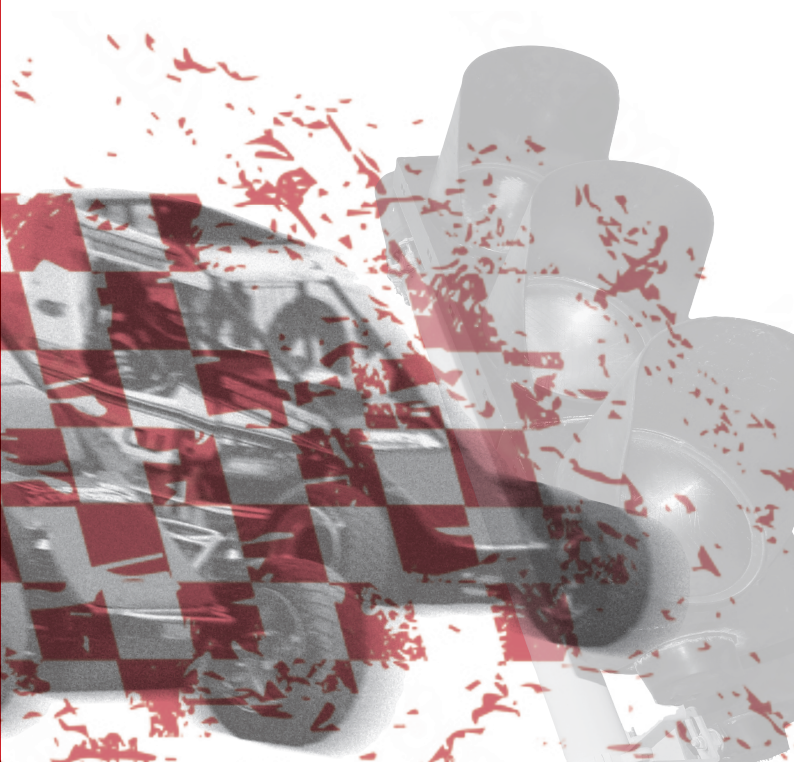




RACING RULE BOOK
2023





The Western Australian Speedway Commission Inc proudly acknowledges the Traditional Custodians of Country throughout Western Australia on the lands on which we work, live and travel. We recognise their strength and continuing rich cultural connection to land and waters.

We pay our respects to Elders past, present and emerging.

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Duty of care statement

This duty of care statement must be read to competitors at the drivers' briefing before the start of every race meeting.

THERE ARE NO EXCEPTIONS.

It is my duty to advise you of the following:

- i. Motor racing is dangerous. Your equipment may become damaged or be destroyed, and you may suffer severe personal injury or worse.
- ii. If any aspect of this race meeting makes you concerned for your personal safety or the safety of a crew member, you are obligated to bring those concerns to the Chief Steward's attention. This includes concerns about the track, venue and the way the meeting is conducted.
- iii. If your concerns are not addressed to your personal satisfaction, you are advised to withdraw from this meeting.
- iv. Please note that random drug and alcohol testing may occur at any time during this race meeting.
- vi. If you doubt your ability to pass a drug or alcohol test, you are advised to withdraw from this meeting.
- vii. Does everyone understand their obligations and rights in this regard?
- viii. Does anyone have any questions?

1. Introduction

The Western Australian Speedway Commission (**WASC**) is the governing body for the sport of speedway in Western Australia (**WA**). The WA State Government funds the WASC through the Department of Local Government, Sport and Cultural Industries.

The WASC is responsible for delivering safety oversight, education and training for speedways in WA.

This WASC Racing Rule Book (**Rules**) covers the approved racing divisions listed in Appendix 1.

The WASC is the sole authority for interpreting and enforcing these Rules. Authority is delegated to the Chief Steward at any race meeting using these Rules.

1.1 Variations to the Rules

- (a) The Chief Steward is empowered to permit or direct any minor variation from any of these Rules or to impose any further restrictions that, in their opinion, do not compromise safety nor alter the minimum acceptable standards.
- (b) The WASC can make special rulings that it deems necessary to protect the well-being of competitors. Participation by competitors or officials constitutes acceptance of this right.

1.2 Compliance

In addition to these Rules, all competition race cars must comply with the specification requirements of the relevant state, national, or other controlling or sanctioning body/s.

1.3 Disclaimer and Release

- (a) The purpose of these Rules is to:
 - i. provide for the orderly conduct of speedway race cars meetings and events, including time trial and practice events; and
 - ii. establish minimum acceptable standards for such meetings and events.
- (b) By participating in, or observing, any activity provided for under these Rules, you agree that:

- i. no expressed or implied representation or warranty of safety shall result from any publication, enforcement or compliance with these Rules;
 - ii. any enforcement or otherwise of these Rules is in no way a guarantee against injury or death to any person participating in or observing any activity being undertaken under these Rules;
 - iii. You will not bring any claim, action, suit, proceeding, demand or cause of action whatsoever and, however arising, against and release the WASC, any of its affiliated bodies, clubs or promoters and any official acting in any capacity whatsoever from prosecution or action for anything done under these Rules and for any death, injury, loss or damage arising from the implementation of or otherwise of these Rules.
- (c) Nothing in this disclaimer and release excludes or limits any warranty implied by law that it would be unlawful to exclude or limit.

2 WASC Race Officials and their duties

2.1 Chief Steward

- (a) The Chief Steward is responsible for the relevant racing division for the applicable meeting. At a WASC or Australian Auto Sport Alliance (AASA) sanctioned race meeting, the Chief Steward for the relevant division is the sole authority for interpreting and enforcing these Rules. All other stewards and race officials are responsible to the Chief Steward, who has the power to direct or instruct officials in their duties.
- (b) The Chief Steward's duties and responsibilities include, but are not limited to, the following:
 - i. responsible for all drivers, competition race cars, pit crew members and officials from the time they enter the speedway complex (including public areas and car parks) until one hour after completion of the race meeting;
 - ii. briefing drivers before the commencement of the competition;
 - iii. interpreting and enforcing these Rules and any supplementary or further rules, bulletins or notices;
 - iv. coordinating the response to any incident that occurs at a race meeting, whether on or off the racetrack, that is not specifically covered by these Rules;
 - v. undertaking an inquiry into the circumstances of any incident and the investigation of any licence holder (driver, pit crew or official). This includes the requirement to act upon any information provided to the Chief Steward during a race meeting;
 - vi. ordering the removal of any person interfering with the efficient running of the race meeting from the complex;
 - vii. excluding, disqualifying, suspending or fining of any competitor, pit crew and official; and
 - viii. Check lap scoring sheets, approve alterations to the lap scoring sheets, confirm any disqualifications, and provide final approval and sign-off of all event placings.

2.2 Chief Scrutineer

- (a) The Chief Scrutineer is the technical officer responsible for the relevant racing division for the applicable meeting at any WASC race meeting.
- (b) The Chief Scrutineer is responsible for all matters of competition vehicle compliance and all decisions, actions or penalties related to competition vehicle non-compliance.
- (c) The Chief Scrutineer is the sole authority for interpreting the regulations specific to the relevant division.
- (d) All other scrutineers, assistant scrutineers and technical officers are responsible to the Chief Scrutineer, who has the power to direct or instruct officials in their duties.
- (e) Any dispute between the Chief Scrutineer and a competition vehicle owner or driver shall be referred to the Chief Steward for resolution.

2.3 Duty Infield Scrutineer

- (a) The Duty Infield Scrutineer is the technical officer stationed on the infield during competition. They must advise on the competition readiness of competition race cars either during a race or following an incident. The Duty Infield Scrutineer's opinion is final concerning vehicle competition readiness.
- (b) The Duty Infield Scrutineer is responsible for ensuring that any vehicle involved in an incident can continue racing following consultation with the Chief Steward and Chief Scrutineer.

2.4 Assistant Stewards and Official Observers

- (a) Assistant Stewards and Official Observers are WASC officials (who are not competing in that race meeting) positioned around the racetrack and are in radio contact with the Chief Steward during the race meeting on race incidents. Regardless of the information given, the Chief Steward's judgement and decision are final.
- (b) The Assistant Stewards and Official Observers report directly to the Chief Steward. Drivers, vehicle owners and pit crew members are prohibited from discussing on-track incidents with the Assistant Stewards and Official Observers.

2.5 Lap Scorers and Transponder Operators

- (a) Lap Scorers and Transponder Operators record the position of each vehicle as it crosses the finish line after every lap, regardless of whether the vehicle has been lapped.
- (b) Lap Scorers must be positioned adjacent to the finish line to enable vehicle positions to be recorded accurately.
- (c) During a stoppage, Lap Scorers and Transponder operators will provide a restart order based on each race car's position as of the last completed lap.
- (d) Lap Scorers must ensure the integrity of the lap scoring sheets is not altered except by the direction of the Chief Steward. Lap scorers-transponder operators must also ensure that the Chief Steward approves any alterations and the race's final results.
- (e) Lap Scorers and Transponder Operators must ensure the Chief Steward signs off on the final placings.
- (f) Manual lap scoring is strongly recommended as a backup for the Transponder Operator.

2.6 Duties of the Pit Marshall

- (a) The Pit Marshall shall remain in the Pits for the duration of the race meeting.
- (b) The Pit Marshall may direct any driver and race car to any position within the Pits area.
- (c) The Pit Marshall can order the removal of any person or race car from the Pit area.
- (d) The Pit Marshall is responsible for ensuring competition race cars are in their correct position on the dummy grid before the grid is released onto the racetrack.
- (e) If a competition vehicle is missing from the dummy grid, therefore a withdrawal, the Pit Marshall will close spaces by moving the rows forward.
- (f) The Pit Marshall at any event should be part of the pre-event briefing conducted by the event officials.
- (g) At an event, the Pit Marshall is controlled and reports to the Chief Steward.

- (h) The Pit Marshall, at ALL times, must ensure a safe speed within the pit area, ensuring that all driver care must be taken to avoid any incident with others while in the pit area.
- (i) The Pit Marshall oversees the pit area, observing everyone with the right clothing attire and insurance wrist bands, and running to the race schedule.
- (j) The Pit Marshall can warn a driver that their assistant's or mechanic's attire does not meet the minimum requirements and that they can be reported to the Clerk of the Course.

2.7 Pit Rules

- (a) The speed of moving vehicles in the pit area should be walking pace.
- (b) Smoking is only permitted within the designated areas of the Pit.
- (c) All persons working under a race car must always use axle stands.
- (d) Fuel taken into the pits must be in approved containers.
- (e) All race cars must be scrutineered prior to practice or racing.
- (f) Cars withdrawing from a race meeting must advise the Pit Marshall immediately.
- (g) All speedway teams must carry a minimum 2kg (or greater) dry chemical powder fire extinguisher.

2.8 Pit area – dress code

- (a) Minimum dress requirements are shorts, a short-sleeved shirt or t-shirt and covered shoes. Open shoes must not be worn in the pits.
- (b) For people working on race cars in the pits shorts should cover the knees.

2.9 Race Secretary/Driver's Representative

- (a) The Race Secretary is the Driver's representative and will assist drivers with disputes and disciplinary actions.
- (b) The Race Secretary/Driver's Representative performs general administration duties as required.

3 Conduct

3.1 Reciprocal conduct

- (a) All drivers, competition vehicle owners, pit crew and officials shall conduct themselves professionally and sports-person-like. This is particularly important when in the presence of members of the public. The courtesy expected to be shown to officials by competitors must be reciprocated by polite and professional conduct being shown to competitors by officials.
- (b) Drivers are responsible for the actions of their pit crew and vehicle owner from the time they enter the speedway complex (including public areas and car parks) until the time they leave. Conduct by a driver or pit crew member contrary to these Rules may result in a penalty.
- (c) Junior drivers must be accompanied by a responsible parent or guardian when dealing with officials.

3.2 Drug and Alcohol Policy

- (a) Chief Stewards have the authority to implement the WASC Substance Abuse Policy (see Appendix 2).
- (b) WASC-affiliated members found guilty of drug or alcohol offences will be suspended immediately for a term decided by the WASC, affiliated club or association.

4 Safety and Compliance

4.1 Safety equipment and protective clothing

- (a) All pit crews must be suitably attired in the pit area or racetrack. Thongs or sandals are not permitted as footwear.
- (b) All drivers participating in any race meeting, time trial, hot laps, grand parade, official or unofficial practice or engine start must wear all approved safety equipment and protective clothing as required by the class specification manual for the relevant division.
- (c) Firefighters and ambulance or paramedic personnel approved by the police or relevant Governmental authority must be present at any race meeting, time trial, hot laps, grand parade or official practice session. Firefighters, ambulances, paramedics, or volunteers must be trained to Advanced Ambulance Care standards and be suitably attired and appropriately equipped.

4.2 Concussion Policy

All Drivers and Officials are required to treat suspected concussion incidents in line with the WASC Concussion Policy in Appendix 3.

4.3 Mirrors and communication equipment

- (a) No rear or side-view mirrors or highly polished panels intended for this purpose are permitted on any race vehicle.
- (b) The use of in-car radio transmitting devices is prohibited.
- (c) Only one-way communication from the Chief Steward is permitted, which is mandatory for all drivers. The Chief Steward can use this to communicate with a driver when not under green-light conditions. In the event of non-compliance, the driver will start any race at the rear of the field upon installing one-way communications.

- (d) During a race stoppage, a driver may enter the infield to enable the Duty Infield Scrutineer to check that the vehicle is safe to continue competing and that none of the race car's structural items has been compromised. The driver can then restart the race without penalty. If a push start is required, the vehicle will go to the rear of the field.
- (e) The Duty Infield Scrutineer or Chief Scrutineer may request that, following repair work, a vehicle involved in an incident must be re-presented for scrutiny before it can continue to compete in the race meeting.

4.4 Noise control

The maximum permissible competition vehicle noise level is 95 dB (decibels) unless local government authorities or the police specify a lower limit. The measurement and monitoring of noise levels is the sole responsibility of the promoter of the race meeting and will be conducted according to the latest local, state or federal government legislation, as applicable. Race officials must support noise control monitoring procedures undertaken by the promoter.

5 Eligibility

5.1 Licences

- (a) All drivers and officials participating in a WASC race meeting must have a relevant WASC approved racing licence with a photo that has not expired and is unencumbered with unpaid fines and current suspensions.
- (b) Photo licences must be available for inspection by the Chief Steward, Duty Infield Scrutineer, Race Secretary or other authorised WASC official.

5.2 Personal accident insurance

Any person participating in a WASC race meeting must have accident insurance that specifically covers all risks relevant to their division or speedway race meeting, including ambulance cover.

5.3 Competition vehicle registration and Logbooks / Passport

- (a) All race cars competing in a WASC race meeting or event must be registered with their affiliated body or another body approved by the WASC.
- (b) Each vehicle must have a current Logbook / Passport issued by its relevant governing body.

6 Scrutineering

6.1 General

- (a) In these Rules, 'scrutineer' refers to any WASC accredited scrutineer or technical officer.
- (b) Before competing in WASC race meetings or events, race cars must be scrutineered by a scrutineer or technical officer (Chief Scrutineer).
- (c) Assistant scrutineers and technical officers are responsible to the Chief Scrutineer.
- (d) It is the scrutineer's responsibility to check the following for each entrant:
 - i. the validity of the driver's relevant licences;
 - ii. the status of any current suspensions or unpaid fines in the vehicle's logbook;
 - iii. whether there are any previously issued work orders or outstanding items of non-compliance in the vehicle's logbook;
 - iv. vehicle's general compliance with the class specification manual; and
 - v. vehicle's safety equipment and driver's protective clothing comply with the relevant car division requirements.
- (e) After passing scrutineering, the scrutineer will endorse the vehicle's logbook accordingly and return it to the car owner or driver. The car owner or driver will sign the logbook in the presence of the scrutineer. The logbook can then be returned to the driver or retained by the scrutineer until the completion of the race meeting, at which time it will be returned to the car owner or driver.

6.2 Indemnification of scrutineers and officials

- (a) The safety standard of any car, equipment or apparel is the joint responsibility of the car owner and driver. Any safety check carried out by a WASC or associated scrutineer does not guarantee that the car is without fault. It does not absolve the car owner or driver of this joint responsibility.
- (b) The safety check does not impose any liability upon the official, WASC or affiliated association. No expressed or implied warranty of safety will result from any safety check carried out by a WASC or affiliated association official.
- (c) By agreeing to have a car scrutinised, the car owner and driver have indemnified the official, WASC and any affiliated association against any prosecution, claim or action for any death, injury, loss or damage arising from any alleged breach of the car safety.

7 Race procedures

7.1 Drivers' briefing

- (a) All drivers, including burnout drivers, must attend the drivers' meeting briefing by the Chief Steward before the commencement of the competition.
- (b) The scheduled time for the drivers' briefing must be made known one hour before the race by public address or notified by an official so that all drivers can be present. Per the division's rulebook, any driver who fails to attend the drivers' briefing will be penalised.
- (c) The drivers' briefing must include the following:
 - i. an introduction of the key officials;
 - ii. the location of fire-fighting areas and emergency fire procedures;
 - iii. any driver introductions or parade laps;
 - iv. any other information that the Chief Steward deems relevant; and
 - v. duty of care statement – refer to 7.2 below.

7.2 Duty of care statement

This duty of care statement must be read to competitors at the drivers' briefing before the start of every race meeting.

THERE ARE NO EXCEPTIONS.

- (a) It is my duty to advise you of the following:
 - i. Motor racing is dangerous. Your equipment may become damaged or be destroyed, and you may suffer severe personal injury or worse.
 - ii. If any aspect of this race meeting makes you concerned for your personal safety or the safety of a crew member, you are obligated to bring those concerns to the Chief Steward's attention. This includes concerns about the track, venue and the way the meeting is conducted.
 - iii. If your concerns are not addressed to your personal satisfaction, you are advised to withdraw from this meeting.

- iv. Please note that random drug and alcohol testing may occur at any time during this race meeting.
- vi. If you doubt your ability to pass a drug or alcohol test, you are advised to withdraw from this meeting.
- vii. Does everyone understand their obligations and rights in this regard?
- viii. Does anyone have any questions?

7.3 Dummy grid line up

- (a) Before entering the racetrack, race cars shall take their assigned position on the dummy grid.
- (b) If a competition vehicle is missing from the dummy grid due to a withdrawal, the Pit Marshall will close spaces by moving the rows forward.
- (c) Any driver not on the dummy grid when the gates open may apply to the Pit Marshall for a two-minute extension of time to get to the race.
- (d) The two-minute period commences when all the race cars on the track start and move.

7.4 Race starts

- (a) Drivers are responsible for knowing their grid positions and maintaining them until the race starts.
- (b) After the pace car is released on the racetrack, any race car that passes it will be fined per the fines and penalties grid in Appendix 5.
- (c) When the race cars are formed and a start is imminent, the yellow lights/flags will be switched off in the first half of that lap.
- (d) The start line or T-line may be used at a location to be determined by the Chief Steward, anywhere from corner four (4) to the finish line.
- (e) The race car will be the pole car from position one (1). It will determine the speed of the start and must bring the race cars to the start at a constant, moderate pace.
- (f) A start cannot be aborted, but if the Chief Steward is dissatisfied with a start, the yellow light / yellow flag will be displayed at exit turn two (2), pulling the field up in the back straight. The field will form up again for a re-start.
- (g) All competitors will race to track conditions.

- (h) If a race is stopped with one (1) lap remaining, the restart will be run over two (2) laps, i.e., green, white and chequered.

7.5 Breaking formation or jumping the start

- (a) If a race car from the front row breaks formation before the start, the driver will receive a warning for the first offence but will retain their starting position.
- (b) If the same race car breaks formation a second time, it will be sent to the rear of the field.
- (c) If a race car from within the field breaks formation from the start, that race may continue, and the driver will be penalised at the first stoppage. If there is no stoppage, the driver will be penalised at the end of the race and will return two (2) positions for each race car passed.

7.6 Starting from the pole – the feature race

If the highest point scorer starts from the pole position in the feature race, they can start on the inside or outside lane of the track. The driver must notify the Pit Marshall of their choice before they line up on the dummy grid.

7.7 New drivers

Drivers competing in their first race meeting must start each race from the rear of the field. They must continue to do so until the Chief Steward approves them to start in the field.

7.8 Direction of racing

Most racing divisions undertake racing in an anticlockwise direction. Where applicable, however, the direction of racing will be determined by the coin toss by the official on the out-gate.

7.9 Push starts

Each race car is permitted one push start per race without penalty before the initial race start. If a second push start is required, the race car will start at the rear of the field.

7.10 Reckless driving

- (a) If any race car contacts another race car, which, as a result, causes a stoppage, and the driver is deemed to be at fault, they may be penalised.

- (b) If, as a result of contact with another race car for which the driver is deemed to be at fault, and the other race car received damage and cannot continue, the driver at fault will also park their race car on the infield.
- (c) Under yellow lights/flags, no driver is permitted to accelerate in a manner that instigates a break in traction. If they do, they will be penalised.
- (d) Any driver who purposely spins or stops on the racetrack to force a race stoppage, as determined by the Chief Steward, will be given the black flag.

7.11 Passing

- (a) All passing moves must be executed as cleanly as possible and avoid contact with other cars.
- (b) Any driver making a passing move on another race car does not have the right of way until the right front wheel is at a half-distance of the race car in front being passed.
- (c) Any driver aware that another race car is making a passing move on them must not change their line to impede the passing vehicle nor deprive that race car of adequate space on the racetrack.
- (d) A driver should never put any wheel on the infield when racing. If so, they will be moved back to two places for each race car passed.
- (e) Any driver wishing to re-join the race from the infield may do so with the utmost care and only if safe. Re-entry must be done by merging on the back or main straight.

7.12 Dropping of debris

- (a) Any race car that runs over another race car's debris and stops will be returned to its position.
- (b) If any car drops any debris on the track and is deemed to bring on the yellow light, that car will be sent to the rear of the field.
- (c) If any part of the engine cover of a race car is lost or damaged and compromises the driver's safety, the race car will be shown the mechanical defect flag.

7.13 Lapped race cars

A race car will be given the lapping flag (blue flag with yellow spot) if it is deemed that it will likely be lapped in the next lap or two. During this time, that race car must hold its line and refrain from racing or impeding the lapping race car(s). Failure to do so will result in a black penalty flag.

7.14 Completion of a race/shortened race

- (a) The chequered flag signifies the completion of a race, even if the race runs for more or fewer laps than advertised or scheduled.
- (b) Feature races should be run over the advertised or scheduled number of laps unless it is required to be declared short by the Chief Steward due to one of the following reasons:
 - i. weather or racetrack conditions;
 - ii. time or noise curfew;
 - iii. a serious incident involving injury; or
 - iv. extreme or exceptional circumstances.
- (c) If a feature race runs for less than half-race distance, all points and prize money will be divided equally among all starters.
- (d) If a feature race runs more than half-race distance, all points and prize money will be allocated according to finishing positions.

7.15 Mechanical defects

- (a) If the Duty Infield Scrutineer determines that a vehicle cannot safely continue or is a potential hazard to other drivers, the driver will be shown the black mechanical defect flag. If so, the driver must withdraw from the race to the infield. They will be shown the black disqualification flag if they do not withdraw from the race.
- (b) Any work on race cars at any stoppage must be performed in the designated area. When the last race car is pushed off and running, the remaining race cars have two (2) minutes to rejoin the race, as determined by the Chief Steward.
- (c) Infield officials may only remove damaged body panels and effect repairs using basic tools. They are not permitted to add fuel, oil or water, perform any mechanical adjustments or change any settings on a race car.
- (d) If a wheel is changed on a race car during any stoppage, the race car will be sent to the rear of the field.
- (e) Any race car with a flat tyre except the left-hand front will be shown the mechanical default flag and will park on the infield.

7.16 Substitute race cars

- (a) A substitute race car may be used during a race meeting by a nominated driver if it meets the following criteria:
 - i. the substitute race car has been nominated for that event; and
 - ii. the Chief Steward has permitted the substitution.
- (b) In the event of a substitute race car being utilised, the following will apply:
 - i. If the substitution occurs before the event begins, the substitute race car will start from the driver's original drawn position from the heats;
 - ii. if the substitution occurs after the event begins, the substitute race car will start from the rear of the field in its remaining heat races;
 - iii. if the substitution occurs after all the heats have been run the substitute vehicle will start at the rear of the field in the final race, provided that the vehicle has competed in at least one previous heat;
 - iv. if one driver uses more than one substitute race car in one event, each substitute race car will be subject to engine and fuel checks; and
 - v. points will be allocated to the driver.

7.17 Time Trials

- (a) Drivers to draw out starting position.
- (b) Two (2) laps for each race car. One (1) race car at a time
- (c) Any driver unable to start in their position will get one (1) lap at the end. With one position less than 50 per cent of the field, the best starting position they can have.
- (d) Any race car unable to do a lap in time trials will automatically start rear of the field for the heat races for that race meeting.
- (e) Time trial points will be allocated per the relevant division's points schedule.

8 Race Stoppages and Restarts

8.1 Race incidences and stoppages

- (a) Yellow Light Stoppage – there has been an incident. Race cars not involved in the incident must slow down and slot in behind the race car in front of them.
- (b) Red Light Stoppage – there has been a significant incident, and all drivers must bring their race cars to an immediate and safe stop. If not, a driver will be fined according to the fines and penalties grid in Appendix 5 and either be sent to the rear of the field or disqualified from the race. Race cars must also not pass the incident scene during a red light stoppage.
- (c) Any driver judged by the Chief Steward as the definitive and sole cause of any stoppage will go to the rear of the field during restart.
- (d) Any driver judged by the Chief Steward as the primary cause of two stoppages will park their race car on the infield and not be allowed to finish the race.
- (e) Following a race stoppage, drivers are to remain in their race cars until they are on the infield unless they are at risk of fire or other hazards or if directed by the Chief Steward to break their seat belts or any safety apparel while in the confines of the racetrack.
- (f) If a driver withdraws from a race and the car remains on the infield, the driver must remain with the car or otherwise be directed to a designated area but must return to the car to assist with the removal. While on the infield, the driver must not approach any official or another driver to abuse or protest that official or another driver. If so, they will be fined per the fines and penalties grid in Appendix 5.

8.2 Complete restarts

The Chief Steward can order a complete restart if a race has a stoppage on the first lap and no obvious cause.

8.3 Nose to tail restarts

- (a) If all race cars have completed the first lap and there is a stoppage on a subsequent lap, all race cars must pass the witches' hats nose to tail for the restart.
- (b) The restart order will be the same order that the race cars were in on the last completed lap. The driver causing the stoppage will be sent to the rear of the field.
- (c) As the lead race car approaches the cone, no passing move may be commenced until the cone is passed. Any race car that jumps the start, drives in part or wholly beside another race car, hits the cone, or passes it on the inside or passes another race car before the cone will be sent rear of the field at the next stoppage, or if there is no stoppage, at the end of the race.
- (d) Any driver sent to the field's rear for a penalty must go to the absolute rear, even if there are lapped race cars in the line-up, but they remain on the lead lap.
- (e) Race cars that require a push start will be positioned in front of the cars that caused the stoppage.

8.4 Restart order

Any driver attempting to pass another race car under yellow light conditions may be relegated to two positions for each race car they illegally passed.

9 Racing Points

The lap scorer/transponder operator awards the WASC racing points as follows:

Place	Points
1	25
2	20
3	16
4	13
5	11
6	10
7	9
8	8
9	7
10	6
11	5
12	4
13	3
14	2
15	1
16	

10 Flag, light and board signals

The light and flag signals in Appendix 10 will be used for all racing divisions.

10.1 Flag Requirements

- (a) All flags must be a minimum of 600mm x 600mm
- (b) Stripes on flags must be 80mm wide, and spots must be 300mm in diameter.
- (c) All race meetings at night must have serviceable green, yellow and red lights. These lights must be used in addition to green, yellow and red flags.
- (d) If there is confusion about which race car a flag signal is intended for, the flag should be shown in conjunction with a board highlighting the race car number. Where possible, one-way communications should also be used.
- (e) Flags that should be used with the board highlighting the race car number include:
 - i. black flag;
 - ii. warning flag;
 - iii. mechanical flag; and
 - iv. lapping flag.

10.2 Black flag

After being shown the black flag, the driver will be given two laps to get off the racetrack to the infield. If the driver has not left the racetrack after two laps, they will be penalised \$100 per lap they completed.

10.3 Red light/red flag

- (a) If a race car stops before the red light turns on during a race and requires a push start, it will start from the rear of the field.
- (b) If a race car stops after the red light turn on and requires a push start, it will be returned to its position.
- (c) For any race car that requires a push start, if it does not start within one (1) lap, the race car will be directed to the infield by the mechanical defect flag. The two-minute rule applies. That is, the driver has two minutes to start.

11 Penalties

The penalties and fines grid in Appendix 5 will be used for all racing divisions.

11.1 General

- (a) Drivers are responsible for the actions of their pit crew and race car owner from the time they enter the speedway complex (including public areas and car parks) until the time they leave.
- (b) Conduct by a driver or pit crew member that is contrary to these Rules may lead to action by disqualifying the driver and infringement being served upon the crew member, driver or both.

11.2 Verbal abuse

- (a) Any driver or crew verbally abusing any other driver or crew will receive the penalty as per Appendix 5.
 - i. first offence – twelve (12) month suspension and a \$1,000 fine; and
- (b) Any driver or crew verbally abusing any official will receive the following penalty:
 - i. first offence – twelve (12) month suspension and a \$1,000 fine.
- (c) Licence holders at race meetings must not verbally or physically abuse or assault any person or use intimidating or threatening language or actions. This applies from when they enter the speedway complex to when they leave.
- (d) Any verbal or physical abuse acts will be reported to the Chief Steward, who may disqualify the licence holder from the race meeting and serve a penalty.
- (e) If a licence holder or pit crew member reports verbal or physical abuse and that abuse is witnessed by a race official, the race official must report the incident to the Chief Steward. If a race official, does not witness the abuse, the aggrieved person will be advised to lodge a misconduct charge (Appendix 7). In this case, the matter will be dealt with by the WASC or association representatives nominated by the WASC.

11.3 Physical abuse

- (a) Any driver or crew instigating physical violence against any other driver or crew will receive the penalty in Appendix 5:
 - i. first offence – twelve (12) month suspension and a fine of \$1,000.
- (b) Any driver or crew participating in any physical scuffle against any other driver or crew will receive the following penalty:
 - i. first offence – twelve (12) month suspension and a fine of \$1,000.

11.4 Unauthorised entry to the racetrack

- (a) At any stoppage, a person who enters the racetrack without the authority of the Chief Steward will be fined, according to Appendix 5.
- (b) Any person, crew member or another person proven to be associated with a driver or race car who enters the racetrack under yellow or red light conditions without the express authority of the Chief Steward will be fined according to Appendix 5. The associated driver will also be fined according to Appendix 5 and disqualified from the race meeting.
- (c) Subsequent incidents of unauthorised entry to the racetrack will result in the offender's twelve (12) month racing suspension.

11.5 Unauthorised devices

- (a) Where any driver is found guilty of using any traction control device, the minimum penalty of suspension for 12 months for both the driver and race car owner(s) (as may be the case) will be applied.
- (b) Where any driver is found guilty of using any unauthorised radio communication device, the minimum penalty of suspension is 12 months for both the driver and race car owner(s) (as may be the case) will be applied.

11.6 Passing pace car

Any driver passing the pace car will be fined, according to Appendix 5.

11.7 Ignoring official signals

Ignoring flags, restart boards, lights or signals will result in the penalties in Appendix 5.

- i. first offence – fine of \$100 per lap.

11.8 Reckless and dangerous driving

Any driver driving in a manner deemed reckless or dangerous by officials will be black flagged from that race.

11.9 Existing suspensions and penalties

Any owner, driver or crew personnel under suspension or penalty from any other class or division of motorsport will not be permitted to compete in WASC and AASA sanctioned meetings and events for the period of the original suspension. This includes penalties received outside of Australia by either international or local competitors

12 Infringement notice

- (a) An infringement notice (Appendix 8) is a written notice served by the Chief Steward or their delegated nominee. Notices can be given to any driver to notify them of an offence punishable by disqualification, a fine and a period of suspension. In most cases, the Chief Steward will determine the fine and suspension period.
- (b) All fines must be paid to the Driver's Rep/Secretary of the division racing or the host club before the driver re-enters the competition. This applies even if the driver intends to dispute the matter or has a dispute hearing pending.

12.1 Procedure upon receipt of an infringement notice

In the event of an infringement, a verbal notification of the infringement will be given by the Chief Steward or a designated official over one-way communication or by driver's communication.

- (a) Within one hour of being verbally notified, the infringing driver or person will be issued a hard copy of the infringement notice.
- (b) When a Chief Steward or delegated official issues an infringement notice, the following applies:
 - i. An original copy of the infringement notice will be sent to the WASC or affiliated association state branch (this accompanies any appeal documentation);
 - ii. a duplicate of the infringement notice and a copy of an appeal form (Appendix 6) will be sent to the driver or the person who carried out the infringement, as the case may be; and
 - iii. the issuing body or Chief Steward will retain a triplicate of the infringement notice.
- (c) If an infringement is served for any offence, further competition is not permitted until relevant tribunals have dealt with the matter and all judgements have been satisfied.

- (d) Any driver who refuses to accept the Chief Steward's infringement notice will forfeit their right to appeal.
- (e) The Chief Steward is not required to issue an infringement notice for penalties given and carried out during a race.
- (f) A matter set out in the infringement notice can be finalised by paying the fine and/or serving the suspension period.
- (g) If a suspension period is nominated on the infringement notice, further competition at that race meeting is not permitted.
- (h) Suppose the driver fails to accept the hard copy of the infringement notice within one hour of verbal notification. In that case, the infringement notice will be posted by registered mail to the driver or person carrying out the infringement, as the case may be, within fourteen (14) days.

13 Appeals

Any appeal against an infringement penalty must be in writing to the Chief Steward who issued the penalty within one hour of the penalty being issued. Verbal notification will not be accepted.

WASC or association club representatives will hear the appeal at their earliest convenience.

The committee judging the appeal will not consist of any driver, owner or crew member involved in the incident or officials involved in issuing the original penalty.

The appeals committee's decision is final, and no further appeals or discussions will be entered into.

13.1 Tribunal

- (a) A Tribunal is appointed by the host club's president or equivalent officeholder. The Tribunal must:
 - i. Consist of three independent members, with one to be nominated as Chairperson; and
 - ii. Not consist of anyone who has participated in the subject racing division as a driver, race car owner or pit crew member within the last 12 months from the date of the incident.
- (b) A licence holder may appeal to the Tribunal immediately and as per the procedures below against a penalty imposed by a Chief Steward in an infringement notice or otherwise.
- (c) Notwithstanding any other rule or regulation, any breach of the following Rules, as determined by the Judges of Fact (three independent people, one nominated by the driver, one by the official and one by the club), will be final and binding. This includes the following:
 - i. race car specifications;
 - ii. noise requirements; and
 - iii. technical inspections.

- (d) In respect of an appeal heard by the Tribunal against a penalty imposed by a Chief Steward, the following applies:
- i. the procedure for instituting an appeal is to lodge the prescribed form entitled Appeal Form with the drivers' representative, Chief Steward or host club/divisions within an hour of being informed of the Chief Steward's decision (whether verbal or by way of infringement notice) together with an appeal fee of \$500;
 - ii. the appeal should be heard as soon as practicable after the last race of the race meeting;
 - iii. an appeal can, at the discretion of the Tribunal Chairperson, be heard at 9:00 am on the day following the race meeting during which the appeal arose (for example, if a race meeting is held on a Saturday, the Tribunal may be held on the Sunday following);
 - iv. the appeal will not operate as a stay of the decision of the Chief Steward that the appeal relates to;
 - v. it is recommended for appeals relating to a championship event that a secure venue (separate from the speedway complex if no suitable venue is available at the speedway complex) be used to conduct a Tribunal; and
 - vi. the Tribunal may affirm, overturn or vary the decision appealed against or impose a suspended sentence if appropriate.
- (e) The Tribunal Chairperson may consider a plea bargain. If so, the Tribunal Chairperson and the appellant can agree to a settlement of the matter being appealed without a formal hearing. If so, the appellant shall plead guilty, and the Tribunal Chairperson shall set an appropriate penalty.
- (f) A plea bargain requires consultation with the appellant and the relevant host club. The Tribunal Chairperson must seek the appellant's views and the relevant host club concerning any plea bargain before determining the penalty. Once both parties have agreed, there can be no appeal against this decision.

- (g) The Tribunal may, in its absolute discretion, impose any penalty it thinks fit for a charge, including a suspended sentence, as long as such penalty meets the following:
 - i. it does not exceed the maximum (if any) prescribed in these Rules; and
 - ii. any suspension period applied as a penalty is not less than the minimum suspension (if any) as prescribed in these Rules.
- (h) The appellant is responsible for providing witnesses or evidence to the hearing, including video evidence.
- (i) The \$500 appeal fee is returned to the appellant if the appeal is upheld. If an appeal is dismissed, the host club convening the Tribunal will retain the appeal fee.
- (j) The decision of the Tribunal is final, and there is no further avenue for appeal or recourse to any court about any aspect of the decision. All appellants must acknowledge the finality of the appeal in writing before the commencement of the appeal hearing following the appeal form.

WASC Approved Racing Divisions

CATEGORY A VEHICLES

Must be a Grade 1 Licenced Track

- Sprintcars (320, 360, Limited, Opens)
- Wingless Sprints (AWSR)
- Formula 500s
- V8 Dirt Modifieds
- Speedcars
- V8 Non Wing Sprints

CATEGORY B VEHICLES

Grade 1 or 2 Licenced Tracks Only

- Late Models
- Super Sedans
- Super Six
- Super Modifieds (West Coast)
- AMCA Nationals
- WA Pro Modifieds
- Winged Dirt Speedway Karts (QRC)
- Speedcars (West Coast)

CATEGORY C VEHICLES

Can operate at any Licenced Track

- Street Stocks
- Junior Sedans
- Modified Productions
- Production Sedans
- 4-Cylinder Sedans
- Quarter Midgets
- Karts

Appendix 2

Substance Abuse Policy

1. POLICY

To enhance the safety and integrity of Speedway Racing in Western Australia, the Western Australian Speedway Commission (WASC) has established this Substance Abuse Policy. The only legitimate use of drugs in Speedway Racing is under the supervision of a physician for a clinically justified purpose.

Any individual applying for a WASC licence or participating in WASC events shall be deemed to have consented to any tests for prohibited substances required by the WASC or its designated administrator. As a condition of continued participation and the retention of a WASC Licence, all participants and officials must comply with the Substance Abuse Policy and submit to such test procedures as may be conducted occasionally at the sole discretion of the WASC or an assigned independent drug program administrator (IDPA).

1.1 The WASC aims to stop the use of prohibited substances in Speedway Racing by:

- (a) Educating and informing persons about drugs in Speedway Racing issues, and
- (b) supporting the drug testing programs and education initiatives of an assigned independent drug program administrator (IDPA).
- (c) Imposing effective sanctions on persons who commit violations of the Substance Abuse Policy.

1.2 The WASC will:

- (a) give the chosen IDPA timely and accurate member contact information,
- (b) support and assist the chosen IDPA in conducting substance abuse testing,
- (c) make this Policy available to competitors, WASC members, officials, and medical and health practitioners,
- (d) Support the initiatives of the Western Australian State Government and Department of Sport and Recreation and stop prohibited substance offences in speedway racing.

- 1.3** Competitors and other persons may be investigated and disciplined under this Policy.
- 1.4** The WASC will not disclose or use information about a person who is alleged to have or has committed a violation of the Substance Abuse Policy (for a purpose under this Policy) to:
- (a) The Department of Sport and Recreation
 - (b) Another person until after:
 - i. the WASC Tribunal has decided, or
 - ii. the WASC Board of Commissioners has decided not to refer the matter to a Tribunal.

2. RESPONSIBLE PARTIES

- 2.1** This Policy applies to:
- (a) affiliates/members of the WASC,
 - (b) competitors, officials and
 - (c) employees and contractors of any WASC sanctioned event.

3. OFFENCES

- 3.1** A competitor violates the Substance Abuse Policy if:
- (a) A prohibited substance (see Attachment 1) is present within the competitor's body tissue, fluids, or expired air, unless:
 - i. the competitor uses the prohibited substance for a therapeutic purpose (see clause 3.4), or
 - ii. there are exceptional circumstances (see clause 3.5)
 - (b) the competitor refuses to provide a sample for testing when requested by the assigned drug testing authority.
- 3.2** A person (including a competitor) violates the Substance Abuse Policy if:
- (a) The person is knowingly involved in trafficking, or
 - (b) The person knowingly assists or is knowingly involved in the commission of a violation of the Substance Abuse Policy by another person.
- 3.3** A violation of the Substance Abuse Policy is proved if a person admits to having violated the Substance Abuse Policy.

3.4 Therapeutic Purpose

- A person uses a prohibited substance for a therapeutic purpose if:
- (a) the person had written approval before testing from a

recognised Medical Assessor for the therapeutic use of the prohibited substance,

- (b) the level of the prohibited substance in the sample is consistent with the approved therapeutic use, and
- (c) in the opinion of a reasonable Medical Practitioner, the prohibited substance has beneficial effects for an actual diagnosed medical condition.

3.5 Exceptional Circumstances

Exceptional circumstances exist if the presence of the prohibited substance is beyond the person's control. For example:

- the person is administered the prohibited substance in a hospital without knowledge.

Exceptional circumstances do not exist merely because the person:

- (a) took the prohibited substance inadvertently, or
- (b) did not know that the substance was prohibited.

3.6 Onus of proof

The onus of proof is on the person who claims that:

- (a) they used a prohibited substance for a therapeutic purpose, or
- (b) there are exceptional circumstances.

4. TESTING

4.1 Random-selection Testing

Testing will be conducted according to Australian Standards AS4308.

Competitors, WASC members, and officials may be required to submit to urine, blood, breath, and saliva testing. Unannounced random testing of competitors, WASC members, and Officials for prohibited substances and alcohol, before the end of qualifying at a WASC event will be conducted from time to time at the sole discretion of the Independent Drug Program Administrator (IDPA). Individuals who are not selected for random testing, but wish to participate in testing voluntarily, shall be subject to the same testing requirements as selected parties. However, voluntary parties will be allowed the opportunity of withdrawing from that event if found to test positive for prohibited substances and alcohol, and no further action will be taken.

- (a) Competitors, WASC members, and Officials selection shall be made at random, with all parties having an equal chance of selection.

4.2 Reasonable Suspicion Testing

- (a) Competitors, WASC Members, and Officials may be required to submit to a urine, blood, breath, and saliva testing if a reasonable suspicion exists that a person may be under the influence of a prohibited substance and alcohol during a WASC sanctioned event.
- (b) Competitors, WASC Members, and Officials may be required to submit to a urine, blood, breath, and saliva testing following any incident or accident involving injury or property damage.

5. PENALTIES / TRIBUNAL ACTION

Any competitor, WASC member, or official testing positive for prohibited substances and alcohol will take no further part in the competition, for that event. The Competitor's licence must be surrendered to the Senior WASC Official at the event for forwarding to the WASC Board of Commissioners. The licence will be returned upon compliance with the penalties as described in Attachment 2. Any parties testing positive will not be permitted to enter restricted areas.

5.1 First Positive Test result

Any competitor, WASC member, or official testing positive for prohibited substances and alcohol, for the first time, will be directed, confidentially, by the IDPA representative to participate in counselling and treatment from a substance abuse professional approved by WASC or the IDPA. Should the offender refuse to participate in the directed treatment or fail to successfully adhere to the program requirements, the test results will be deemed a reported violation, and WASC will be advised. Once such refusal or failure is reported to WASC, test results and all other details about the violation may be subject to Tribunal Action as a second offence.

- (a) Any competitor, WASC member, or official that tests positive for a prohibited substance and alcohol for the first time upon completion of an approved counselling/treatment program, will be required to submit appropriate evidence of the completion to the WASC Board of Commissioners. Once the WASC Board of Commissioners is satisfied the requirements are met, the Competitor, WASC member, or official may return to active participation in WASC sanctioned events.

5.2 Second Positive Test Result

Where the WASC is advised by the IDPA, that a competitor, WASC member, or official has violated the Substance Abuse Policy for a second time by the:

- (a) detected use of a prohibited substance and alcohol, or
- (b) a refusal to provide a sample, or
- (c) trafficking.
- (d) Non-compliance with participation in counselling and treatment from a substance abuse professional, as directed by the IDPA.

5.3 The competitor, WASC member, or Official will be subjected to Tribunal Action, and if found guilty, the following penalties are applicable:

- (a) a minimum of one year for the second prohibited substance offence, and
- (b) five years for the third prohibited substance offence.

5.4 In all other cases, the Competitor, WASC member, or Official will be subjected to Tribunal Action, and if found guilty, the following penalties will apply:

- (a) the WASC Tribunal applies a suspension period for the prohibited substance offence:
 - i. three months for the second reported prohibited substance offence (minimum),
 - ii. two years for a third prohibited substance offence (minimum), and
 - iii. life for any further prohibited substance offence.

5.5 The WASC Tribunal may consult the MAP for assistance in interpreting a positive test result.

6. DEFINITIONS

6.1 In this Policy:

“WASC” means the Western Australian Speedway Commission Inc.

“ASC” means the Australian Sports Commission established by the *Australian Sports Commission Act 1989*.

“IDPA” means the independent drug program administrator chosen by WASC to administer prohibited substance testing.

“competitor” means a person who:

- (a) participates (whether in competition or out-of-competition) in a motor racing activity conducted by or under the auspices of WASC.

“CAS” means the Court of Arbitration for Sport

The drug testing authority means:

- (a) the independent drug program administrator, or
- (b) an agency appointed by IDPA, WASC, or a national drug testing authority which:
 - i. operates under its own statute, rules, and regulations, and
 - ii. has samples analysed by an IDPA-approved or an accredited laboratory, or
- (c) an agency that conducts testing on competitors for the detection of prohibited substances where:
 - i. the methods of testing substantially accord with IDPA procedures, and
 - ii. the sample is analysed by a WASC-approved or accredited laboratory.

“MAP” means the Medical Advisory Panel which is a committee of medical experts and where appropriate other experts appointed by the ASC operating under rules and procedures approved by the ASC.

“Senior WASC Official” is the WASC Chief Steward for that event.

“Meeting Director” is either the club president or promoter for the event.

“member” means:

- (a) a person who, or body which, is a member of WASC or holds a WASC licence or membership, or
- (b) a person who, or body which, is affiliated with WASC or
- (c) a person who is a member of a body that is a member of or affiliated with WASC.

and includes a person taking part in, or involved in, or associated with (e.g., as a driver, entrant, competitor, team manager or crew member, official, medical or allied health practitioner) any sporting activity conducted, authorised, or recognised by WASC.

“official” means a person who administers, manages, provides a contracted service, assists, or is otherwise involved in motorsport under the auspices of WASC, involved in contributing to a WASC

event, other than as a competitor, or medical or analogous health practitioner.

“positive test result” means a result of a test by a drug testing authority that shows the presence of a prohibited substance in a sample.

“prohibited substance” means a substance prohibited under the Substance Abuse Policy of WASC (see Attachment 1)

“recognised medical authority” means:

- (a) the MAP, or
- (b) an authority recognised by the MAP which may authorise the use of a prohibited substance.

“sample” means human biological fluid, expired air, or tissue.

“testing” means the requesting, collecting, and analysis of a sample.

“trafficking” means:

- (a) manufacturing, extracting, transforming, preparing, storing, expediting, transporting, importing, transiting, offering (whether subject to payment or free of charge), distributing, selling, exchanging, brokering, obtaining in any form, prescribing, commercialising, making over, accepting, possessing, holding, buying, or acquiring in any manner a prohibited substance, or
- (b) financing or serving as an intermediary for the finance of any of the activities in paragraph (a), or
- (c) provoking in any way the consumption or use of a prohibited substance, or
- (d) being knowingly concerned or involved in a prohibited method other than for personal use and for therapeutic purposes during the legal exercise of professional medical, pharmaceutical, or analogous activities.

6.2 Words in the singular include the plural and vice versa.

6.3 A person includes a body corporate.

ATTACHMENT 1**PROHIBITED SUBSTANCES IN WASC SPEEDWAY RACING**

WASC reserves the right to change the list of prohibited substances. Advanced notice of such changes shall be published no less than ninety (90) days prior to such change.

BROAD CLASSES OF SUBSTANCES PROHIBITED IN MOTORSPORT INCLUDE:

1 ILLICIT AND ILLEGAL DRUGS

Caffeine is permitted provided the concentration in the urine does not exceed 12 micrograms/mL.

If a person has been taking any of these drugs on a regular basis, a period of at least two weeks should elapse before they can be assessed for fitness to participate in motorsport.

The drugs which may be permitted after individual assessment include:

- maintenance treatment with SSRI or RIMA antidepressants
- maintenance treatment with “mood stabilisers” (e.g., lithium, carbamazepine or sodium valproate)

For further information please refer to the WASC Office or phone the

Drugs in Sport Hotline - 1800 020 506.

ATTACHMENT 2

PROHIBITED SUBSTANCES TESTING PROCEDURE

1. Selection of Testing Dates

- 1.1. The WASC Board of Commissioners will provide the IDPA, at the beginning of each season, a list of all meeting dates for each Division.
- 1.2. The IDPA will nominate at random a number of WASC Speedway Racing event dates for testing, with at least one date in each division. These dates will remain confidential and only known to the IDPA and the WASC Board of Commissioners.
- 1.3. The WASC Board of Commissioners may request the IDPA to test certain meetings if there are reasonable grounds or if the meeting is a major event.
- 1.4. The IDPA or their appointed representative or approved authority will make arrangements to attend the meetings that have been selected, with confirmation of attendance no later than 7 days before the selected event with the WASC Board of Commissioners (in case of cancellation or postponement of the selected event).

2. Selection of Competitors

- 2.1. The IDPA or their appointed representative or approved authority will attend the nominated track on the selected date at a time that coincides with the commencement of the drivers briefing.
- 2.2. On arrival at the track the IDPA or their appointed representative or approved authority will make their presence known to the Meeting Director and the Senior WASC Official.
- 2.3. The Meeting Director will supply the IDPA or their appointed representative or approved authority with a list of all competitors and crew competing for the day and a list of all track personnel on duty at the event.
- 2.4. The Senior WASC Official will provide a list of all WASC personnel on duty at the event.
- 2.5. The IDPA or their appointed representative or approved authority will choose nominees at random for testing:
 - 2.5.1. X competitors and crew
 - 2.5.2. X Track Officials/Personnel
 - 2.5.3. X WASC Official

2.6. The Meeting Director and Senior WASC Official will assist IDPA or their appointed representative or approved authority with the locating of nominated persons.

2.7. Suitable facilities will be made available, by the relevant Track representative, to IDPA or their appointed representative or approved authority for the purpose of testing the selected people.

3. Testing procedure

- 3.1. On-site testing will be carried out in accordance with AS 4308.
- 3.2. Those persons chosen for testing will not be able to participate in the event until such time as a test result is formulated.
- 3.3. Failure to produce a suitable sample for testing will be deemed to be a positive result.
- 3.4. Persons who test positive at the event will be excluded from any further participation in that event.
- 3.5. Competitors who test positive will be required to present their WASC competition license to the Senior WASC Official. The Senior WASC Official will forward the license to the WASC Technical Officer. Officials, Pit crew, and WASC members who test positive will not be permitted to continue participation in the event and will not be able to enter any of the “Hot Areas” for the duration of that event.
- 3.6. Their samples will be sent to a WASC/IDPA-approved testing facility for confirmation as per AS 4308 and the chain of custody requirements.

Testing Follow up

- 3.7. Confirmation of the “at track result” will be done at WASC/IDPA-approved testing facilities.
- 3.8. Confirmation of results will be forwarded to the person who has tested positive and the WASC Board of Commissioners.

4. First Offence

- 4.1. Persons who have tested positive for the first time will be required to attend a WASC/IDPA-approved substance abuse counselling program.
- 4.2. The offender will not be allowed to participate in any WASC speedway racing events until they have successfully completed all requirements of the WASC/IDPA-approved program.

- 4.3. The onus is on the offender to provide evidence to the WASC Board of Commissioners that the counselling requirements have been met.
- 4.4. Once the WASC Board of Commissioners is satisfied that requirements are met the person may commence participation at WASC speedway racing events.
- 4.5. In the case of a license holder their license will be returned.
- 4.6. The WASC Board of Commissioners will keep a confidential record of all persons who test positive.
- 4.7. Any person who is under first offence conditions and is found to be participating in a WASC speedway racing event prior to satisfying the above conditions may be subject to Tribunal Action as a second offence.

5. Second and Third Offence

- 5.1. Any Competitor, WASC member, or Official who is found to have tested positive for a second time or third under the Substance Abuse Policy will be subject to Tribunal action as directed under the Substance Abuse Policy.
- 5.2. The Tribunal will be conducted in the offender's home Division.
- 5.3. If necessary, the WASC Board of Commissioners will be in attendance with the IDPA or their appointed representative or approved authority to provide evidence as required.
- 5.4. If the competitor, WASC member, or Official is found guilty they will be subjected to the suspension periods as outlined in the Substance Abuse Policy as a minimum penalty.
- 5.5. The Tribunal reserves the right to increase the suspension as required.
- 5.6. At the completion of any suspension period the Competitor, WASC member, or Official must re-apply to the WASC Board of Commissioners for reinstatement.
- 5.7. Competitors may be subjected to license testing before resuming competition.

Concussion Policy

The Guidelines

Head impacts can be associated with serious and potentially fatal brain injuries.

In the early stages of injury, it is often not clear whether you are dealing with a concussion or there is a more severe underlying structural head injury. For this reason, the most important steps in initial management include:

- (a) Recognising a suspected concussion.
- (b) Removing the driver from the race.
- (c) Referring the driver to a medical doctor for assessment.
- (d) Where there is no medical doctor present to assess the driver or the diagnosis of concussion cannot be ruled out at the time of injury, the driver must NOT be allowed to return to racing in the same race.

Any driver who has suffered a concussion or is suspected of having a concussion must be medically assessed as soon as possible.

There should be an accredited first aider at every race, and the basic rules of first aid should be used when dealing with any driver who is unconscious or injured.

These guidelines outline the important steps for a return to race following a concussion including:

- (a) A brief period of complete physical and cognitive rest (24-48 hours).
- (b) A period of symptom-limited activity (e.g., reading, walking) allows full recovery.
- (c) A graded loading program (with monitoring).
- (d) Clearance by a medical doctor (before returning to competitive sport or practice).

Drivers should not return to racing until they have recovered from their concussion. Recovery means that all concussion-related symptoms and signs have fully resolved (for at least 24 hours) at rest and with activities of daily living, and they have successfully returned to work or school without restrictions.

The earliest that a driver may return to racing (once they have successfully completed a graded loading program and they have obtained medical clearance) is on the 12th day after the day on which the concussion was suffered.

THE MANAGEMENT OF SPORT-RELATED CONCUSSIONS IN SPEEDWAY

With Specific Provisions for Children and Adolescents (Aged 5-17 Years) FOR FIRST-AID PROVIDERS, CLUB OFFICIALS, DRIVERS AND PARENTS, all drivers with a suspected concussion must seek an urgent medical assessment with a registered doctor. These guidelines do not replace the need to seek medical assessment and are intended to assist in the management of concussions only.

This document has been published by the WA Speedway Commission as a position statement on the management of concussions in speedway. It is based on guidelines developed by the AFL Concussion Working Group Scientific Committee.

1. SUMMARY

- (a) Head impacts can be associated with serious and potentially fatal brain injuries.
- (b) In the early stages of injury, it is often not clear whether you are having a concussion or if there is a more severe underlying structural head injury. For this reason, the most important steps in initial management include:
 - i. recognising a suspected concussion;
 - ii. removing the driver from the race or practice; and
 - iii. referring the driver to a medical doctor for assessment.
- (c) Any driver who has suffered a concussion or is suspected of having a concussion (i.e., in cases where there is no medical doctor present to assess the driver or the diagnosis of concussion cannot be ruled out at the time of injury) must be medically assessed (see paragraph 3.4) as soon as possible after the injury and must NOT be allowed to return to racing in the same race/practice session.
- (d) There should be an appropriately accredited first aid provider at every race, and the basic rules of first aid should be used when dealing with any driver who is unconscious or injured.
- (e) Important steps for a return to race following a concussion include:

- i. a brief period of complete physical and cognitive rest (24-48 hours).
 - ii. a period of symptom-limited activity to allow full recovery;
 - iii. a graded loading program (with monitoring); and
 - iv. clearance by a medical doctor.
- (f) Drivers should not enter the graded loading program until they have recovered from their concussion. Recovery means that all concussion-related symptoms and signs have fully resolved (for at least 24 hours) at rest and with activities of daily living, and they have successfully returned to work or school without restrictions.
- (g) In addition to the processes outlined in this document, any concussed driver must not return to competitive driving (including practice sessions) before moving through the graded recovery process outlined in Schedule 2 and obtaining medical clearance.
- (h) The earliest that a driver may return to race (once they have successfully completed a graded loading program and they have obtained medical clearance) is on the 12th day after the day on which the concussion was suffered.

2. BACKGROUND

2.1 Introduction

- (a) In considering the best practice management of sport-related concussion, the priority remains the short and long-term welfare of the driver.

These guidelines have been developed on a scientific basis that endorses an approach that prioritises assessment, rest, recovery and a graded return to full participation.

- (b) Children and adolescents typically take longer to recover following a concussion than adults. In general, children and adolescents (aged 5-17) require a different approach from adults because their brains are developing, and they need to continue learning and acquiring knowledge. As such, the priority is not just driver welfare and return to sport, but a critical element is return to school and learning.

2.2 What is a concussion?

- (a) Head impacts can be associated with serious and potentially fatal brain injuries. "Traumatic brain injury" is the broad term used to describe injuries to the brain that are caused by trauma.

- (b) The more severe injuries usually involve structural damage, such as fractures of the skull and bleeding in the brain. Structural injuries require urgent medical attention. Concussion typically falls into the milder spectrum of traumatic brain injury, without evidence of structural damage on traditional scans such as Computerised Tomography (CT) or Magnetic Resonance Imaging (MRI).
- (c) Concussion is caused by trauma to the brain, which can be either direct or indirect (e.g., whiplash injury). When the forces transmitted to the brain are high enough, they can injure or “stun” the nerves and affect the way in which the brain functions.
- (d) Concussion is characterised by a range of observable signs (such as lying motionless on the ground, blank or vacant look, balance difficulties or motor in-coordination) or symptoms reported by the driver (such as headache, blurred vision, dizziness, nausea, balance problems, fatigue and feeling “not quite right”).
- (e) Other common features of concussion include confusion, memory loss and reduced ability to think clearly and process information. It is important to note that loss of consciousness is seen in only 10-20% of cases of concussion in sport. That is, the driver does not have to lose consciousness to have a concussion.
- (f) The effects of concussion evolve or change over time. Whilst in most cases, symptoms improve, in some cases, effects can worsen in the few hours after the initial injury. It is important that a driver suspected of sustaining a concussion be monitored for worsening effects and be assessed by a medical doctor as soon as possible after the injury.
- (g) The presence of concussion is occasionally associated with a neck injury and may be difficult to assess in the early period after head trauma. All concussed athletes should be considered to have a neck injury until medically cleared.

2.3 What are the potential complications following a concussion?

- (a) There are several risks and complications associated with concussions. These include:
 - i. severe brain swelling (or “second impact syndrome”), which is a rare complication of head trauma in younger drivers.
 - ii. increased risk of further concussion or other injuries on return to race.

- iii. prolonged symptoms (lasting greater than 14 days in adults; and greater than four weeks in children/adolescents).
- iv. symptoms of depression and other psychological problems; and
- v. long-term damage to brain function.

The risk of complications is thought to be increased by allowing a driver to return to sport before they have fully recovered. This is why it is important to recognise a concussion and keep the driver out of racing until they have fully recovered, as outlined below.

- (b) Concussion can cause problems with memory and information processing, which interferes with the child's ability to learn in the classroom. It is for this reason that it is strongly recommended that a child does not return to school until medically cleared to do so.

2.4 Children and adolescents (aged 5-17 years)

- (a) Symptom evaluation in a child often requires the addition of parent and teacher input.
- (b) A child is not to return to racing, or other sport, until he/she has successfully returned to school/learning, is symptom-free, and has received medical clearance. However, early introduction of limited physical activity is appropriate, if symptoms do not worsen – see paragraph 4 for more detail.
- (c) It is reasonable for a child to miss a day or two of school after a concussion, but extended absence from school is uncommon.

3. MANAGEMENT GUIDELINES FOR SUSPECTED CONCUSSION

3.1 Initial management

- (a) The most important steps in the initial management include:
 - i. recognising a suspected concussion.
 - ii. removing the driver from the race or practice session,
 - iii. referring the driver to a medical doctor for assessment.
- (b) Refer flow diagram in Schedule 1 – Management of Concussion

3.2 Recognising a suspected concussion:

- (a) Any one or more of the following visual clues can indicate a possible concussion:
 - i. loss of consciousness or responsiveness.
 - ii. lying motionless on the ground/slow to get up.
 - iii. vomiting.
 - iv. seizure or convulsion.
 - v. unsteady on feet / balance problems or falling over/in-coordination.
 - vi. grabbing/clutching of head.
 - vii. dazed, blank or vacant look.
 - viii. confused/not aware of race or events.
 - ix. impaired memory (unable to recall events leading up to or following the injury).
 - x. facial injury; and
 - xi. driver does not seem like their normal self.
- (b) Loss of consciousness, confusion and memory disturbance are all classic features of concussion. The problem with relying on these features to identify a suspected concussion is that they are not present in every case.
- (c) Symptoms reported by the driver that should raise suspicion of concussion include:
 - i. headache.
 - ii. nausea or feeling like vomiting.
 - iii. blurred vision.
 - iv. balance problems or dizziness.
 - v. feeling “dinged” or “dazed”.
 - vi. “don’t feel right”.
 - vii. sensitivity to light or noise.
 - viii. more emotional or irritable than usual.
 - ix. sadness.
 - x. nervous/anxious.
 - xi. neck pain.
 - xii. feeling slowed down.
 - xiii. feeling like in a fog.
 - xiv. difficulty concentrating; and
 - xv. difficulty remembering.

- (d) The Concussion Recognition Tool 5th edition (CRT5) should be used to help identify a suspected concussion.
- (e) It is important to note, however, that brief sideline evaluation tools such as the CRT5, are designed to help identify a suspected concussion. They are not meant to replace a more comprehensive medical assessment and should never be used as a stand-alone tool for the management of concussion.
- (f) Currently, there are no commercially available tools (impact sensors, goggles, balance apps, etc) that can be relied upon to either diagnose or exclude a concussion.
- (g) A pre-race checklist should be printed and provided to drivers and other staff involved in the care of drivers. The checklist should include contact details for:
 - i. local general practices.
 - ii. local hospital emergency departments; and
 - iii. ambulance services (000).
- (h) The pre-race checklist can also be provided to visiting drivers and visiting staff, who are likely to be less familiar with local medical services.

3.3 Removing the driver from racing or practice.

- (a) The basic rules of first aid should be used when dealing with any driver who is unconscious or injured.
- (b) Immobilisation of the neck in a cervical collar by a qualified first aid provider may be required. An appropriately sized collar should be available at every race and practice session.
- (c) Removing the conscious driver from the race or practice session allows the first aid provider time and space to assess the driver properly. Assessment should take place in a distraction-free environment, such as the first aid rooms.
- (d) Any driver with a concussion or suspected concussion (i.e., in cases where there is no medical doctor present to assess the driver, or the diagnosis of concussion cannot be ruled out at the time of injury) must be removed from racing and not be allowed to return to the same race. Do not be swayed by the opinion of the driver, crew, parents, or others suggesting premature return to racing.

3.4 Referring the driver to a medical doctor for assessment.

- (a) Management of a head injury is difficult for non-medical personnel. In the early stages of injury, it is often not clear whether you are dealing with a concussion or there is a more severe underlying structural head injury.
- (b) For this reason, ALL drivers with a suspected concussion need an urgent medical assessment (with a registered medical doctor). This assessment can be provided by a medical doctor present at the venue, local general practice, or hospital emergency department.
- (c) It is useful to have a list of local doctors and emergency departments near the ground at which the race or practice session is taking place. This resource can be determined at the start of each season (in discussion with local medical services).

3.5 Management of an unconscious driver and when to refer to hospital.

- (a) Basic first aid rules should be used when dealing with any unconscious driver (i.e., danger, response, airway, breathing, circulation).
- (b) Care must be taken with the driver's neck, which may have also been injured in the collision.
- (c) In unconscious drivers, the driver must only be moved (onto the stretcher) by qualified health professionals, trained in spinal immobilisation techniques.
- (d) If no qualified health professional is on-site, then do not move the driver - await the arrival of the ambulance.
- (e) If the unconscious driver is wearing a helmet, do not remove the helmet unless trained to do so.
- (f) Urgent hospital referral is necessary if there is any concern regarding the risk of a structural head or neck injury.
- (g) Overall, if there is any doubt, an ambulance should be called, and the driver transferred to hospital.
- (h) Urgent transfer to hospital is required for a driver with any of the following:
 - i. neck pain or tenderness.
 - ii. double vision.
 - iii. weakness or tingling/burning in the arms or legs.

- iv. severe or increasing headache.
- v. seizure or convulsions.
- vi. loss of consciousness.
- vii. deteriorating conscious state.
- viii. vomiting; and
- ix. increasing restlessness, agitation, or combative behaviour.

4. FOLLOW-UP MANAGEMENT

4.1 Important steps

- (a) Important steps for a return to racing following a concussion include:
 - i. rest.
 - ii. recovery – symptom-limited activity.
 - iii. graded loading program (with monitoring); and
 - iv. clearance by a medical doctor.
- (b) See Schedule 2 for Phases of Rest, Recovery and Return to Race following Concussion.
- (c) The earliest that a driver may return to racing (once they have successfully completed a graded loading program and they have obtained medical clearance) is on the 12th day after the day on which the concussion was suffered.
- (d) Schedule 2 outlines the minimum process to follow in returning to racing following a concussion. However, a more conservative approach is strongly recommended to allow a longer period for recovery where there is a lack of baseline testing and the absence of regular contact between drivers and a medical doctor limits the ability to assess recovery following concussion.

4.2 Complete (physical and cognitive) rest

A brief period of complete physical and cognitive rest in the first 24-48 hours after an injury helps symptoms improve/resolve.

4.3 Recovery – symptom-limited activity.

- (a) After a brief period of complete rest, drivers can gradually become more active if the activity does not bring on or worsen any symptoms.
- (b) This period should start with simple day-to-day things such as watching TV, reading the papers, using social media, going for a walk, etc.

- (c) The duration and intensity of the activity may need to be limited based on appearance and worsening of symptoms.
- (d) The driver should progress slowly back to full work/school during this period (for specific return to school provisions, see the section below).
- (e) The priority for students is to successfully return to school/university before returning to sport.
- (f) Recovery means that the driver has no concussion-related symptoms at rest or with both physical and brain activity, they have recovered back to their baseline on specific tests of balance, brain function, etc., and that they have successfully returned to work and school, without restrictions.
- (g) The recovery period will be variable in length (days to weeks) across different people and level of injury, noting that children and adolescents typically recover slower.
- (h) A more conservative approach is required if there is a lack of baseline testing and active medical practitioner oversight of each stage of the graded return to racing.
 - i. If the Driver has concussion-related symptoms for more than 10-14 days (or four weeks in children/adolescents), or there is any uncertainty about recovery following concussion, then review by a medical practitioner with expertise in concussion (e.g., sport and exercise medicine physician, neurologist) is strongly recommended.

4.4 Graded loading program (with monitoring)

- (a) Drivers should not enter the graded loading program until they have recovered from their concussion. Recovery means that all concussion-related symptoms and signs have fully resolved (for at least 24 hours) at rest and with activities of daily living, and they have successfully returned to work/school, without restriction. Ideally, the Driver should have medical clearance before entry into the graded loading program.
- (b) Given the challenges and limitations in assessing recovery following concussion, a conservative approach is required regarding return to the race. The graded loading program allows incremental increases in physical plus/minus cognitive load once the Driver has recovered to ensure that concussion-related symptoms or signs do not return (which is a sign of incomplete recovery).

- (c) A more conservative approach is important in children or adolescent athletes as it is recognised that recovery from concussion tends to be slower in this group. A more conservative approach is likely to include a longer timeframe for recovery of symptoms and entry into the graded loading program and longer time spent at each step in the graded loading program.
- (d) Review with a medical doctor (and a more conservative approach to return to race) is also important in:
 - i. drivers with a history of multiple concussions – especially in the same season.
 - ii. drivers who fail to progress through their return to race program due to a recurrence of symptoms; and
 - iii. cases where there is any uncertainty about recovery following concussion.
- (e) Entry into a graded loading program requires careful monitoring for recurrence of symptoms. It is important that the Driver is honest with themselves, the team and the medical officers and officials about symptoms.
- (f) If any symptoms return while exercising, the Driver should go back to the previous symptom free step and seek medical advice.
- (g) In following these guidelines, the focus must be on ensuring that Drivers pass through each of the steps safely (i.e., rest, recovery, and a graded return).
- (h) Any concussed Driver must not be allowed to return to racing (including practice) before having a medical clearance.

4.5 Return to School

- (a) Concussion may impact a child's ability to learn at school. This must be considered, and medical clearance is strongly recommended before the child may return to school.
- (b) It is reasonable for a child to miss a day or two of school after concussion, but extended absence from school is uncommon.
- (c) The child's doctor should help them return to school after a few days.
- (d) In some children, a graduated return to school programme will need to be developed for the child. Additional management by a paediatric neuropsychologist may assist in more difficult cases.

- (e) The child will progress through the return to school programme if there is no worsening of their concussion-related symptoms. If any activity worsens symptoms (including computers and the Internet), the child should abstain from that activity until this no longer occurs.
- (f) This program should include communication between the parents, teachers, and health professionals and will vary from child to child.
- (g) The return to school programme should consider:
 - i. extra time to complete assignments/tests.
 - ii. quiet room to complete assignments/tests.
 - iii. avoidance of noisy areas such as cafeterias, assembly halls, sporting events, music class.
 - iv. frequent breaks during class, homework and tests.
 - v. no more than one exam per day.
 - vi. shorter assignments.
 - vii. repetition/memory cues.
 - viii. use of peer helper/tutor.
 - ix. reassurance from teachers that the child will be supported through the recovery process through accommodations, workload reduction and alternate forms of testing.
- (h) Later start times, half-days and only attending certain classes.
- (i) All schools are encouraged to have a concussion policy that includes education on sport-related concussion prevention and management for teachers, staff, students, and parents, and should offer appropriate academic accommodations and support to children recovering from sport-related concussion.
- (j) The child is not to return to driving or other sport, until he/she has successfully returned to school/learning, is symptom-free, completed the graded recovery process and has received medical clearance. However, early introduction of limited physical activity is appropriate, if symptoms do not worsen.
- (k) If there are any doubts, the child should be referred to a qualified health practitioner who is an expert in the management of concussion in children.

SCHEDULE 1:

MANAGEMENT OF CONCUSSION ON THE DAY OF INJURY

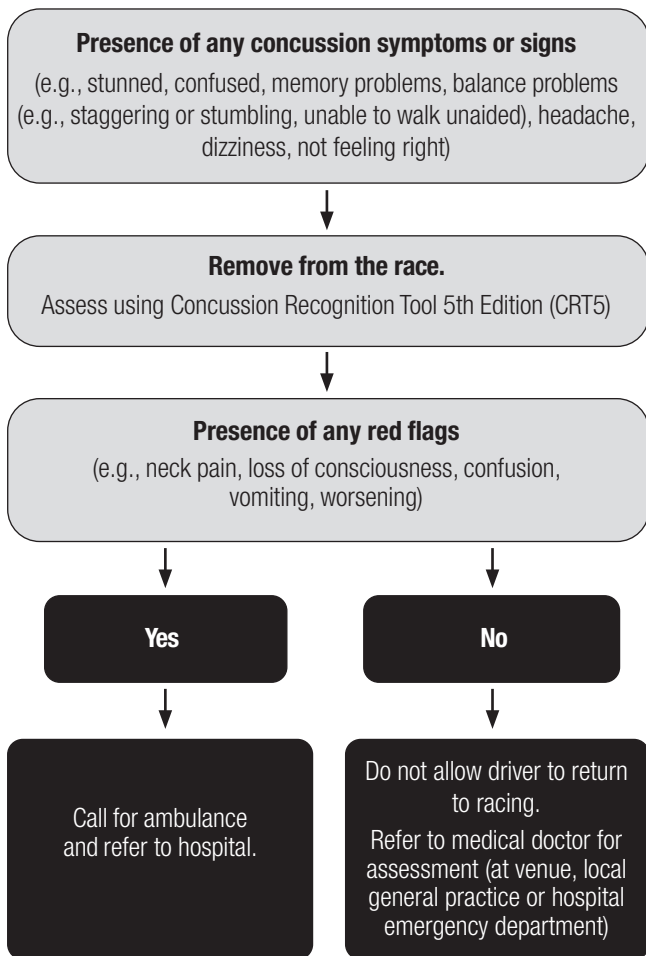


Figure 1. Summary of the management of concussion in speedway.

Note: For any Driver with loss of consciousness, basic first aid principles should be used (i.e., airways, breathing, CPR). Care must also be taken with the driver's neck, which may have also been injured in the collision. The unconscious driver must not be moved by anyone other than a medical professional or ambulance officer. An ambulance should be called, and these drivers transported to hospital immediately for further assessment and management.

SCHEDULE 2: PHASES OF REST, RECOVERY, AND

Focus	Goal
REST	
Rest	Help speed up recovery
RECOVERY	
Symptom limited activity	Two days of activities that do not provoke symptoms
GRADED LOADING – INDIVIDUAL PROGRAM	
Light / moderate aerobic exercise	<ul style="list-style-type: none">• Light/moderate aerobic exercise (e.g., walking, jogging, and cycling at a slow to medium pace).• No resistance training
Recovery day	
Sport-specific Exercise	<ul style="list-style-type: none">• Increased intensity (e.g., running at an increased heart rate) and duration of activity.• Commence light resistance training
Recovery day	
GRADED LOADING – FULL TRAINING	
Sport-specific Exercise	<ul style="list-style-type: none">• Increased intensity (e.g., running at an increased heart rate) and duration of activity.• Commence light resistance training
Recovery day	
Clearance by a medical doctor is required before returning to practice	
Full race practice	Full race practice
RETURN TO RACING	

Note: Schedule 2 outlines the minimum process to follow in returning to racing following a concussion. The earliest that a driver may return to racing (once they have successfully completed a graded loading program and they have obtained medical clearance) is on the 12th day after the day on which the concussion was suffered (i.e., there is a minimum 12 day stand-down period).

RETURN TO RACING FOLLOWING A CONCUSSION

Requirements to move onto the next stage

Complete physical and cognitive rest in the first 24 – 48 hours.

- No concussion-related symptoms at rest or with physical or brain activity for at least 1 day, and the driver has successfully returned to work/school.
- The driver should also have a medical clearance (e.g., doctor, physiotherapist, first aider) to confirm that the driver has had no concussion-related symptoms for at least 1 day.

- Remain completely free of any concussion-related symptoms.

- Remain completely free of any concussion-related symptoms.
- The driver should also have a medical clearance (e.g., doctor, physiotherapist, first aider) to confirm that the Driver has had no concussion-related symptoms for at least 1 day.

- Remain completely free of any concussion-related symptoms.
- Driver confident to return to full practice.

- Remain completely free of any concussion-related symptoms.
- Driver confident to participate in a race.

A more conservative approach is required if there is a lack of baseline testing and active medical practitioner oversight of each stage of the graded return to racing. Section 4.4 of these guidelines also outlines the importance of a more conservative approach in certain situations including for children and adolescents, drivers with a history of concussion and where there is a recurrence of symptoms at any stage during the return to racing program.

Appendix 4

Social Media Policy

The Western Australian Speedway Commission (WASC) is a forward-thinking organisation that embraces social media. As a relatively new communications medium, this can offer many benefits to the organisation, clubs, and members. However, without clear guidelines, there is also the risk of misleading other participants, and harm being caused to the organisation's reputation, particularly due to the public and global nature of social media.

The aim of this Policy is to communicate the organisation's guidelines and provide guidance for our Clubs, employees, and others communicating with or on behalf of the WASC, in social media activities.

- (a) Users will not use false or fake personas.
- (b) Users will not pretend to be impartial individuals to promote the organisation, its brand or reputation, products, or services.
- (c) The WASC will appoint staff members, as required, to administer the Club's social media pages. Administrators are required to approve all postings prior to them appearing on the social media pages, to ensure that only approved postings are permitted.
- (d) Prohibited communications include postings that may be considered discriminatory or harassing; spam or junk type postings; profanity or pornography; postings that make disparaging or offensive comments.
- (e) Only those authorised by the WASC to do so shall undertake social media activity on behalf of the Club. Others shall refrain from doing so. This includes responding to any comments posted.
- (f) Confidential or proprietary information must not be provided through social media.
- (g) Users will respect copyright and ensure that we have the right to use content before publishing.
- (h) If any employee becomes aware of any negative comment made about the WASC, its brand, products, or services on any social media they will not respond directly but inform the General Manager as soon as possible.

- (i) Any person disregarding this policy will be liable for any negative outcomes that result, which may include removal from the page. Any staff member disregarding this policy will be liable for any negative outcomes that result, which may include dismissal.

These guidelines will be regularly reviewed by the WASC Board of Directors and management to ensure continued effectiveness and improvement.

Appendix 5

Fines and Penalties Grid

Rule	Offence	Penalty
3.2 (b) Drug Testing Procedure	Positive result to a drug test.	Suspended for a minimum of twelve (12) months.
4.3 (c) Communication Equipment (Non-compliance)	One way not working.	1st offence - Warning. 2nd offence - Start rear of field.
4.3 (d) Driver enters infield during stoppage	Work on race car not completed in time.	Start rear of field.
4.4 Noise control	Exceeding maximum noise level.	1st offence - Warning. 2nd offence - Black flag.
5.1 (a) Appropriate Licence	No Appropriate Licence.	\$500 fine and three (3) month suspension.
6.1 Scrutineering of race car	Race car is not scrutineered.	Race car doesn't race until scrutineered.
7.1 (b) Drivers briefing	Driver (or agreed representative) failing to attend drivers briefing.	Start heats rear of field.
7.3 (c) Dummy grid line up	Driver not on dummy grid when gates open may request a two (2) minute extension to get to the race.	If driver not on the track within two (2) minutes they must withdraw from the race.
7.4 (b) Race Starts (delays)	Delays races start by more than two (2) minutes.	Rear of field.
7.4 (b) Race starts	Driver passes the pace car.	\$100 fine.
7.5 (a) Breaking formation or jumping the start from front row	Race car in front row breaks formation before the start.	1st offence - warning. 2nd offence - Starts rear of field.

7.5 (c) Breaking formation from the field	Race car in the field breaks formation before the start.	Race may continue and driver penalised two (2) positions for each car passed at the first stoppage or end of race.
7.9 Push starts	Race car requires second push start.	Starts rear of field.
7.10 (d) Reckless driving / Purposely stopping on Racetrack	Driver purposely spins or stops on the track to force a stoppage.	Black flag.
7.11 (a) Passing	Making contact during passing move. Making more serious contact during passing.	Loss of two (2) positions for each car passed. Black flag.
7.11 (d) Wheel on infield during passing	Driver puts a wheel on the infield while making a passing move. Driver continues to use the infield.	Loss of two (2) positions for each car passed. Rear of field.
7.12 (b) Dropping of debris	Race car drops debris on the racetrack, which leads to race stoppage.	Rear of field.
7.12 (c) Dropping of debris (engine cover)	Race car drops any part of engine cover.	Mechanical defect flag.
7.13 Lapped Race Car	Failure to hold your line. Continued failure to hold your line.	Car about to be lapped will receive the lapping flag. Black flag.
7.15 (a) Mechanical defect	Race car has a mechanical defect and driver must move it to the infield.	1st offence - mechanical defect flag. 2nd offence - black flag.
7.15 (b) Driver enters infield to fix mechanical defect during stoppage	Work on race car not completed in time.	Start rear of field.

Rule	Offence	Penalty
7.15 (d) Changing or removing a wheel/s	Sprintcar, Speedcar changing a wheel during an open red light/flag on the first lap. All divisions on changing a wheel on the first lap of agreed major event.	Rear of field. Rear of field.
7.15 (e) Flat tyre (except left hand front)	Driver to move to the infield. Failure of driver to move to the infield.	Mechanical defect flag Black flag.
7.17 (c) Time Trials	Driver unable to start in their time trial position.	Penalised one (1) lap at the end of the time trial best starting position less than 50 per cent (%) of the field.
7.17 (d) Time trials	Race car unable to do a lap in time trials.	Automatically starts rear of field for that race meeting.
8.1 (a) Yellow light stoppage	For each race car passed while rolling around the racetrack under yellow lights (Chief Steward's discretion).	Loss of two positions.
8.1 (b) Red light stoppage	Driver fails to stop on red light.	Minimum fine \$100. More serious breach of the rule rear of flag or black flag.
8.1 (d) Race Stoppage	Driver deemed primary cause of two (2) race stoppages.	Black flag / or Driver to park race car on the infield.
8.1 (e) Driver getting out of the race car	Driver removes or undoes safety apparel while in the confines of the track.	Black flag.
8.1 (e) Race incidents and stoppages	Driver undoes safety apparel and gets out of the race car while on the track.	Black flag.
8.1 (f) Driver gets out of race car - to remonstrate or make defamatory gestures	Driver gets out of race car.	Minimum fine of \$100 up to maximum fine of \$2000, or up to two (2) year suspension.

8.3 (c) Restarts	Driver jumps the start, hits cone, or passes another race car before cone.	Rear of field (applied at next race stoppage or at the end of the race).
10.2 Failure to comply with Black Flag	Ignoring a black flag.	Fine of \$100 per lap.
11.2 (a) and (b) Verbal Abuse	Verbal abuse of driver, crew, or officials.	Twelve (12) month suspension and a \$1000 fine.
11.3 (a) Physical Abuse	Physical abuse, instigating, or participating.	Twelve (12) month suspension and a \$1000 fine.
11.4 (a) Unauthorised entry to racetrack	Entering racetrack without Chief Steward authority.	Person subject to \$500 fine and disqualification from race meeting.
11.4 (c) Subsequent unauthorised entry to racetrack	Subsequently entering racetrack without Chief Steward authority.	12-month suspension and driver fined \$1000 and disqualified from that race meeting.
11.6 Passing Pace Car	Driver passes the pace car.	\$100 fine.
11.7 Ignoring official's signals	Failure to obey any order or direction given by the Chief Steward.	Minimum fine of \$100 and may be disqualified.
11.7 (a) Single File refusal to accept restart	First refusal to accept restart position. Second refusal to accept restart position. Third refusal to accept restart position.	Warning flag. Rear of field. Black flag.
11.8 Reckless and dangerous driving	Driver driving in a manner deemed reckless or dangerous by officials.	Black flag.

(Photocopy for use.)

Appeal Form



APPEAL FORM (Section 13)

Instructions: This appeal form is to be handed to the driver, official or pit crew member with the infringement notice.

- (i) the procedure for instituting an appeal is to lodge the prescribed form entitled Appeal Form with the drivers' representative, Chief Steward or host club/divisions within an hour of being informed of the Chief Steward's decision (whether verbal or by way of infringement notice) together with an appeal fee of \$500;
- (ii) the appeal should be heard as soon as practicable after the last race of the race meeting;
- (iii) an appeal can, at the discretion of the Tribunal Chairperson, be heard at 9:00 am on the day following the race meeting during which the appeal arose (for example, if a race meeting is held on a Saturday, the Tribunal may be held on the Sunday following);
- (iv) the appeal will not operate as a stay of the decision of the Chief Steward that the appeal relates to;

EVENT DETAILS:	
Event Date:	/ / 20
Venue:	
Race Number:	
Track Manager/Promoter:	

APPEAL DETAILS
(Briefly describe what occurred, who was involved and what you are appealing):

Appellant acknowledgement:	
I	the person making this appeal acknowledge that the decision of the dispute tribunal shall be final and there shall be no further appeal or recourse to any court.
Signature of Appellant:	

Receiving officer declaration:	
Name:	
Position:	
Signature of Receiving officer:	
Date received:	/ / 20

(Photocopy for use.)



Tribunal Hearing/Misconduct Charge

NOTICE OF DISCIPLINARY TRIBUNAL – MISCONDUCT

This misconduct form can be lodged by an official or any member of a club against any other member of the club.

If lodged by an official: no fee is applicable.

If lodged by a member of the club: against another member of the club, it needs to be lodged with a \$500 fee (which is refundable if the charge is proven).

DETAILS OF THE PERSON MAKING THE CHARGE

Name of person making the charge:

REQUEST FOR DISCIPLINARY TRIBUNAL UNDER WASC RULES & REGULATIONS 11.2 AND 11.3

Name of who is being charged:

Nature of charge (Rule number):

Meeting Date:

Speedway:

MISCONDUCT DETAILS under rules 11.2 and / or 11.3 (facts, description of the incident, what occurred, who was involved and when did it occur):

Signature of person making requesting tribunal:

Date:

 / / 20

Office use only:

Date received: / / 20

\$500 fee paid

Yes ☐

No ☐

Scanned ☐

Filed ☐

Note/s:



Date of Tribunal Hearing: / / 20

Decision: *Charge upheld ☐

Charge dismissed ☐

*Charge upheld (date of refund): / / 20

Infringement Notice

WA Speedway Commission			
<i>Speedway's Home in the West</i>			
			
INFRINGEMENT NOTICE		0001	
DETAILS OF THE PERSON MAKING THE CHARGE			
Name of Chief Steward:			
Speedway:	Venue:	State:	
Date Served:	/ /	Time Served: : am/pm	Race #:
Speedway licence type (circle):	Driver	Pit Crew	Official
INFRINGEMENT DETAILS			
Name of who is being charged:			
INFRINGEMENT REASONS (facts, description of the incident, what occurred, who was involved):			
Nature of charge (Rule number of charge):			
Track Manager/Promoter:			
INFRINGEMENT DECISION (tick applicable box)			
<input type="checkbox"/> I issue a fine of \$ _____ to be paid to the host club, race secretary or other relevant authority before you undertake any further competition, regardless of if you intend to dispute this matter (see rule _____). Your appearance before a Disciplinary Tribunal is not required . I issue a suspension to take effect from the date of this notice to midnight on ____ / ____ / ____. Further competition at this race meeting is permitted only if rule _____ is fulfilled. These penalties can be disputed at a Disciplinary Tribunal hearing as per the appeal procedure set out in rule _____. The infringement will be finalised by payment of the fine amount and adhering to any suspension period imposed by the Chief Steward below.			
<input type="checkbox"/> Your appearance before the Disciplinary Tribunal is required , and the Tribunal will determine the matter and set any fine or suspension period. The WASC will advise you of the date, time and place of the Disciplinary Tribunal Hearing. You may appeal the decision of the Disciplinary Tribunal by following the procedure in rule _____. You are not permitted to participate in further competition until such time as this matter has been heard at the Disciplinary Tribunal and all judgements have been satisfied (refer to rule _____).			
Chief Steward signature:			
First copy is sent to the WA Speedway Commission or affiliated association state branch. The second copy is sent to the defendant, and the third copy is retained by the Chief Steward.			
Office use only: Date received: ____ / ____ / ____ Infringement notice scanned <input type="checkbox"/> Scan saved to file <input type="checkbox"/>			
POST PO Box 1154, Osborne Park DC WA 6916 PHONE +61 8 9201 0229 WEB waspeedwaycommission.com			

Sprintcars and Speedcars Rules

1. Open Red Light

- (a) During an open red light, three (3) pit crew are permitted to work on the race car in a designated area.
- (b) During an open red light, the driver is not permitted to exit the race car.

2. Nose to tail - Restart

- (a) Sprintcars only go back two (2) positions for each car passed. Not rear of field.

3. Refuelling

- (a) Refuelling on the track or infield is not permitted during a red-light stoppage.

Appendix 10

Flag, light and board signals

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

All race meetings conducted at night must have serviceable green, yellow, and red lights. These lights must be used in addition to green, yellow, and red flags.

If there is confusion as to which race car a flag signal is intended for, the flag should be shown in conjunction with a board highlighting the race car number. Where possible, one-way communications should also be used.

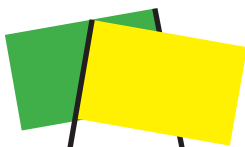
The following light and flag signals will be used for all racing divisions:

**GREEN LIGHT and FLAG**

Start or restart of race or race is in progress.

**YELLOW LIGHT and FLAG**

Caution – hold position at reduced safe speed.

**CROSSED YELLOW and GREEN FLAGS**

Field to form up for a start or complete restart.

**RED LIGHT and FLAG**

Stop immediately. Do not go past the incident or cut across the infield. Exercise due caution.

**WHITE LIGHT and FLAG**

One lap to go.

**BLACK FLAG with WHITE SPOT**

Mechanical defect – driver to withdraw from that race to the infield where the fault may be rectified.

**BLUE FLAG with YELLOW SPOT**

Lapping flag – Race car about to be lapped. Lapped car to hold the line and not impede traffic.

**BLACK FLAG with WHITE DIAGONAL STRIPE**

Warning – due to rule infringement. Driver subject to enquiry by Chief Steward. Driver may be penalised for infringements.

**BLACK FLAG**

Disqualification – Driver to withdraw from the event using caution.

**BLACK and WHITE CHEQUERED FLAG**

Finish of event – reduce speed gradually.



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ABOUT US

The Western Australia Speedway Commission (the Commission) is the Governing Body and the recognised State Sporting Association for Speedway in Western Australia.

The Commission is a truly independent member-orientated, not-for-profit association. We work in partnership with our member tracks and divisions in safely delivering the sport of speedway across WA.

The Commission is funded by the West Australian State Government through the Department of Sport. As the primary supporter of speedway we work closely with the Department to advocate for, promote and grow WA speedway.

Our primary role is delivering the State Government-supported Safety Governance Framework through safety oversight, annual track assessments and delivering Department recognised accreditation training programs for race officials in WA.

As a democratically formed body, and a not-for-profit sporting association, the Commission comprises a Board, Advisory Committees, management, and office administration support.

The Commission's role includes:

- Promoting and assisting in the delivery of safe speedways across WA.
- Providing independent and impartial advice.
- Working with speedways to continually improve safety.
- Providing advice and information to Clubs, Associations, local government landowners and other stakeholders about risk and possible areas of liability.
- Developing and promoting systems, specifications, and guidelines for consistency in speedway safety procedures across WA.

OUR VISION

To become the Peak Body for Safety Education in Speedway across WA.

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