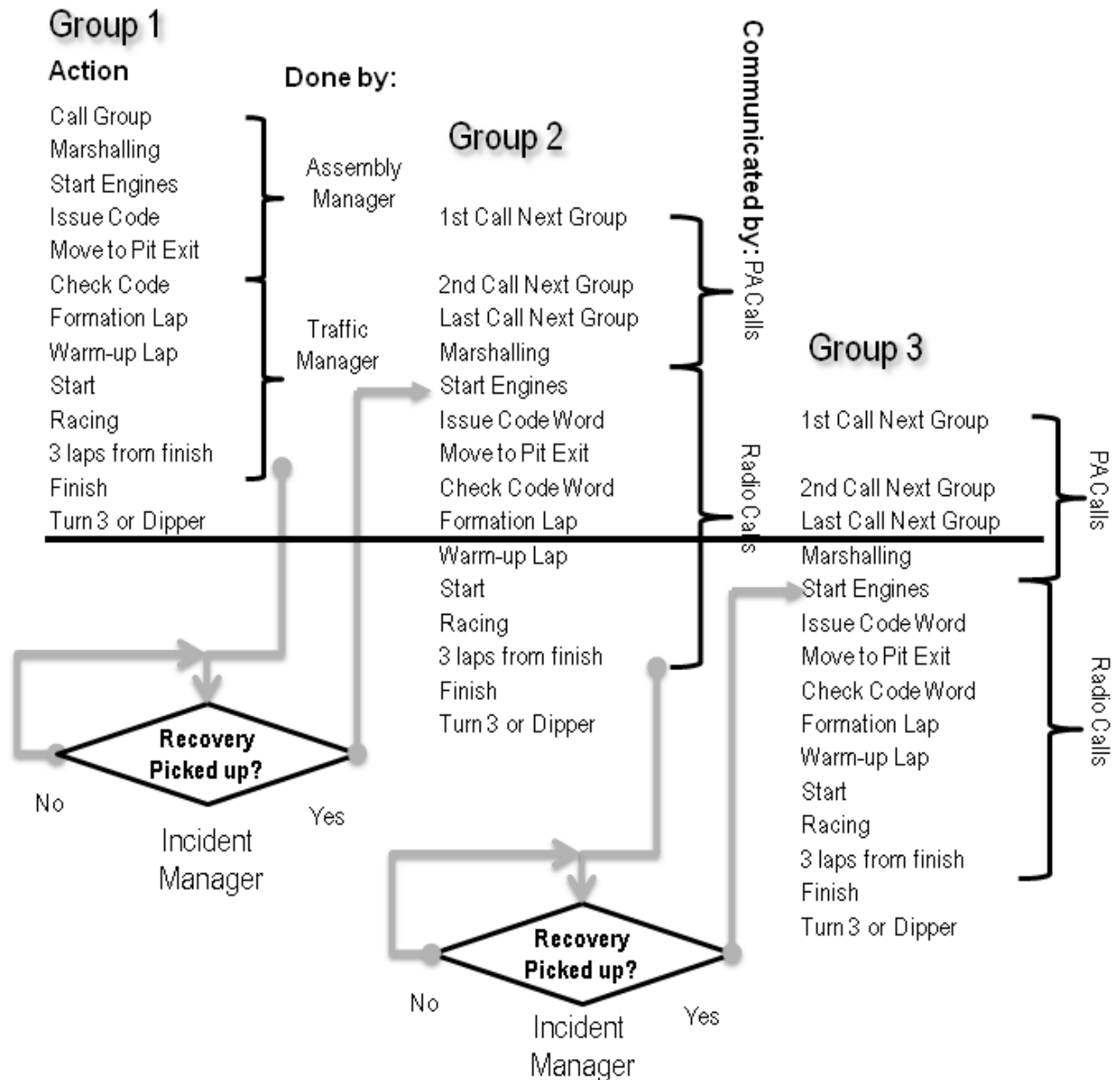
NB Australian Standards are published by the Government Printer and are purchasable at their shops and web site.

Appendix “C”

Race Management: Concepts & Methodology

Race Delivery Process

(Items on the same line are more or less at the same time)

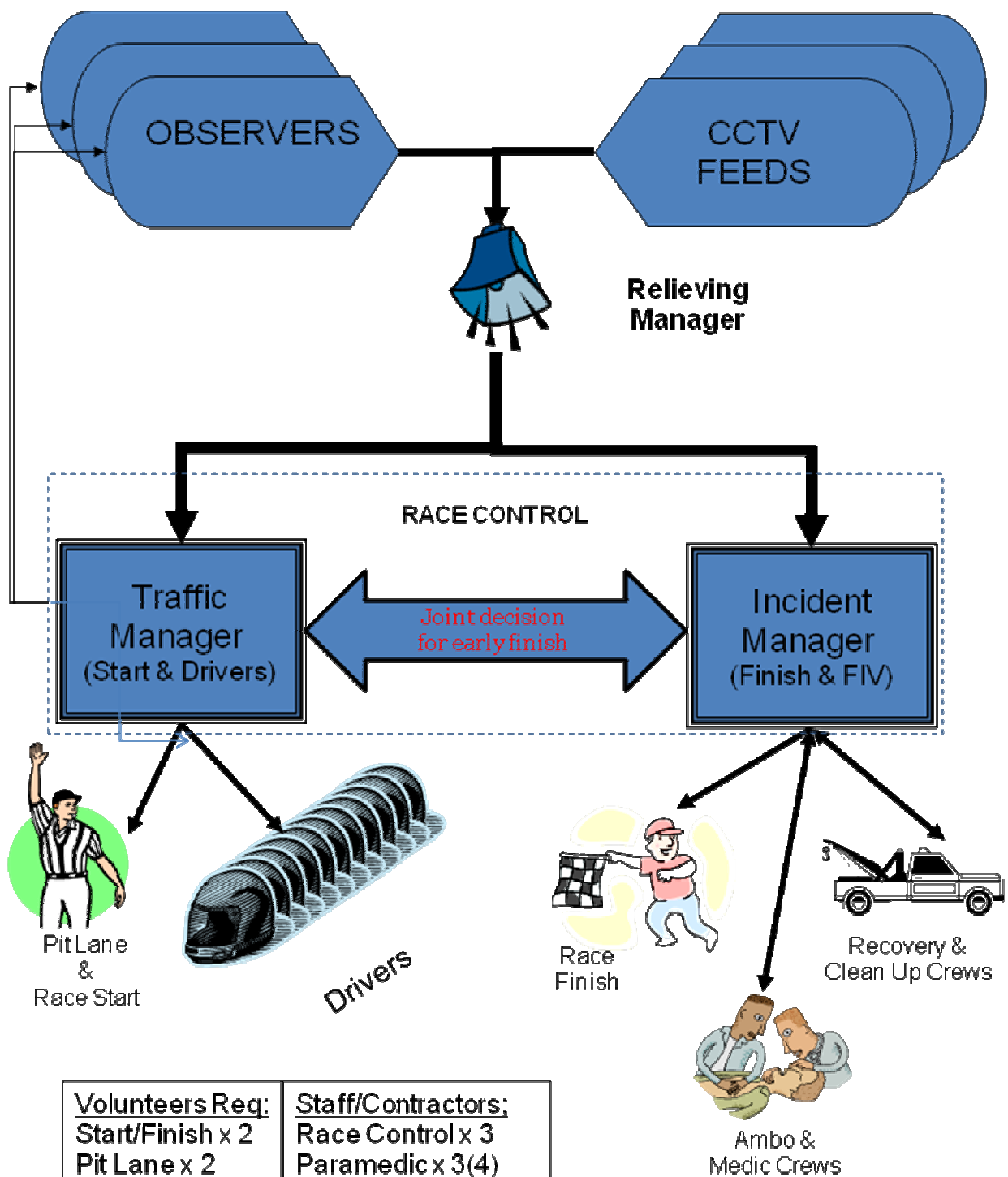


ETC...

Appendix “D”

Race Management: Communications

RACE CONTROL ↔ OBSERVER COMMUNICATIONS



Volunteers Req:
 Start/Finish x 2
 Pit Lane x 2
 Scrut x 2~5
 Observers:
 QR 1,2,3,5,6
 LP 1,2,3,4,5

Staff/Contractors:
 Race Control x 3
 Paramedic x 3(4)
 Fire & Resc. x 2(3)
 Recovery x 1
 Event Secretary
 Sign-in Staff (3)

RACE CONTROL ↔ OBSERVER COMMUNICATIONS

Radio Protocols

Structured Communications (like Pilots use)

Observer ➡ Race Control | Race Control ➡ Observer

1. Condition Code

2. Position:

3. Condition Code

Confirm Code & Position

CONDITION:

Red (number): there must be a clear & present DANGER-RESPOND NOW

Yellow:(number): the race can continue – **RESPOND SOON**

PANPAN (number) – information only; response (if any) at end of race

CONDITION CODE NUMBERS:

1. Fire or major car damage – Driver(s) still in car
2. Driver appears injured & is still in car
3. Fire AND Driver is Out of the car
4. Fire or heavy smoke from car or grass near car – Driver Out
5. Driver out of car
6. Collision – Car(s) Stopped
7. Car Stopped due to roll over or wall
8. Stones, oil or coolant on Track
9. Car stationary
10. Slow moving vehicle or faulty vehicle (provide car number)

AUTHORISED WORDS (use of codes is preferred):

"Say Again" If readback not heard or understood

"Fire" Prefer Call Code number 1, 3 or 4 unless it is grass fire

"Crash at (position)"

"Driver (condition)"

"Request (position)"

"Confirm (message)"

"Contact (Car number & Car number)"

POSITION:

Turn # (e.g. 1,2,3, Dipper, etc)

Distance or Feature (e.g. T3~ 100 metres / beside start tower ~ etc)

TRAFFIC LIGHTS:

Used as back up to the verbal driver directions:

Cancel – Flashing Red

Clampdown – Solid Red

Caution – Solid Yellow

Sample Conversations 1

INCIDENT –

a car runs off at turn 3 & stops 12 metres from the track in the trap:

OBSERVER > COMMS:

Yellow 9 – Turn 3 Gravel Trap – Yellow 9

COMMS > OBSERVER:

Confirm Yellow 9 – T3 Gravel Trap (Heard by Managers & Observer)

OBSERVER > COMMS:

CONFIRM Yellow 9 Turn 3

TRAFFIC MANAGER – DRIVERS:

Caution; Caution; - Car Stopped- T3 Gravel Trap (x 2)

INCIDENT MANAGER . Recovery 1

Recovery 1 – stand by for T3 gravel trap recovery

RECOVERY 1 > Incident Manager

Recovery 1 Standing by for T3 Gravel trap

INCIDENT –

a car runs off stops against the wall at exit T6

OBSERVER > COMMS:

RED 7 – Turn 6 Exit – RED 7

COMMS > OBSERVER:

Confirm – RED 7 – exit T6

OBSERVER > COMMS:

CONFIRM RED 7 – exit T6

TRAFFIC MANAGER > DRIVERS:

Clampdown: Clampdown: Exit Turn 6 (x 2)

INCIDENT MANAGER > Recovery 1

Recovery 1 – stand by for T6 exit recovery – reposition to Pit Entry

RECOVERY 1 > Incident Manager

Recovery 1 repositioning Pit Entry

NOTES:

Incident manager calls race end as they have the clean up responsibility.

Traffic Manager controls Pit exit & calls track entry & hands on to the Starter

NO FLAGS will at the observation points but 2 x F500 extinguishers

& binoculars will be issued to the Observers

Traffic lights will be available to the Traffic Manager & only to be used with voice communications.

Sample Conversations 2

INCIDENT –

Oil Down in T1

OBSERVER > COMMS:

PAN PAN 8 T1

COMMS > OBSERVER:

Confirm PAN PAN 8 T1

OBSERVER > COMMS

Confirm PAN PAN 8 T1

TRAFFIC MANAGER – DRIVERS:

CAUTION CAUTION T1 oil down (x 2)

INCIDENT MANAGER > Recovery 2

Recovery 2 – T1 Oil Down – Stand By pit exit

END OF RACE

INCIDENT MGR > RECOVERY 2

Recovery 2 PROCEED T1

INCIDENT –

Track blocked by multi car crash in Turn 6 – lots of smoke Likelihood of injuries

OBSERVER > COMMS:

RED 1 – Turn 6 – RED 1

COMMS > OBSERVER:

Confirm – RED 1 – T6

OBSERVER > COMMS:

CONFIRM CODE RED 1 – T6

TRAFFIC MANAGER > DRIVERS:

Cancel; Cancel; Track blocked Turn 6 (x 2)

INCIDENT MANAGER > All FIVs

Scramble Scramble - All Personnel - DEPLOY NOW – DEPLOY NOW at Pit

Entry - Code RED 1 T6 – Code RED 1 T6 – attend when safe

TRAFFIC MANAGER > DRIVERS:

RECOVERY & RESCUE vehicles entering TRACK: 40 Kph and park at T3 – await further instructions.

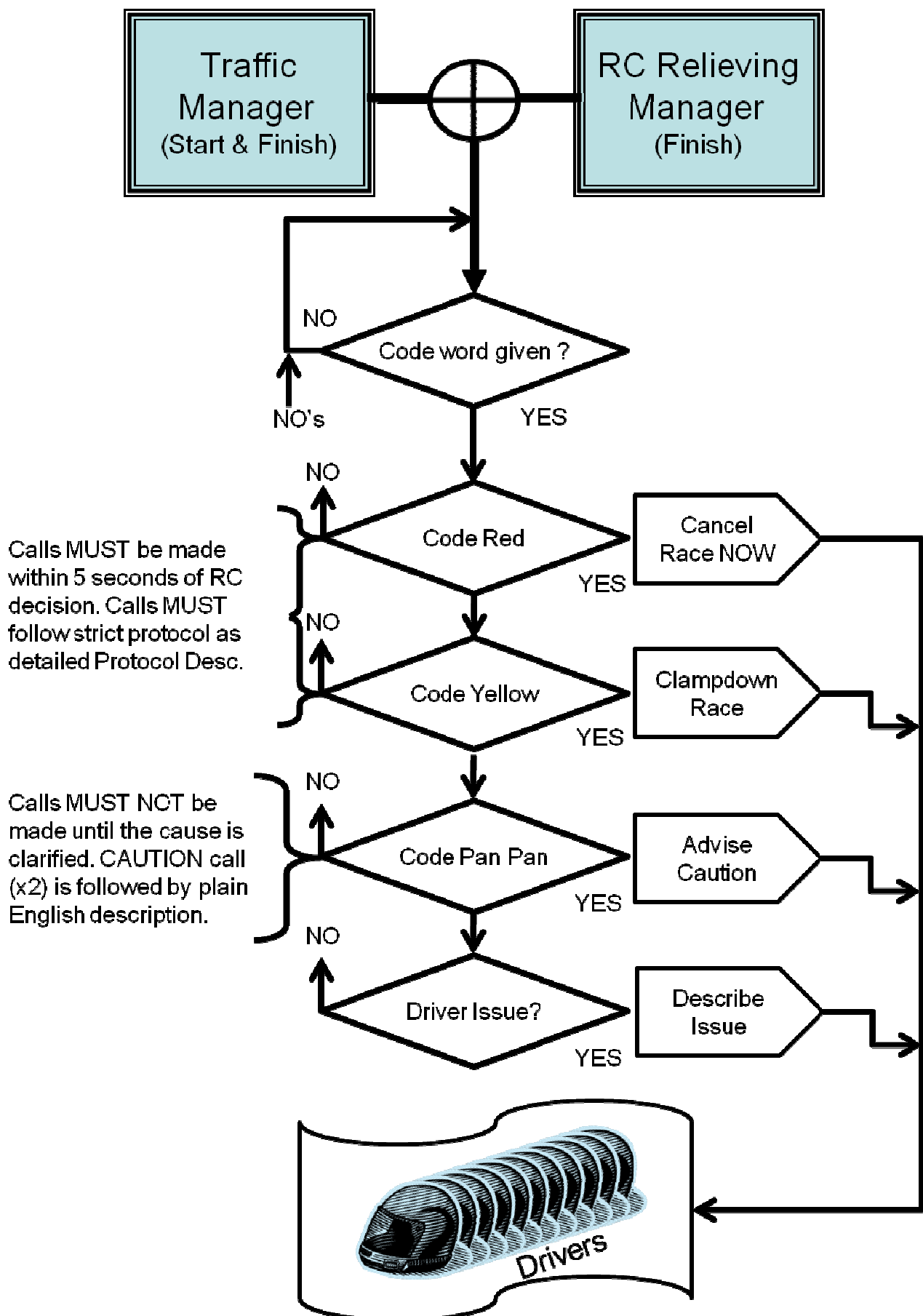
RECOVERY 1 > Incident Manager

At site – reporting:

TRAFFIC MANAGER > DRIVERS:

Return to pits via crossover then grass right T6 to Pit Entry (x2). EXTREME CAUTION

RACE CONTROL \Rightarrow DRIVER COMMUNICATIONS



RACE CONTROL ⇒ DRIVER COMMUNICATIONS - 2

ENUNCIATIONS:

<u>Cancel</u> said as:	KAN sell
<u>Clampdown</u> said as:	clamp – DOWN
<u>Caution</u> said as:	KORR shun

(Words in BOLD are said louder than the words in plain.)

Sample Instructions:

Situation 1:

Red Code 1 established in T3 – track blocked - late in race

Broadcast #:

1. "All drivers - All drivers **KAN** sell - **KAN** sell - All Drivers - All Drivers – Crash turn 3; Crash turn 3 - stand by for further instructions – 50 Kmh **now** please"
2. "All drivers - All drivers – Park up in Turn 2 – Park up in Turn 2"
3. "All drivers - All drivers – return to paddock via Dipper – Turn 4 & Turn 5 – return to paddock."

Situation 2:

Red Code 6 established in T4 driver right – in RED zone 10 metres off track only a few laps done so RC calls it as "Recover & Resume"

Broadcast #:

1. "clamp **DOWN**- clamp **DOWN** -All drivers - All drivers - clamp **DOWN**- clamp **DOWN** - Crash turn 4; Crash turn 4 - stand by for further instructions – 80 Kmh **now** please"
2. "All drivers - All drivers – go to Pit Exit for restart via Crossover & T6 – go to pit exit for restart."

RACE CONTROL DRIVER COMMUNICATIONS - 3

Situation 3:

Car stopped beside exit T3 in a red zone:

Red Code 9 established, RC calls it as "Recover & Resume"

Broadcast #:

1. "clamp DOWN- clamp DOWN - All drivers - All drivers - clamp DOWN- clamp DOWN – Car stopped T3 exit; Car stopped CrashT3 exit – SLOW Vehicles on track – Slow vehicles on track – 80 Kmh now please"
2. "All Drivers – All Drivers - Recovery in progress – 40 Kmh near the scene please"
3. " GO GO GO All drivers - GO GO GO - All drivers."

Situation 4:

Car stopped deep in T1 Gravel Trap. Yellow Code 9 established RC calls it as "Leave 4 Later"

Broadcast #:

1. "KORR shun KORR shun - All drivers - All drivers – Car stopped T1 gravel trap; Car stopped T1 gravel trap – keep racing please"
2. (At end of race) "All Drivers – All Drivers - Recovery in progress"

Situation 5:

Stones reported on track RC calls it as "Leave 4 Later"

1. "KORR shun KORR shun -All drivers - All drivers – stones on track reported exit T6 – keep racing please"

Situation 6:

Corrections: (examples only)

1. "Car 54 – Car 54 redress on car 35 – Car 54 redress on car 35"
2. "Car 17 Pit lane drive through next lap – 17 drive through pits."
3. " Car 18 Black Flag – Black Flag – come to tower on next lap"

Appendix “E”

Instruction Sheet Samples

Rules of the QRuise

QRuising sessions are low risk recreational activities for you to enjoy with your family & friends whilst driving on famous race track. ALWAYS keep your speed down to appropriate road speeds.

Your car must be road registered to QRuise.

Do not try to go too fast or race your mate except in the Track Challenge. You can do about 75 events per year with QR if you want to find out how good you are. If you endanger others in the opinion of the officials you will be taken off the track & sent home. This does not mean you are not allowed to enjoy yourself; but you will not be permitted to endanger other drivers and their families.

Traffic is regulated to ensure that there is sufficient opportunity to use the car's power but speeds must be kept within reason. On track stupidity will be rewarded by immediate ejection from the premises and no second chances will be given if you misbehave in public areas.

ANY Alcohol and/or glass brought into the venue **will be confiscated & not given back!**

DO NOT DRIFT unless you want to go home early! There is a Track Challenge event for people who want to Drag & Slalom. QR runs over 30 Drift events a year for you if you need to do it sideways.

This is the day for family friendly QRuisers and NOT a hoon day – there are plenty of those provided at QR too. QRuising is for people who enjoy their cars with their families in the company of others.

Just respect the opportunity for some low cost track time and use it for what it is.

RULES OF THE ROAD

These are the requirements all drivers must meet:

- Drivers briefing is delivered over the PA at 8.30am ~ PAY ATTENTION TO IT!
- All drivers must have a current drivers licence, and be >18yrs (no learners permits)
- NO STOPPING, NO drifting and definitely NO STATIONARY BURNOUTS
- NO ALCOHOL is allowed ON SITE ~ Zero Blood Alcohol or you Don't Drive
- The overtaking car is ALWAYS in the wrong - you decide to pass - you are responsible
- Where fitted; seat belts must be worn by each person, **but** NO BELTS = NO KIDS
- If you break down get off the track but do not get out of the car
- It's a track not a road so weight limit is 3 tonnes Max