



**Competition Rules**

**Queensland Touring Cars Inc**

**Queensland Touring Car Championship**  
**(QTCC)**

V10.0 updated January 2026



## PREAMBLE

Queensland Touring Cars Inc (QTCC) is an Australian Motorsport affiliated, QLD incorporated non-profit club which commenced operations at the beginning of the 2012 season. The QTCC is run by an elected, voluntary management committee made up of paid-members, for the benefit of all competitors and all members.

This Preamble is considered to represent the Core Values of how this club manages and navigates these Competition Rules (Rules). Therefore, the primary focus of the QTCC Management Committee is to promote an enjoyable and entertaining racing series at state and club level that pays homage to vehicles which raced in the Australian Touring Car Championship (ATCC), in its various guises, such as Australian Group C & Group A, Supercars as well as the Super Tourers series since their inception.

As such the overriding emphasis of these Competition Rules is to interpret them whilst clearly understanding the core values and that it is club level racing for the purpose of FUN. Therefore, it should be clearly understood that the foremost intention of these Competition Rules is to provide a balanced and equitable racing series for the drivers (and their vehicles) competing in it.

Any proposed changes within these Competition Rules can only be done by REC membership at the AGM through +50% majority vote. The exception is if the proposed change is to change the Core Values, whereby there must be an +80% majority vote at the AGM.

All Rules and Regulations are to be interpreted in accordance with their intent. Any action not expressly permitted by these Rules is prohibited. The Management Committee retains full authority to make final determinations on interpretation and application of the Rules and may amend these Rules at any time as deemed necessary.

*\* subject to these changes not conflicting with the Club's core values*



## TECHNICAL REGULATIONS

### Technical Committee

The Tech Committee is appointed annually on a volunteer basis. There are three members of the Tech Committee. Their primary role is to ensure that all technical regulations within this handbook are adhered to. This includes inspecting cars, issuing logbooks and general technical advice.

If a car is believed to be eligible, the first point of contact should be the Technical Committee (details available on this website). A full inspection will be required and if eligible a log book will be issued subject to final approved membership.

### Eligible Vehicles

All naturally aspirated reciprocating piston, or rotary engine cars and turbo engine cars which have raced in the ATCC, Australian Group A, Australian Group C or Super Tourer series since their inception and later model vehicles, approved by the committee, and deemed to be suitable for the category.

For clarity purposes, eligible vehicle models relate to cars that do not compete in the National Competition in either top or second tier championships. QTCC will allow the Commodore up to VF and Falcon up to FGX (2013). For safety and cost, the Club has also allowed to extend the BMW 3 Series model up to F30/F80. This would bring the BMW year model in line with both the Commodore and Falcon to compete in the Series, each vehicle must pass a compliance inspection and be issued a QTCC vehicle logbook.

*Cars that are not eligible in the series are:*

- *Current or ex-V8 Supercars/V8 Super Tourers (Australian and New Zealand).*
- *Current or ex-Super Tourers.*
- *Space-framed Chassis Sedans.*
- *Future Tourers.*
- *Any All-Wheel Drive (AWD) vehicle.*

The Technical Committee will issue the logbook when the vehicle complies.

### The Body & Chassis

For the purposes of clarity: two, three and four door variations of the sedan or coupe body type which were raced in the ATCC or Super Tourers may be eligible, this includes additional



BMW models as noted within the Eligible Vehicles. All variations shall be subject to approval by the Technical Committee.

The drive train configuration location is to remain essentially stock, with the factory firewall to remain in the original location within the chassis. The engine is to remain entirely within the bounds of the original engine compartment. The original chassis rails and floor pan must be in place, not modified in dimension and generally used as per the manufacturers design.

Replacement of guards, doors, boot and bonnet with like for like design with other materials such as fibreglass or carbon fibre is deemed acceptable. Any wheel flares, front splitters or rear spoilers are deemed acceptable, subject to the references below under Aero, body kit and must largely reflect Touring Cars of their respective era. All cars must utilise glass front windscreens. Door glazing must remain; however, it is permitted to replace side window glass with a clear polycarbonate/Lexan piece. The front driver side door glazing may be completely removed provided a Australian Motorsport compliant window net is correctly fitted in the opening. The rear windscreen may also be replaced with clear polycarbonate/Lexan; however, approval must be given by the technical committee who must be notified prior to such replacement.

### **Body Kits**

All cars are to have body kits that are reflective\* of how that model raced in their respective era. For clarity purposes any car that currently does not meet this regulation, a new logbook must be issued/or existing will be modified.

With regard to BMW E46 and E90 chassis body kits for these vehicles will be those used by the factory cars in the WTCC at the time. However, it is understood that these kits are hard to get and can be expensive, as such a more cost-effective solution is available, by way of:

- M-Tech style front and rear bumpers along with a readily available E36 Supertourer style rear wing (if the WTCC style wing is unavailable).
- factory M3/M3 CSL front & rear bars along with the E36 Supertourer wing (if the WTCC style wing is unavailable).

(the rear wing noted above is only a suitable alternative to the WTCC wing as this was the last recognised BMW touring car to have raced in Australia).

\*The kits do not need to be 100% authentic, however they do need to make the car look like and be reflective of a touring car of the era as they raced.

With regard to the F30/F80 body kit, it must remain consistent with the rules of the Australian Production Car.



The attached photos in Appendix F are reflective of what has been approved and what is expected and approved under this rule.

### **Aerodynamic Aids (General)**

Aerodynamic aids are to be limited to each individual type of vehicle with the view of predominantly keeping body kits, and aerodynamic aids, to those that generally reflect Touring Cars of their respective era. Any eligible model vehicle that competes in IPRA will be allowed to compete in the QTCC, subject to the body kit reflecting the requirements noted above.

The following limitations apply:

#### **Rear Aero**

Whilst there is no specific maximum height above deck level for rear aero packages, the rear aerofoil must be reflective of what was raced ie Supercars generally at a maximum of 270mm measured vertically from the surface of the rear panel at the leading edge of the wing to the intersection of a line drawn horizontally from the highest point of the wing.

However, should the vehicle be a replica vehicle, the replica aero is acceptable at its manufactured height or be period correct. All aero must be fixed solid with NO aids to allow for movement whilst car is in motion i.e. mechanically adjustable aerofoils. The width of the aerofoil and endplates must not exceed the width of the rear quarter panels of the car.

The rear wing must not protrude longitudinally beyond the point of the factory rear bumper of the vehicle or unless as raced. For three or five door hatchback style vehicles, which are otherwise eligible replicas or original cars that raced in Group A in Australia, rear wings or spoilers which are factory, or as homologated, shall be permitted.

#### **Front Aero**

There are minimal restrictions on front aero. Front splitters, spoilers or similar, have no limit in ride height above ground level and can have an effective depth to a maximum of the front of the front wheel position. No aftermarket sump guards are permitted. This is to allow such vehicles to remain visibly similar too their contemporary Touring Cars whilst providing a significant aero advantage ie. 1988 and onwards Holden and Falcon.

The aero package must be reflective of how it was raced, and early vehicles/body kits cannot be modified to take advantage of the aero ruling. It is not permitted to add a flat splitter or extended sump guards to or in proximity to a front bumper, unless that was the case with Touring Cars of the model and era in Australia as it raced.



## **Engine**

All engines must be Naturally Aspirated with the exception of approved Turbo engines. (See Below.) The block must be from the same manufacturer (e.g., Ford, GM/H, BMW and Nissan) as the original car (or a recognised aftermarket iteration of the block, e.g. LSX blocks). The exception to this is, for rare cars that have difficulty in sourcing the original style V8 engine, can have an alternate being the LS series, no larger than 6lt. This will be reviewed on a case-by-case basis, with an application to be made to the Technical Committee. The application will be reviewed, and if successful, receive written authority from the Management Committee prior to proceeding with any build.

For purposes of clarity, to be considered for the series the factory body/chassis class/shape must have been raced in the ATCC, Group A, Group C or Supercars or Super Tourer series with the engine type. Originally four and six-cylinder vehicles must retain the number of cylinders which were the maximum available for their respective model or body type as sold through the dealer network in Australia e.g. E30/E36 BMWs can have a maximum cylinder count of six. Australian domestic vehicles which were only raced as V8's in the relevant series must only have compliant V8 engines. All other modifications to the engine are free.

The BMW E36 and E46 vehicles will be permitted to use a non-BMW M V8 engine, for example M60 or M62, upon application to the committee to do so. As above, this will be reviewed on a case by-case basis. In relation to the E90 S65 engine will be eligible as they were available from factory.) In relation to the F30/F80. The S55 will be the designated engine.

## **Weight**

There are no weight limits. However weight maybe added to a car for parity reasons subject to our parity rules and consultation with the Technical Committee. The exception of this is the BMW F30/F80 must race consistent with the Australian Production Car rules.

## **Rotary**

Only two rotor, naturally aspirated rotary engines are eligible. Eg. 12A 13B. Peripheral or Bridge porting is permitted. Engine block must be manufactured by Mazda and be so identified. Rotary engines shall only be permitted in a body which was raced with a rotary engine in the ATCC, Group A or Group C.

## **Turbocharged**

Only engine block types as originally raced in ATCC shall be eligible. Note: FJ20 or SR20 blocks are allowed to be run in a Bluebird due to the original engines being unavailable. Only cylinder count, as raced in ATCC, for the body shape shall be eligible. Only original, as raced, cam and valve count shall be eligible. Turbocharger type and size is free. There is no boost limit as of



the 2022 season. However a boost limit maybe imposed for parity reasons subject to our parity rules.

The exception to this is for the BMW F30/F80 must race consistent with the Australian Production Car rules.

Note: In the interest of parity QTCC may impose on all cars rev limits, intake restrictors, boost limiters, minimum racing weight or any combination thereof, on competing turbocharged cars at any time.

### **Oil Catch Can**

Oil catch cans are mandatory, preferably within a drain back to the sump. A minimum holding capacity of one litre is required but highly recommend 2L or more. No plastic vessels are permitted, must be of a metal construction with a minimum of two mounting points, no plastic ties allowed.

### **Fuel System**

When using a non-standard OEM fitted fuel tank (ie Fuel Cell) the fuel system must be vented externally to the bodywork and be fitted with a rollover/non-return valve. The use of fuel catch cans for venting of any sort is prohibited.

### **Fuel**

Only fuel as defined in the Australian Motorsport (2013, as amended) Schedule G-Fuel parts 1, 2 and 3 is permitted. This means only petrol-based fuels including E85, no alcohol fuels – see Appendix A for specific information.

### **Coolant**

The use of glycol-based coolant is not permitted in the QTCC. Non-glycol coolants such as Penrite 10 Tenths and Nulon Ultracool, along with non-glycol water wetter compounds are permitted. Plain water may also be used.

### **Mirrors**

All vehicles must be fitted with one internal rear vision mirror in the original factory position, or as approved by the Technical Committee or the Scrutineer on the day of a meeting. A curved mirror is recommended for the internal mirror as these increase rear view angle. All vehicles must also start Qualifying of an event with no fewer than two functioning mirrors which shall be one interior mirror and one driver's side external mirror. Cameras are not a substitute for mirrors.



## **Lights/Rain Light**

Forward facing factory “white” lights must be fitted and illuminated when on track in a wet event or during races classified as a night race. It is permissible to replace park lamp bulbs with brighter lamps to meet this requirement. Fog lights or other accessory lights if approved by the Technical Committee are also acceptable.

Fitment of a red, High Intensity LED Rain Light on the centre of the rear boot/hatch or mounted centrally to the rear of the vehicle is mandatory. An FIA or Australian Motorsport approved rain light is preferred. No rain lights are to be fitted to the inside of a vehicle. The rain light must be illuminated at all times whilst the car is competing in wet weather and is being driven on the race circuit or as otherwise directed by Race Control/CM/DSO. The rain light must be switched independently to the driving lights, or easily unplugged, so that it is not illuminated during a night race, unless so instructed by the CM/DSO. Should a rain light be operational at the start of a race or qualifying session and fail during that session, then the car shall be permitted to continue that session provided the taillights are illuminated. If it is deemed that a race is wet, ie rain falling or significant spray from standing or flowing water is evident, then a vehicle without appropriate lighting shall not be permitted to start the race.

All vehicles shall be fitted with operational brake lights in the factory location (and style), or a pair of brake lights as approved by the Technical Committee. If any required light (or lights) is unable to be repaired at the track, and the car is fitted with rear parking lights, rear fog lights or alternative front or rear lights approved by the Technical Committee, then they shall be deemed acceptable for the balance of that meeting.

## **Transmission**

Free.

## **Drive Type**

Rear wheel drive only unless raced as a front wheel drive in their respective era, however this specifically excludes all or four wheel drive.

## **Rear Axle**

Free.

## **Front Wheel Drive**

Only as raced in their respective era.



## **Suspension**

Free. Provided it remains significantly as per manufacturer road car design or as modified in the ATCC, Group A or Group C permitted modifications. This rule specifically excludes modifications in line with Supercar regulations.

## **Wheels**

Free.

## **Tyres**

Free. The use of any tyre heating, heat retention devices or chemical treatments are prohibited.

## **Brakes**

Free.

## **Exhaust**

Must comply with the current noise restrictions imposed at the event track.

## **Livery**

All cars must run period styled livery. Cars cannot be plain (no livery) from the 2020 season onwards unless the model of car raced prior to sponsorship livery being applied to cars. (You must confirm this with the tech committee beforehand.) You are permitted to run your sponsor logos or your business logos. Livery design should, as much as possible, reflect the era in which your model of car raced. Livery must, at a minimum, run down both sides of your car and the bonnet. Livery replicating cars raced in their era are also acceptable. If you have no livery you will have to run the headline sponsors of the category livery on the side of your car and on the bonnet. This will be your expense and has to be approved by the sponsor & the tech committee.

## **Sponsor Requirements**

The front and rear windscreen banners will be supplied by QTCC and feature the current years sponsors logos. These banners are compulsory for every car and cannot be replaced by other banners even if the car has full replica livery. (In instances where a rear windscreen banner may restrict rear vision from the car the tech committee may permit the rear windscreen banner to be placed in another position on the car or alternate size sponsor stickers to be used.) There may also be a requirement to fit small sponsor stickers on the rear of the car. The tech committee will advise on this at the beginning of each race season.



Each QTCC member is supplied with one front and rear windscreen banner at the start of each race season. Replacement banners may incur a cost to the driver.

The QTCC (small oval) sticker should be applied to the rear side windows on both sides of the car. QTCC 'races number' (ie driver has competed in 50 or 100 races) sticker should be placed on the rear side windows, driver's door below the window or on the 'C Pillar' behind the rear side window.

### **Race Numbers & Driver Name**

Race numbers are to be applied to both sides of the car and in general terms generally should meet Australian Motorsport regulations (numbers 230mm high in black on white background or white on black background), however numbers can be period style & placement on replica vehicles. *(Please Note: In some cases, this may cause issues should you wish to run the car at Australian Motorsport events as they have specific number size, font & placement guidelines.)* Dayglo yellow numbers may also be used on later model cars to reflect cars of that period. The race number may also be displayed on the passenger side of the front windscreen in dayglo yellow numbers 100-150mm high.

The driver's name should be located on both sides of the car (rear side windows if possible) or in a period correct style – ie on the driver's door. Full REC members will obtain permanent race numbers so that these numbers may be professionally applied thus raising the appearance of the grid.

*Note: In this regard cars are also not permitted to race with number plates attached.*

### **Timing Device Mounting requirements**

As required by each track or otherwise, the transponders and its associated brackets will be mounted as follows, for all cars:

- Shall be fitted in front of, or in line with, the radiator support panel and as low as possible.
- May alternatively be placed at a point further towards the rear of the vehicle, but in no circumstances may be placed forward of the leading lowest edge of the radiator or radiator support panel.
- Shall have a clear view to the track with no metal or carbon fibre beneath it.

\* Events at tracks other than QR tracks may require different transponder locations and these will be advised in the event regulations.



## **Non-Compliant entered vehicles**

Where a vehicle has been identified, either by the Technical Committee, Scrutineer or Category Manager, as not complying with the Rules, at or before any single meeting, it shall not be eligible to compete in any subsequent meeting should it remain non-compliant of the identified Rule or Rules.

Any non-compliance noted shall be entered into a register held by the Category Manager and will also be entered and dated into the QTCC logbook for said vehicle.

Where non-compliance is considered minor or involves no perceived performance advantage or safety compromise then said vehicle shall be allowed to compete, however a penalty (time added) may be applied for each race, during that race meeting, while the vehicle remains non-compliant.

Where the non-compliance involves a safety risk, the vehicle shall be prohibited from competing in the meeting at which the non-compliance is detected until such risk is eliminated to the satisfaction of the Technical Committee and Scrutineering.

Where the non-compliance involves any item or component which may provide any performance advantage over a fully compliant vehicle then the vehicle may not be permitted to compete. Examples of items which may provide a performance advantage include but are not limited to:

- Obvious and significantly non-compliant aero.
- The lack of functional data logging for vehicles required to have same.
- The lack of a restrictor in turbo vehicles required to have same.
- Weight limits where required.

Significant non-compliant vehicles shall not be eligible for trophies and may not be permitted to race.

Any non-compliance registered in the vehicle's logbook must be rectified and approved by the Technical Committee / Scrutineer before the next race meeting entered.



## SAFETY REGULATIONS

QTCC is not a designated technical authority. All vehicles must comply with the safety requirements of Motorsport Australia, AASA, or the relevant Event Organiser. QTCC and its representatives do not hold accreditation to certify the safety of a competitor's vehicle. Responsibility for ensuring vehicle safety compliance rests solely with the competitor.

A QTCC vehicle logbook confirms only the vehicle's identity and eligibility; it is not a certification of safety. A weekend scrutineering pass confirms a basic inspection of safety and eligibility items only and does not transfer responsibility for compliance. Competitors remain responsible for ensuring their vehicle meets all required safety standards at all times.

For clarity, a number of safety items that should be fitted to each vehicle are listed below:

**Motorsport Australia or AASA compliant Roll Cage**

**FIA Extinguisher System / Fire Extinguisher**

**FIA compliant Head Restraint**

**FIA compliant Window Nets**

**In Car Video Camera**

It is mandatory that each vehicle must have a minimum of one operating video camera with video recorded to an SD or Micro SD card. This camera must be forward facing providing a clear and unhindered view of anything forward, of the vehicle, and must include vision of driver's steering inputs. The angle must be as close to horizontal as is possible. The Executive Committee can help with camera setup. Upon request by the DSO or a member of the management committee, after a race the entrant must provide the video immediately to the DSO and/or management committee. Should the entrant refuse or be unable to comply, then penalties may be applied to the entrant. (This could include Rear of Grid for the following race.)

The camera mount system should generally comply with Australian Motorsport camera Technical document. Suction mounts for cameras are not permitted either inside or outside of the car. QTCC retain all copyright on all images/video's submitted for investigation; written permission from the QTCC committee is required before any images (moving or still), that have been submitted for investigation, are made available to the public arena. (Also see Social Media guidelines.)



## SPORTING REGULATIONS

### Membership Levels

QTCC will offer non-refundable\* Membership levels based on the following criteria:

**Social Membership** – this membership is a one-off annual fee of **\$50** and required should a driver enter a race on an adhoc basis throughout the year, should there be availability. When a social member enters a single race the additional entry fees applicable for each event are **\$100** payable directly to QTCC.

There are no voting rights nor rights to racing numbers. Social Membership is also available to those who need Motorsports Australia club membership to enter various Motorsport Australia sporting events.

Social members shall have access to all club communications. Event fees must be paid no later than two (2) weeks prior to any event and confirmed in writing with the Club Treasurer. Competitors are responsible for obtaining written confirmation to secure entry to the event. Failure to do so will result in ineligibility for that event. No cash or payments will be accepted at the event. While finishing points are allocated after each race, competitors at this level are not eligible to win or podium in the end-of-year championship.

### New Competitors

A new competitor is automatically deemed to be on probation for three rounds. Where the Club determines that a competitor has limited or no racing experience, regardless of qualifying position, the competitor shall start within Group C and from the rear of the grid for each race at their first event. Although rolling grid positions apply throughout the event, this provision does not apply to new competitors. All races at that the first event must be started from the rear of the grid. Upon completion of the event, the Club will confirm either approval to start in normal grid positions or the requirement to remain at the rear of the grid for the following event. Points will be allocated according to finishing position.

As noted previously all new approved competitors will also need to have their vehicle inspected and if approved issued with a log book prior to commencing an event. The competitor must contact a member of the Technical Committee in order to arrange an inspection. This inspection is a cost of \$100 and payable directly to the inspector.

Those competitors who have proven racing experience will still be on probation for three rounds, however will be eligible to race with standard qualify positions and rolling grid results.

**REC Membership** – this membership is limited to 50 members per annum based on a 7 round year and is a one-off annual fee:

- i. **\$345** for returning REC Membership



- ii. **\$395** for new REC Membership, entitling the member to all club activities, more specifically to the following:
  - a. Access to enter all racing events or other events held by the QTCC.
  - b. Permanent racing numbers.
  - c. Eligible for the end of year Championship (win or podium)
  - d. Voting rights.
  - e. Executive or Management Committee roles.
  - f. Access to all social events

*If your membership application is successful and you are approved by the committee, your membership is only valid once the membership is paid in full.*

Each of the memberships above have different annual costs, which are also noted on the Clubs Membership Form.

It must be noted that track entry fees for individual racing events are now payable directly to the host venue (this is over and above the above membership levels and race fees applicable to QTCC). However, the REC Membership provides first opportunity for race entry over and above all other memberships.

The club is a non-for profit organisation with unpaid committee roles, so all membership fees are for total annual expenditure and operations covering officials, events, marketing, photography, trophies, apparel and the end of year presentation.

*\* refunds will only be provided on a pro-rata basis to REC Members if external factors disallow QTCC from organising racing activities.*

### **Teams Responsibility**

It is the competing member's responsibility to ensure all associated team members conduct themselves in a respectable manner at all times. A competing member maybe referred to the Stewards of the Meeting and/or the Management Committee and/or the Driver Standards Officer or Category Manager if they or any member of their team is deemed to bring the Category into disrepute.

Any driver/non-driver member who openly and or blatantly disrespects the rules, guidelines and principles of the QTCC they may have their membership immediately suspended by direction of any two members of the Executive Committee.

Current REC membership is a requirement for competing with the QTCC and therefore, any such suspension will render the driver immediately ineligible to compete in any QTCC events until such suspension is reviewed by the Executive Committee at a meeting so convened.



When a member has their membership suspended, for any reason, a meeting of the Executive Committee shall be convened within a period of 28 days (or before the next race meeting where less than 28 days, if achievable) from the date of the suspension for the purpose of reviewing the matter.

The suspended member shall be permitted to enter a written submission in their defence should they so wish. They shall not be permitted to attend the Executive Committee review meeting and the decision or decisions of such meeting shall be final and not subject to further appeal or review.

The decision or decisions shall be passed verbally to the suspended member as soon as is convenient and forwarded in writing either by post or email within 7 days.

### **Driving Standards Code of Conduct & Penalties**

All QTCC members drive under the respective tracks or events guidelines. All on track penalties are applied by the DSO, after viewing video from any cars/drivers involved and or other cars in the field. Any protest to this needs to be lodged through the DSO to the QR Event Secretary. In the event that an incident has been missed, a competitor may lodge an enquiry with the Category Manager.

\* All tracks and event promoters may run under different rules & regulations which will be made available as part of the entry process.

QTCC shall appoint a Driving Standards Officer (DSO) for each event or race. Currently this position is a paid or volunteer non-committee role and shall be deemed to be an Official of the QTCC.

The DSO may initiate an investigation into any observed poor or unsportsmanlike driving. Drivers may also report (via Drivers Complaint Form) alleged poor or unsportsmanlike driving to the DSO who shall then gather such evidence as is available to establish whether an investigation should take place. Evidence may include driver's statements, inspection of vehicles and any video or other evidence.

Evidence may not be withheld from the DSO if it is available. Any video or other data that was recorded must be made available if requested. (Penalties apply for video not being available or being withheld.) Any involved driver must state the facts as they see them however may elect to not make any statement that would be self-incriminating. If it is decided that there may be evidence supporting dangerous, poor or unsportsmanlike driving by a competitor then a committee consisting of the DSO, the Category Manager and two experienced uninvolved Member drivers shall consider the evidence and decide on any penalty to be applied based on the QR penalty system. (See Racers Doc) An offending driver will be allowed



to view any video evidence considered by the committee. These actions may be in addition to any taken by the race stewards.

The general approach that will be taken is that of providing respect and racing room to fellow competitors.

Consistency of approach to provide for fair competition.

Do not expect to profit from an error of judgment whether by accident or design.

### **What Will Be Tolerated**

Close racing with absolutely minimal contact, no driver may disadvantage another driver via car to car contact.

### **What Will Not Be Tolerated**

Non-compliance with the Code of Driving Conduct.

Crowding of overtaking drivers; be sure that the pass has been completed before pulling in front of the overtaken car.

Second or subsequent contact while a car is out of shape.

Not giving racing room.

Rear end or other contact resulting in off track excursions or gaining an unfair advantage.

Weaving or blocking, (particularly in handicap races) you must hold your line and not move to deliberately block a passing car.

Changing line prior to, within or exiting a corner which causes contact with another car.

Late diving to inside of corner to pass or attempt to pass if contact results.

### **Un-sportsman like driving**

With the exception of the first and last lap, blocking will not be tolerated. Once a driver commits to another line then they must maintain that line. You can protect the inside line, but once you move to the inside you must stay on the inside all the way around the corner. If you move back onto racing line you will be penalised. Once the driver has committed to an alternative line, they must not interfere with the car attempting to overtake. eg. At Lakeside you must drive all the way around the **Karussell** on the inside if being overtaken on the outside.

Multiple defensive movements across the track will be considered blocking No weaving, no trying to break the tow.



**“Bump and Run”** will not be tolerated. Note: Minor accidental contact that results in the offending car benefiting, via track position, can be redressed to avoid a potential penalty.

- One warning will be given per race meeting per competitor.
- 30 seconds added to race time.

Driving outside the white line at edge of track. This is an area of particular concern by our circuit owners because of the damage that it causes. Also, the debris that is brought back onto the track does adversely affect fellow competitors.

Failure to comply with marshals’ or race control’s signals.

### **Flags, signs, lights and Radio’s**

When a flag, sign or light is displayed or message radioed it is deemed to have been seen or heard.

### **On track vehicular contact**

The aim of the group is to avoid all contact. In the event of unintentional contact between vehicles no involved driver is to take advantage of the situation. If an advantage occurs and is not voluntarily redressed within one lap, a minimum time penalty of 30 seconds may be applied to the offending vehicle’s race time.

Note: All instances of unintentional contact are to be reported to the DSO and/or the Category Manager by the drivers of the involved vehicles upon return to the pits at the conclusion of the race or qualifying session. The circumstances of the contact will then be investigated by a Committee consisting of the Category Manager, Driving Standards Officer and two other persons who are either uninvolved Member drivers or members of the QTCC Committee. This committee shall obtain and review all relevant video footage, both from within and outside involved vehicles as appropriate, examine and photograph the damage sustained by the involved vehicles and take statements from the drivers involved.

At the conclusion of these investigations the committee shall decide whether if or what penalties shall be applied under our rules.

### **Starts**

Rolling starts are the preferred start procedure for the QTCC and shall comply with the rolling start procedures in force at any designated track at which we compete.

Rolling start speed is approx. 80 km/h unless advised otherwise prior to the start of the race.

At some tracks standing starts may be the only allowed format.



In the absence of any specific rolling start procedures at a designated track then the following shall be the preferred rolling start procedure for QTCC events.

Proceed on one warm up lap and one formation lap prior to the race commencing.

Rescue vehicles to follow at rear of field.

Note: If a vehicle is not able to proceed on the formation lap it will be removed from the grid and must start from pit exit as directed by Race Control.

During the second formation lap the field will form up, behind the pole sitter, to maintain a 'grid position' of being alongside the vehicle on the same row with a gap of not more than two vehicle lengths to the vehicle in a front. Constant speed of approx. 80km/h set by vehicle in pole position. NO overlapping of vehicles in grid groups ahead before crossing the start line. Timing device, crossing order and video may be used to enforce the no passing rule. (Penalty 30 seconds). Once the race commences, the pole sitting vehicle must not decelerate before crossing the start/finish line.

Red lights extinguished or green flag/National flag waved indicates start of race.

Note: This start procedure may be modified by Race Control at their discretion.

### **Practice Starts**

Practice starts are defined as a car significantly reducing speed and then accelerating rapidly causing traction to be lost at the driving wheels.

Practice starts are only permitted at the demarcation line when exiting the pits or at the start of any formation (green flag) lap.

Only one practice start is allowed when leaving the pits and drivers must always watch out for other competitors.

### **Leaving the circuit**

Any vehicle, which has left the circuit with all four wheels, shall re-join the circuit at the nearest point to the exit from it, compatible with safety and common sense. If unsure wait for Race Control to advise it is safe to re-enter the track.

If by leaving the circuit or taking a shortcut from the circuit a competitor gains an advantage by overtaking one or more competitors, that competitor must yield the advantage gained by allowing that one or more competitors to re-pass within one lap of the point of the beginning of the incident. Failure to do so will incur a 30 second time penalty.



## **Inquiries / Protests / Appeals**

Inquiries must be lodged within 30 minutes of a race finish by a competitor, as nominated on entry form to the DSO. Should the Event Director determine that an Inquiry is 'frivolous or vexatious' he may impose a penalty.

### **Driving Behaviour Inquiries**

These will be investigated by the DSO in the first instance to establish whether in his opinion there is any basis to the inquiry. The DSO will return a decision of either no information available, information inconclusive, further information required or hearing required.

NO INFORMATION AVAILABLE - there is no information available. The no video rule will be put in place.

INFORMATION INCONCLUSIVE - information is inconclusive to undertake a hearing. The driver lodging inquiry form may be shown information available.

FURTHER INFORMATION REQUIRED - where the information is insufficient the DSO may request for further information from any competitor.

HEARING REQUIRED - information indicates a possible breach of rules.

A Hearing may be undertaken as appropriate. The Hearing Committee is to include the DSO, the Category Manager, one committee members or one experienced drivers not involved in the incident. This may occur after the event or when next available. When the investigation is completed, penalties may be applied which includes penalties to the next event.

### **Penalties**

At the discretion of the Category Manager, these penalties may be in addition to any applied by Race Control at any Meeting.

### **Breach of Rolling Start Regulations**

30 seconds added to race time at the discretion of Race Control or DSO.

### **Careless driving, causing or likely to cause an incident**

Exclusion from race or qualifying session.

### **Dangerous Driving (Performing an act or omission which causes an incident or creates very serious risk with deliberate disregard of the consequences).**

Exclusion from event plus a committee-imposed penalty up to and including exclusion from up to three additional events.



**Lodgement of ‘frivolous or vexatious’ inquiry or protest**

10 grid position penalty at next race start.

**Breach of Code of Driving Conduct: (Qualifying)**

10 grid position penalty in next race.

**Breach of Code of Driving Conduct: (Racing)**

Addition of 30 seconds to race time.

**Other Infringements**

Any infringement not covered above will be dealt with based on QTCC Management Committee assessment and any penalties may be applied as needed.

**Points**

Points will be allocated for the overall QTCC Championship, at each Race Meeting, to all eligible drivers based on overall finishing positions in each race. The Round & Championship results for Groups A, B & C will be taken from the overall championship points. The current rules, minimum lap times and penalties for Class competitors are found in Appendix B. The following single points table shall apply to all class categories combined:

Place	Points	Place	Points	Place	Points
1	500	18	175	35	61
2	470	19	164	36	57
3	442	20	154	37	54
4	415	21	145	38	51
5	390	22	136	39	48
6	367	23	128	40	45
7	345	24	120	41	42
8	324	25	113	42	40
9	305	26	106	43	37
10	286	27	100	44	35
11	269	28	94	45	33
12	253	29	88	46	31
13	238	30	83	47	29
14	224	31	78	48	27
15	210	32	73	49	25
16	198	33	69	50	24
17	186	34	65	51	23



Where the A,B & C groups are running in 2 x separate races (ie Lakeside and short track QR circuits) the secondary group (or as may be Group C) points will be calculated via a formula commencing from the finishing position based on the number of Group A cars entered in the event, as determined by the Category Manager.

To score points in a race the driver must face the starter, including from a pit lane start, and cross the start line or pit exit line under their own power. Should a race be cancelled, at less than 75% race distance, and no replacement race made available, by the track operator, then no points will be scored, for any drivers, for the cancelled race.

There will be no points for DNF's. For clarity, drivers who do not complete 75% of race distance, or do not face the checkered flag, will be classified as DNF.

To award individual round winners, points for all races will be added together. In the event of a tie then the driver with higher placings throughout the meeting shall be deemed the winner. In a situation where this is also a tie (eg 2 x second places and 2 x first places for both competitors), it will revert back to the highest qualifier as the winner. This also applies to any podium positions.

### **Parity**

So as to encourage members and keep racing close, the QTCC may employ a variety of measures so as to provide parity amongst the competing vehicles. As a guide, it would be anticipated that the first five vehicles, in each group, would qualify with no more than 1.0 second per lap between first and fifth.

Parity measures include reduction in maximum permitted RPM and/or adding weight for a particular vehicle or vehicle type, intake restrictors or boost limiters, or any combination thereof, for any particular vehicles.

Any such parity restriction may be imposed by the Committee on any one or more vehicles at any time, including anytime at a race meeting. Other restrictions would normally only be imposed between rounds.

In relation to RPM it would be dropped initially in 500 rpm steps then smaller increments as seen fit by the Technical Committee. In the absence of any evidence to the contrary, for engines of 8 or more cylinders the maximum normal RPM shall be deemed to be 7500 RPM, for six-cylinder engines 8500 RPM, for four cylinder engines 9000 and for rotary engines 10,000 RPM, and parity RPM drops shall be applied from that number. That is, the first penalty RPM limits shall be 7000, 8000, 8500 or 9500 RPM respectively, or 500 less than the maximum engine revs of that particular vehicle. Any vehicle which has an RPM limit imposed shall have data-logging and/or engine rpm limiting enabled that is of a type approved by the Technical Committee at that time and the data from which is to be made available to the designated



member of the Technical Committee and/or Category Manager after each qualifying session and/or each race.

If the data log or other evidence shows the imposed limit has been breached under acceleration/power in qualifying by 150 RPM or more (noted as margin of error), or if a complete data log from the qualifying session is not available, or if the Category Manager or Technical Committee believe that the parity measure may have not been adhered to, and the driver is unable to provide irrefutable evidence that it was, then the vehicle shall start from the pit exit for race one, or if that is not possible, from the rear of the grid.

### **Group B & C**

To maintain parity and reduce breakouts within Group B & Group C, lap timers, timing devices or lap time information via trackside communication of any form are forbidden. Timers that cannot give predictive times and show the lap time after start/finish line can be used in both qualifying and racing, subject to the prior approval of the Technical Committee.

Pit to car communication by radio is only allowed for safety. Under **NO** circumstances is in-car communication to manage lap times acceptable. If you are caught using Lap Timers in racing, you will be excluded from the championship. If caught using radio communication other than for safety, you will also be excluded from the championship.

Any driver/member who openly and/or blatantly ignores or fails to fully comply with any parity measure legitimately imposed upon their vehicle/group by the QTCC Technical Committee may have their membership immediately suspended by direction of any member of the Executive Committee, any member of the Technical Committee, or, by the Category Manager, if the occurrence is at a race meeting under his control and with the prior approval from either the Executive/Technical Committee.

### **Category Manager & DSO**

The Club may appoint a Category Manager to handle the day to day logistics at race meetings. The idea is to insulate the Management Committee from distraction as much as possible whilst they are also competitors.

The Category Manager shall also become the primary point of contact for competitors and others with regards to any queries or questions.

The Category Manager will act as the primary liaison between the QTCC members, track management and officials as required.

The Category Manager may also form part of any investigative team looking into incidents occurring during racing or qualifying. Currently this position is either paid or a volunteer role and shall be deemed to be an Official of the QTCC.



QTCC shall appoint a Driving Standards Officer (DSO) for each event or race. Currently this position is a paid or volunteer non-committee role and shall be deemed to be an Official of the QTCC.

## APPENDIX

### Appendix A

#### Fuel

Permitted fuel in QTCC.

2013 CAMS Manual of Motor Sport GENERAL REQUIREMENTS FOR CARS AND DRIVERS

Schedule G – Fuel (or as subsequently revised by Australian Motorsport)

All fuel used in competition must comply with the prescriptions of this Schedule. All fuel must be used without additives other than those permitted herein. Other than for pump fuel, the mixing of fuels from different oil companies or of different grades and/or types of fuel from the same oil company is forbidden.

An oil company shall be deemed to be either:

- a company with oil refining capacity either in Australia or Internationally; or
- a company with roadside retail fuel bowser outlets within Australia; or
- a marketing company with national distribution capability, and specifically recognised by Australian Motorsport.

#### Commercial Fuel

Petrol, automotive diesel, liquefied petroleum gas (LPG) or ethanol blended fuel, e.g. “E85” (as defined below) produced by an oil company and available for commercial sale in all States and mainland Territories of Australia.

With the exception of Ethanol Blended Fuels, all Commercial Fuel shall comply with the Fuel Standards Determinations made under Section 21 of the Fuel Quality Standards Act (2000). (This refers to ULP, PULP and LRP)

Fuel which is the subject of Approvals made under Section 13 of the Fuel Quality Standards Act (2000) shall not be regarded as Commercial Fuel. (This includes Avgas)

#### Pump Fuel

A Commercial Fuel (as defined above), with a maximum ethanol content of 10%. Pump Fuel shall be available for sale on demand from a roadside retail bowser outlet at each of at least five separate service stations in each of at least three Australian States.

A mixture of Pump Fuels with the same hydrocarbon profile is permitted (eg, brands of unleaded petrol (ULP) may be mixed; 10% ethanol-blended fuels and ULP may not be mixed).



### **Ethanol-blended fuel**

Ethanol-blended fuel is defined as only containing the following constituents:

Anhydrous fuel grade ethanol (between 70% and 85%  $\pm$  5% v/v)

Unleaded petrol (15% and 30%  $\pm$  5% v/v)

Corrosion inhibitor (optional)

Colouring dye (optional)

Other constituents (0.2% max v/v)

### **Racing Fuel**

Leaded Racing Fuel is “NOT PERMITTED”

Leaded racing fuel is defined as a leaded petrol which is supplied by an oil company and having a composition the same as that supplied for piston engine general aviation use, ie, AvGas 100/130 or Avgas 100LL only.

### **Unleaded Racing Fuel**

Unleaded Racing Fuel: Unleaded racing fuel is defined as unleaded petrol in compliance with FIA Article 252.9.1 of Appendix J to the current FIA Yearbook.

## **Appendix B**

At the beginning of each racing year, after the first qualifying session of the first event at Queensland Raceway, the grid is divided equally into three groups (or as close as practicable). This ensures that each group has a healthy level of competition. The breakout times are then determined by this 1/3 division. Adjustments can occur in the following event should competitor numbers increase/decrease significantly. Should the first event of the year not be held at Queensland Raceway, the breakout times are used from the previous year to capture individual groups.

Provision for Class A, B and C including minimum lap times and class movement are noted below.

(The Club may in future add more classes or dispense with the class system.)

So as to allow for increased grid capacity at Lakeside Park and also to provide incentives for those entrants running in the middle of the pack and lower there will be three classes, Group A, B and C which will split the grid into approximately equal numbers as practical as possible.



**Group A - the following lap times shall apply**

Queensland Raceway (National Circuit) – under - 79.99 seconds

**Group B - the following minimum lap times shall apply**

Queensland Raceway (National Circuit) - between 80.00 and 83.99 seconds

**Group C - the following minimum lap times shall apply**

Queensland Raceway (National Circuit) – over 84.00 seconds

When all entered competitors are able to compete in a single field Groups A & B and Group C vehicles shall run concurrently with grid positions based on valid qualifying times or valid finishing positions from the previous race independent of the vehicles group within the category. Where grid numbers require the field to be split, for example, possibly at Lakeside, Group A & B vehicles and Groups C competitors shall run in separate races.

All cars shall be required to display a fluoro or yellow letter designating their group on their windscreen under their number (or similar suitable position) to assist spectators, officials and commentators to better recognise the various groups.

**Breakouts:**

Race time and/or grid position penalties shall apply in Group B and Group C based on the above minimum times. The following shall apply:

- All drivers will be allowed 1 x breakout time per race event without a penalty being applied. This includes both qualifying and racing. Should the breakout be 0.5sec or more per lap then the competitor is immediately *moved up to the next group*.
- A second breakout time of any amount during any single same race event will result in the competitor being immediately *moved up to the next group*.
- In all of the above instances of breakout times the class movements may result in change of the finishing position, thereby dictating the starting grid position in the next race entered. For clarity purposes if the penalty is given from the last race competed in, at a race meeting, the penalty applies to the first race of the next race meeting that the driver competes in.
- Series points shall be allocated after any penalties have been applied. In some instances, the points maybe updated after the event.



## **Class Movement**

Any competitor who considers that their vehicle is classified wrongly may request that the Category Manager consider their request for reclassification. It is the final decision of the Category Manager on classes with no means of objection.

Any movement of competitors between groups shall only take place after consideration by the Category Manager to maintain parity or as a result of a competitor breaking out during qualifying or racing. The Category Manager may also consider group movement where drivers have recorded faster than break-out lap times whilst competing in other categories or events.

Competitors may request they be moved up groups from Group B to A or Group C to Group B at any time, for instance should they have made large improvements to their vehicle or their own sporting ability, however the reverse cannot apply without the approval of the Management Committee.

Classification of a new entrant in the category may be determined only by the Category Manager after completion of the competitor's first qualifying session, or via recent data available on the driver/car combination or via other information that maybe available.

Competitor/Entrant is defined as the driver/vehicle combination as nominated on the entry form and submitted to the event organiser.

All lap times are as ruled by and as provided from the official timing at the event.

A "breakout" is defined as being assigned an official qualifying or race lap time lower than the group minimum for the track or circuit involved. The group minimum time for each circuit may be amended by the Management Committee during the season, based on valid qualifying and/or race lap times to ensure that racing in all groups remains competitive.

## **Appendix C**

There are no current specific vehicle exemptions granted;

## **Appendix D**

By-laws and definitions for QTCC;

A full competing member is one who has, by the specified date as declared or amended, paid in advance for the forthcoming racing season a REC.

Only REC Members are eligible to hold Committee positions, cast votes in elections, vote in relation to decisions taken at Committee meetings and vote in relation to motions put at any meetings of Members.



Votes at meetings can only be cast by eligible Members present, and in accordance with any recorded formal proxies held by attendees. Notwithstanding this, input is invited from all attendees at all meetings and all persons invited to Committee Meetings.

Any other ex-officio positions shall require that the holder become a Social Member by paying the appropriate annual fee. Currently that fee is \$50.00 or may be waived by the Management Committee.

Paid or Volunteer positions, such as the Category Manager and Driver Standards Officer, shall be defined as "Officials" and do not require the holder to become a Social Member.

Any person who wishes to compete in any round of the QTCC shall be required to join the Club as at least a Social Member and have paid the appropriate fee in advance, in addition to any entrance fee for the round. (This is to ensure they are subject to the same privileges and responsibilities as all other competitors, including Member and Driver Codes of Conduct)

## **Appendix E**

### **Drivers/Members Code of Conduct Agreement**

This code of conduct contains the guidelines and expectations concerning behaviour and conduct of our members and other people under direction or representing QTCC at any time or in any place including, without limitation:

- At QTCC events such as race meetings and social or general club events,
- At all motoring events whether representing Queensland Touring Car Championship Assn. (Inc) or not,
- While travelling to or from those places; and
- At all other times when you are wearing club apparel.

### **Online Social Media**

QTCC recognises that many members choose to participate on online communities of shared interest and create, share or consume content. The club respects the rights of its members to use blogs and other social media tools (Facebook, Twitter, Instagram, YouTube etc) not only as a form of self-expression, but also sometimes to conduct other activities. It is important that all members are aware of the implications of engaging in forms of social media and online conversations that reference QTCC or its members.



## **QTCC's expectations of member's personal behaviour in online social media:**

There is a big difference in speaking "on behalf of QTCC" and speaking "about" QTCC. The following principles refer to those personal, or unofficial, online activities where you might refer to QTCC, be it during or outside of a race event.

### **1. Have fun, but be smart**

Approach the online world in the same way as we do the physical one – by sound judgment and common sense, and critically by ensuring you adhere to QTCC's policies around privacy, discrimination, harassment, and confidentiality. Remember never to disclose non-public information about QTCC.

### **2. Act in alignment with our culture**

Our guiding principles and vision and values give clear guidance as to what is acceptable and what is not.

#### *The Foul Language Rule*

All swear words (heavy – not common) are prohibited - including words with letter substitutions such as asterisks, dashes or any other symbol. There will be no use of profanity. Posts containing any words of this nature will be deleted, and the offender will be reprimanded as asked to explain why their conduct was unbecoming.

#### *The Personal Attack Rule*

Abuse, insults, inuendo and personal attacks directed at members, other people, particularly other site users, or Forum moderators, are unacceptable. There is no grey area in what is, a personal attack - it is when a negative statement is directed towards another person. If you disagree with someone on a point, do not resort to name calling or personal attacks; rather argue the merits of their points. There will be no posts meant to offend or hurt any other member, in a manner which is offensive or inflammatory. There will be no racial, ethnic, gender-based insults or any other personal discriminations.

### **3. You are responsible for your actions**

Anything you post that can potentially tarnish QTCC members or the club's reputation, will ultimately be your responsibility. This is obviously a difficult thing to specify, so "if in doubt, don't".



#### **4. Be a “Scout” for compliments or criticism**

You as a member are one of our most vital assets for monitoring the social media landscape. If you come across positive or negative remarks about QTCC or members that you believe are important, consider sharing them by forwarding to the Executive Committee.

#### **5. Be conscious when mixing your business and personal lives**

Online, your personal and business personas are to intersect. QTCC respects your right to free speech, but you must remember that other members and families will often have access to what you post – whether you intended it or not. Even where it is inadvertent, there is potential for you to find yourself embroiled in conflict and / or innuendo that may be detrimental to your personal and / or club relationships with other members.

#### **6. Know that the internet is permanent**

Once information is posted online, it is essentially part of a permanent record, even if you “remove/delete” it later or attempt to make it anonymous. Modern technology means that there is always a risk that your posts can reappear and be traced at any time.

#### **Breach of Policy**

As is always the case, a failure to adhere to QTCC policies may result in disciplinary action that may range from a warning to termination of your membership. It is very important that when referring to QTCC or members in the social media space as covered by this policy, you do not directly or indirectly put yourself in a position where such failure to comply may be assumed.

#### **This conduct as amended from time to time, binds all Members of QTCC.**

Where this Code of Conduct refers to laws, legal procedures or documents or rules or directions of persons or bodies other than QTCC, it is the member’s duty and obligation to apprise him or herself of those laws, procedures, rules and directions as they may be in force from time to time.

All Members are required to act in accordance with the following:

#### **a) Professionalism**

(i) Acknowledge that QTCC carries on the business of providing fair, safe and socially responsible motorsport activities, an activity which is, therefore, vulnerable if its media, public or professional image is tarnished in any way.

(ii) Act professionally and represent QTCC in a professional manner at all times.

(iii) Members must not publicly do or say (or omit to do or say) anything which is (or may be construed as) detrimental, prejudicial, offensive or unfavourable to QTCC members (or



persons or entities related to our members legally or professionally), or which might generate unfavourable or undesirable criticism of them or of any of their products, services or personnel.

**b) Good Sportsmanship**

Acknowledge that part of the activity is in the highly publicised and visible activity of motor sport and must behave towards others in a sportsmanlike manner.

**c) Honesty**

All members must not behave in a manner that exhibits bias or commit any premeditated breach of the law or privately imposed rules or regulations.

**d) Integrity including not gambling**

Members must not gamble or wager in relation to any Motor Race Event, or its outcome, ~~to~~ in which they are involved.

**e) Compliance to the law**

Members must comply with all laws, statutes, rules, codes of practice, regulations or by-laws, in force from time to time, whether relating to QTCC, motor sport in general or any applicable other matter.

**f) Consideration of QTCC, Event Organisers and Key Stakeholders**

All members must recognise the authority of, and comply with, the rules, regulations, determinations, resolutions, directions or orders from time to time in force or made of all organisations and professional bodies which control clubs or any other aspect of the club from time to time, in particular, but not limited to, safety and disciplinary matters.

**g) Compliance to venue rules**

Members must observe and perform the terms and conditions of any lease, licence, entry ticket or other agreement in force for any venue used for any event and comply with any applicable rules or regulations affecting the use of the venue or any instructions including Officials of the meeting instructions, or requests made by or on behalf of the owner, lessee or licensee of the venue.

**h) Compliance to health, safety and other issues**

All Members shall comply with the applicable Queensland Laws, along with any state or federal health requirements or restrictions that maybe in place from time to time.



#### **i) Respect of Intellectual property**

Without limiting their obligations, members must not do (or omit to do) or be involved in the doing (or omission) of any act or thing by which intellectual property rights owned by QTCC may be lost or detrimentally affected. In addition, members shall not release documents or other information acquired during their duties without the prior authorisation of the QTCC Executive Committee.

#### **j) Alcohol and Drugs**

Whilst representing the QTCC members must not be under the influence of illicit substances. The QTCC is bound by The Recreation and Competitive Events Resources & Services Pty Ltd (RACERS) and The Confederation of Australian Motor Sport Anti-Doping Policy's and the Queensland Government Anti-Doping Policy. All policies are available on the Internet or by contacting QTCC committee members. Alcohol consumption by members is controlled by the relevant Queensland State laws, and venue operator's requirements, in respect to consumption of alcohol or intoxication before during or after events.

Note: No alcohol is to be consumed until all racing is completed for the day, even if QTCC has no further races scheduled for that day.

#### **k) Exercise Common Sense**

Members must recognise that the conduct by them on behalf of QTCC, including, without limitation, motor sport events, is by its nature hazardous and must, therefore, exercise common sense at all times.

#### **l) Expulsion of Members**

If any member shall refuse or neglect to comply with any of the rules or by-laws of the Club or shall be guilty of conduct which, in the opinion of the Committee is injurious to the character or interests of the Club, the Committee may call upon such member to make an explanation either in writing or by personal attendance before a meeting of the Committee specially called for the purpose and if, after considering the matter at such meeting, including the explanation (if any) offered by the member concerned, at least two-thirds of the members of the Committee present are of the opinion that the charge has been sustained, the Committee may, by the affirmative vote of a two-thirds majority, expel such member. The Committee shall, in writing, advise the member concerned of its decision. A member who has been expelled as aforesaid may, within 30 days thereafter give notice in writing to the Secretary, of their desire to appeal against the decision and in that case an appeal may be made to an Extraordinary General Meeting (EGM) of the Club called for that purpose at which the member shall be given an opportunity to attend and make a statement. After considering such an appeal, such EGM may affirm or reverse the decision of the Committee.



## **Policies**

Any questions, clarifications or requests for copies of policies should be directed in writing to the Club Secretary of Management Committee of the QTCC.

Appendix F: Photo Examples of Period Correct Cars.

GROUP C





GROUP A



# SUPERCARS



