

Waterford Raceway Ltd.



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Club Contact Details:

086 8936714

086 2654718

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INTRODUCTION

The purpose of this rule book is to provide those competing with Waterford Raceway Ltd. the rules and regulations for racing and preparation of race cars.

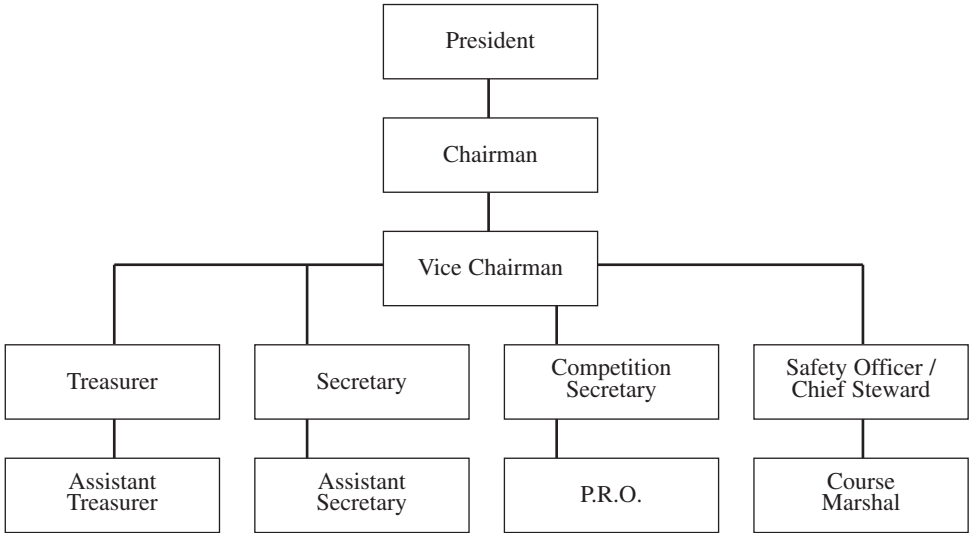
It also includes the rules necessary for the organisation and running of races in a safe manner and for the management of the organisation in general.

Competitors are required to read and understand this rule book fully. Ignorance of any of the rules herein will not be accepted as defence should any of the rules be breached or not be adhered to.

Waterford Raceway Ltd wishes all members and competitors a safe and enjoyable season of motor racing and wishes to acknowledge all the effort and commitment of all members and contributors to making the organisation a success.

WATERFORD RACEWAY ORGANISATION

Waterford Raceway as a Motor Sport body shall consist of the following formal organizational committee to ensure efficient and equitable management and administration of all activities.



This committee shall be elected at the annual general meeting.

It is recommended that officers will remain in office for three years, one third of the officers elected to the committee shall retire by rotation each year. (on a basis that the longest standing officers retire first) however this policy will be subject to availability of suitable replacements to facilitate such retirement by rotation.

In the event of a casual vacancy on the committee the remaining officers shall have the power to appoint a replacement officer to fill the casual vacancy.

That replacement officer shall hold office in all respects, as if he/she had been elected in the manner more particularly set out above.

In the event that the committee forms an opinion that it is in the best interest of the organisation that a particular officer be removed from office. (and cease to hold a position on the committee) then the committee have the power to remove such an officer. Election of a replacement officer shall be by nomination and election by the club members.

All decisions of the committee shall be passed by simple majority unless stated otherwise. In the event of a tie the chairman shall have the casting vote.

All decisions of the committee in relation to the affairs of the club shall be final and binding upon all members.

General meetings

General meetings shall be convened by the club Committee and will typically occur on the Monday night following a race day.

All members of the club shall be entitled to attend general meetings and make representation. In the event that any matter before the general meeting is put to a vote, each club member will be entitled to exercise one vote. Any resolution before the general meeting shall unless stated otherwise herein be passed by simple majority.

Voting by proxy shall not be allowed. (ie absent members sending in a vote by another person or club member).

Disciplinary committee

At the AGM nominations will be taken to elect three club members to form a disciplinary committee to administer discipline in the organisation. Discipline will typically be necessary where:

- A competitor or club member is found to be in breach of the rules and regulations of the organisation..
- Use of strong and abusive language or behaviour that may offend or bring the sport into disrepute.
- Blatantly carrying out any unsporting or unsafe act on the race track or in the pits or spectator areas or public area.

Any competitor or member receiving discipline from the disciplinary committee shall have the opportunity to appeal the decision to the club committee at the next club meeting. The appeal must be made in writing and be lodged with the club secretary before the meeting starts.

PREPARATION OF RACE CARS

All glass, windows, original seating, loose wiring, lights, steering locks, roof cloths, loose fittings or any inflammable material must be removed.

Any engineering preparation work carried out to cars must be to the highest standard as determined by scrutineers.

Windscreen

Windscreens must be removed unless laminated, in which case a proper working wiper / washer system must be fitted. This may be tested at scrutiny.

Visors or windscreens must have the drivers full name clearly printed at the top to aid commentator in identifying drivers.

No other graphics are permitted on windscreen.

A central vertical bar of 25mm round or 25mm square hollow steel must be fitted, securely attached at both ends

Rear view mirrors must be fitted to all cars.

Roll cage

A 6 point tubular roll cage must be securely fitted and be at least 2" above the drivers head with helmet fitted.

All piping to be steel and must have a min 30mm outside diameter of minimum 3mm thickness and must have 4 anchor points on the floor and two to rear body work or wheel arches with a steel base plate of 3mm thickness 750sqcm(12sqinches) welded to the cage, and bolted or welded to the floor.

If bolted a minimum of two 10mm bolts per plate.

All welds on cage must cover a minimum of 75% of circumference.

Typically 1 inch gun barrel tubing is minimum suitable for manufacture of roll cage.

Aluminium or alloy roll cage not permitted.

"Box"section roll cages not permitted.

A side impact bar must be fitted inside the driver's door.

A diagonal bar behind the seat may be fitted in either direction.

Horizontal bar behind drivers seat is optional.

Floor bars under seat are optional.

(see figure 1)

Wheel arches are to extend outside or be flush with tyre wall and be presentable and safe with no sharp edges. No flimsy or loose fitting arches will be permitted.

Towing eyes

A clearly marked towing eye to be fitted to the front and rear of race cars. It must be strong enough to enable disabled car to be towed from track.

Front protection

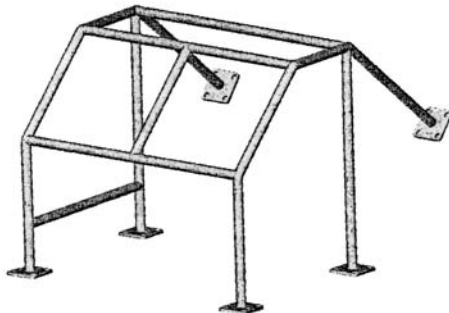
Protection of not more than 40mm steel box section, angle or tube may be fitted between front chassis legs. One 25mm steel box section, angle or tube may be used to extend between the top of the wing to hold them in place. This bar may be braced from the top of the valance or the valance may be braced from the bulk head or roll cage, but under no circumstances can both be used, as a section of

the car must remain collapsible. (see figure 1).
Class 5 and 6 space frames are exempt from this.

Thin metal sheet metal similar thickness to that of original car bodywork or “Hot rod folded” fronts may be used to cover front of car. (max 1mm in thickness).

Rear protection

This is optional but if used must be no more than 40mm box section, angle or tube. This must not be connected to the rollcage (see figure 1).



Bonnets

Bonnets must be secured with pins or similar to allow easy removal in emergency.

Nuts / bolts not permitted as they cannot always be removed quickly.

Lightened bonnets must be secured at all four corners.

Original bonnet catches must be removed.

Wiring

Wiring must be properly fitted, safely routed and insulated throughout the car. Where unused wiring cannot be removed due to complexity of ECU and management system it must be secured with cable ties and tape and all unused wire ends safely insulated.

Grommets are recommended where wires go through body panels to prevent chaffing and short circuits.

Wheels

Mud flaps must be fitted on rear wheels for racing on loose surface or grass only.

Hub caps must be removed.

Tyres

For hard surface tracks: any tyre may be used in any class.

For grass/loose surface: M&S only but may have extra grooving (**Unicom or similar large open pattern may not be used to avoid excess damage to fields**). If in doubt a sample of the tyre should be brought to a committee meeting for decision.

Brakes and steering

All cars must have efficient brakes on all wheels. Brake tests will be carried out from time to time as part of scrutiny.

Brake lights will be compulsory from Jan 1st '07, and must be operable from the pedal switch only.

Steering must be in good condition with no undue freeplay.

Batteries

Batteries must be securely fitted and covered with a liquid absorbent material properly affixed to the top to absorb acid spillage in the event of a roll.

Those fitted in the cockpit must be enclosed in a plastic or metal box to prevent acid spilling on the driver in the event of a car overturning.

Batteries inside a plastic or glass fibre box must have separate restraint bracket bolted through the floor and must not rely on the strength of the box alone to hold it in event of an accident.

Sealed/Gel batteries need not be covered.

Petrol tanks

No additives allowed. Testing may be carried out from time to time.

A purpose built tank if used must be of metal (*stainless steel, mild steel, or aluminium*)

If a plastic tank is being used it must be either original car tank or a proprietary tank or bear manufacturers mark suitable for petrol.

All connections to the tank must be leak free and secure.

The overflow/breathing system must be outside / underneath the car.

All petrol pipes within the car must be of steel or copper material with no joints inside the cockpit.

Petrol caps must be properly fitted with no leaks.

Plastic "Flexicaps" cannot be used under any circumstances.

Electric fuel pump may be used on carburetor engine in lieu of mechanical pump.

Any car observed to leak petrol while racing will be black flagged. Petrol leaking from a car can result in severe eye injury to following drivers as well as cause a major fire or skid hazard on the track.

Tanks must be securely fitted. If inside the car it cannot be fitted on passenger side floor but must be behind driver or below floor.

All extra fuel being carried must be in an approved container clearly marked "**highly flammable petroleum spirit**" and fitted with a screw or other safety cap. The maximum capacity of this is 25litres.

When refueling the driver must vacate the race car and engine must be switched off.

Where a small tank is located inside the engine bay a fire extinguisher should be available when refueling in case of spillage onto hot exhaust or engine. It is recommended that engine be allowed to cool for a few minutes before refueling a tank adjacent to engine.

Water pipes

All water pipes within the cockpit must be of metal or reinforced rubber material, metal piping must be insulated. Joints must be kept to a minimum, ideally only at radiator or within engine bay. All hose joints must be secure and leak free.

If radiator is located inside the car it must be behind the driver and have a shield to protect the driver from splash or steam from radiator cap.

Mid mounted engines

Any car fitted with a mid mounted engine must have a steel wall between it and the cockpit. Particular attention to be given to this where chain-drive is used.

Doors

Where driver's door can be opened a secondary locking system of a spring loaded shooting bolt must be used.

Welded door is optional but if used the passenger door must be cut down to the level of the door handle to allow access in case of emergency. In this case there must be minimum obstruction such as water pipes etc. in passenger side of car.

The original locks may be removed. This applies to both doors. Mesh must be fitted to the driver's door of plastic or webbing material. This must be fitted securely to prevent the drivers arm from extending out in the event of a rollover. Cable ties or similar should be used to enable it to be removed in emergency to gain access to driver in event of an accident.

Boot doors if remaining must be secured with a secondary fastening.

Seating

Competition type bucket seats are compulsory and must be securely fitted. Loose or badly fitted seats will be rejected at scrutiny.

Harness

A full racing harness which complies with BS.3294 must be fitted using original mount points where possible.

Alternative mounting points may be fitted using min 3mm plate 50mm sq fitted below the floor at mounting points using minimum 10mm (M10) bolt to secure.

Drivers must be capable of starting and stopping the car with the harness securely fastened and pulled tight.

Engines

- An engine block may be re bored oversize but must not exceed the maximum cubic capacity of any given class.
- Engine oil pumps, oil filter system and sumps may be altered at the driver's discretion.
- Modifications permitted to engine and gearbox mountings.
- Improved air filtration system can be fitted.
- All engines must tick over at normal idle speed,
- Cars ticking over at too high a speed will not be allowed race until it is reset to the proper speed.
- Cars must have adequate silencing as agreed by scrutineer and committee.

Racing numbers

Doors

Racing numbers must be displayed on both sides of the car. Minimum of 12 inches in height.

Font size or type is free but must be clearly legible and contrast with background colour. Committee decision will be final in this regard if there is any doubt.

Roof

Class roof colour must cover entire area of roof.

Racing numbers must be clearly legible and displayed on centre line of roof (**with a min height 6" numbers on a mounted plate, white on black or black on white**).

Cars not displaying roof numbers or with incorrect roof number may not be recorded by lap recorders and as such may be excluded from prize winning or championship points.

Advertising

Advertising on race cars is permitted and is encouraged, the committee will have discretion to prohibit any graphics or text that is considered unsuitable or offensive. Advertising or other graphics must be professionally printed or applied.

Presentation

Cars must always be in a clean and presentable condition. Cars arriving at scrutiny with excess mud or dirt from previous event will not be permitted to race until car is washed.

RACE WEAR

Helmets

Full face helmets only allowed. (ie. chin protection).

Unsuitable, damaged or those with paint or stickers other than the manufacturers original, will be held by either the Course Marshal and or scrutineer until racing is concluded for the day.

All helmets must comply with the following British Standards BS 2495-1960, BS 6658-1985, BS 8860-2004 or equivalent European Standard.

They should be of correct size with no side to side movement and be as close fitting as possible. Chin straps must be closed during racing.

Helmets must not be removed while car is moving on the track. Remove only when in pits area after race.

Visors/goggles must be worn at all times while racing. (with or without windscreen).

Helmets should be properly stored and transported safely. Solvents should not be used to clean helmets as they can have an adverse re-action with the helmet material of construction.

Accident damaged helmets must be replaced.

Helmets will be inspected at any time and should be presented at scrutiny.

Intercom systems

The use of mobile phones, intercom, CB radios or any other telecommunication devices allowing any persons to communicate with the driver while he/she is racing are prohibited.

Safety wear

Minimum single layer racing suits are compulsory. Any soiled or dirty suits or overalls will not be permitted.

Neck braces are compulsory for all drivers.

Racing gloves and shoes are optional but are recommended.

LIST OF CLASSES

CLASS 1	CARS UP TO 1000cc	WHITE ROOF
CLASS 2	CARS UP TO 1250 CC	BLUE ROOF
CLASS 3	CARS UP TO 1350cc	YELLOW ROOF
CLASS 4	CARS UP TO 1500cc (16v) or 1600cc (8v).	RED ROOF
CLASS 5	CARS UP TO 1650cc or 2000cc (8v) on down draft carb	GREEN ROOF
CLASS 6	CARS UP TO 3500cc	BLACK ROOF
JUNIOR CLASS		SEE RULE BOOK

Four wheel drive not permitted in any class.

Exact class specifications per Class Rules detailed elsewhere in this Rule Book.

CLASS 1

UP TO 1000cc

WHITE ROOF

CARS READILY AVAILABLE IN THE REPUBLIC OF IRELAND (5 years or older) AND PREPARED AS PER THIS RULE BOOK WITH THE FOLLOWING POINTS ADHERED TO.

- Up to 1 litre 16 valve standard production engine.
- E.C.U.s may not be modified in any way, except rev limiter can be removed.
- Carburetor or injection may be used or exchanged but must be as standard type for that engine. Competition injection or carbs not permitted.
- Re-jetting of carburetor is allowed.
- Flywheels may not be lightened.
- Gearbox can be changed to alternative standard production type from different make or model of car, use of adaptor plate permitted if necessary
- No specialist competition gearing or internals permitted.
- Limited slip or welded differentials not permitted.
- Track control arms and top mounts can be modified to adjust camber, but must be to high standard of workmanship as determined by scrutineer.
- Compression ratio can be changed by skimming cylinder head or block.
- Inlet/exhaust ports must remain as originally cast.
- Catalytic converters can be removed
- Exhausts can be either cut at the joint in front of the gear lever, otherwise a straight through pipe of not greater diameter than that of the pipe leaving the manifold may be used.
- Exhausts cannot be allowed to blow onto the petrol tank or fuel/brake lines
- Up-rated suspension may be used. Springs can be lowered and hardened. Rear springs may be removed.
- Platforms, coil-overs or adjustable competition type suspension permitted.
- Petrol as available at the pump is the only fuel permitted.
- Any standard production body shell can be used.

CLASS 2
UP TO 1250cc
BLUE ROOF

CARS READILY AVAILABLE IN THE REPUBLIC OF IRELAND (5 years or older) AND PREPARED AS PER THIS RULE BOOK WITH THE FOLLOWING POINTS ADHERED TO.

- Up to 1250 cc (1.25 ltr) 16 valve standard engine.
- E.c.u.s may not be modified in any way, except rev limiter can be removed.
- Carburettor or injection may be used or exchanged but must be as standard type for that engine.
- Competition injection or carbs not permitted.
- Re-jetting of carburettor is allowed.
- Flywheels may be lightened by no more than 33%
- Gearbox can be changed to alternative standard production type from different make or model of car, use of adaptor plate permitted if necessary
- No specialist competition gearing or internals permitted.
- Limited slip or welded differentials not permitted.
- Track control arms and top mounts can be modified to adjust camber, but must be to high standard of workmanship as determined by scrutineer.
- Compression ratio can be changed by skimming cylinder head or block.
- Inlet/exhaust ports must remain as originally cast
- Catalytic convertors can be removed
- Exhausts can be either cut at the joint in front of the gearlever, otherwise a straight through pipe of not greater diameter than that of the pipe leaving the manifold may be used.
- Four branch exhaust systems permitted.
- Exhausts cannot be allowed to blow onto the petrol tank or fuel/brake lines.
- Up rated suspension may be used. Springs can be lowered and hardened. Rear springs may be removed.
- Platforms, coil overs or adjustable competition type suspension are permitted.
- Petrol as available at the pump is the only fuel permitted.
- Any standard production body shell can be used.

CLASS 3
UP TO 1350CC
YELLOW ROOF

CARS READILY AVAILABLE IN THE REPUBLIC OF IRELAND (5 years or older) AND PREPARED AS PER THIS RULEBOOK WITH THE FOLLOWING POINTS ADHERED TO.

- Up to 16 valve 1350 cc engine with any standard gearbox may be fitted to any body shell. Adaptor plate may be used if required.
- No specialist competition gearing or internals permitted.
- ECU's may not be modified except rev limiter removed.
- Compression ratio can be changed by skimming cylinder head or block.
- Carburetor or injection may be used or exchanged. Any standard production carburetor from any engine can be used, competition injection of carbs not permitted.
- Welded differential optional, limited slip differential must not be used.
- Inlet/exhaust ports must remain as originally cast.
- Four branch exhaust permitted
- Flywheels may be lightened.
- Unlimited modifications to suspension permitted.
- Track control arms and top mounts can be modified to adjust camber but must be to high standard of workmanship as determined by scrutineer.
- Petrol as available at the pump is the only fuel permitted.

CLASS 4
UP TO 1500cc 16 valve or 1600cc 8 valve
RED ROOF

CARS READILY AVAILABLE IN THE REPUBLIC OF IRELAND (5 years or older) AND PREPARED AS PER THIS RULEBOOK WITH THE FOLLOWING POINTS ADHERED TO.

- Up to 16 valve 1400 cc engines, or 1600 cc 8 valve unlimited state of tune, with any gearbox may be fitted to any standard production body shell, including full space frame shells.
- Limited slip or welded differentials permitted.
- Unlimited modifications to suspension permitted.
- Front wheels may be cambered, top of suspension mount, body mounting and lower control arms may be altered but must be to high standard of workmanship as determined by scrutineer.
- Petrol is the only fuel permitted.

CLASS 5
UP TO 1650cc or 2000cc on Down draft Carb
GREEN ROOF

CARS READILY AVAILABLE IN THE REPUBLIC OF IRELAND (5 years old or older) AND PREPARED AS PER THIS RULEBOOK WITH THE FOLLOWING POINTS ADHERED TO.

- Multi valve engines with any gearbox may be fitted to any body shell.
- Unlimited tune permitted.
- Turbo and supercharging permitted
- Full space frames allowed but must be based on standard production car design or shape. (i.e. no open wheel type buggies permitted)
- Modified gearbox and limited slip/welded differentials permitted.
- Unlimited suspension modifications permitted.

CLASS 6
UP TO 3500cc
BLACK ROOF

CARS READILY AVAILABLE IN THE REPUBLIC OF IRELAND (5 years old or older) AND PREPARED AS PER THIS RULEBOOK WITH THE FOLLOWING POINTS ADHERED TO.

- Multi valve engines with any gearbox may be fitted to any body shell.
- Unlimited tune permitted.
- Turbo and supercharging permitted.
- Full space frames allowed but must be based on standard production car design or shape. (i.e. no open wheel type buggies permitted)
- Modified gearbox and limited slip/welded differentials permitted.
- Unlimited suspension modifications permitted.
- Single motorcycle engines permitted in class 6 only.
- Twin motorcycle engines not permitted.

Stock Rod Rules
Up to 1400cc Petrol / 1600cc turbo diesel
1900cc Straight diesel

- Original Standard Road Car Saloon Only.
- Heated or cut sprins only.
- Standard Ait filter, sports filter not allowed.
- Inners can be cut off any bolt on panel, cannot cut any structural part of the car.
- Standard road tyres only, including 185 60 13 Yokohama.
- Camber on wheels not permitted.
- Bigger rad allowed.
- Any petrol tank allowed.
- Battery can be moved.
- 16 valve Toyota engine allowed in older Corolla Shell
- Racing numbers must include 5 (i.e. 501).

IF IT DOES NOT SAY YOU CNA DO IT, THEN YOU CANNOT!

RACE PERMITS

Persons wishing to apply for a permit must first become a member of Waterford Raceway Ltd.

All intended new members must be proposed and seconded by existing club members.

Permit year extends per calendar year from the 1st January to 31st December.

Prices for permit will be announced annually at AGM.

Permit function

Permits must be inspected and signed at both entry and scrutiny. Any faults recorded at scrutiny must be rectified before the next meeting (**safety issues may need to dealt with immediately on the day before racing is permitted**).

A competitor's permit number is their race number and must be displayed on their race car.

Permit numbers not renewed each year will be held only for a period of 2 years after which time they may be re-issued.

New applications

A new driver applying for a permit at a race meeting must have the appropriate fee, passport size photograph and a completed permit application form. This will then be processed by the competition secretary.

All permits will be returned for the next race day and will be accompanied by current rule book.

Applications made by any persons under 18 years of age must be signed by their parent or guardian.

Renewals

Renewal forms will be automatically forwarded to all drivers who held permits during the previous year. These should be returned to the competition secretary as soon as possible. Applications left until the week before start of season may not be returned in time.

Application forms must be filled out fully in block capitals and signed, incomplete or illegible forms will be returned unprocessed.

All applicants must forward their permit forms together with appropriate fee, passport size photograph (photocopies not acceptable) to the competition secretary.

Drivers are not required to hold a road traffic driving licence to compete, however if an applicants road licence is suspended by the courts for a grievous offence such as dangerous driving resulting in death or serious personal injury, or any offence for which permitting that driver to compete would bring the club into disrepute then their racing permit will be withdrawn. The club committee will have final decision in this regard.

Important Warnings

If a permit holder wishes to race with an organisation other than Waterford Raceway Ltd. they will not be covered or indemnified by any Waterford Raceway insurance policy.

Permit holders found driving hot rod cars on public roads will receive an automatic 12 month suspension. **No exceptions to this rule.**

CLUB REGULATIONS

- A race report which includes all incidents disqualifications and results must be generated and maintained on file at all times.
- A record of all accidents/incidents to persons or property at race meetings must be maintained for reference in the event of insurance claim later.

CLUB SECRETARY

Club secretary's duties will include the following;

- Recording minutes at club meetings.
- Take entries at race meetings.
- Maintain race reports and file same.
- Generate and maintain all official correspondence.
- General administrative duties as required.

CHIEF STEWARD/SAFETY OFFICER

This is the official in charge of stewarding arrangements at a race meeting.

Duties as follows;

- To oversee all stewarding on the race day
- To see that all efforts are being made to ensure adequate spectator control.
- To see that all participants are following all safety precautions.
- To see that all barriers are in place and that the track is safe for racing.
- To see that no unauthorised personnel are permitted on to the race track.
- To see that the spectator area is inspected for obstacles or hazards that may cause injury, any such hazards should where possible be removed or be clearly marked.
- Photographs should be taken of the set up of the track, spectator area and pits from time to time and retained.
- To ensure that there is liaison with first aiders and to ensure that all accidents / incidents are recorded and investigated.

Lap recorders

- Lap recorders must be positioned in a safe location with adequate visibility of the start finish line and direct communication with start / finish marshal.
- Waterford raceway will provide capable personnel for this task. Duties will include;
 - Recording all cars as they cross the finish line of each lap to generate results for the days racing.
 - Recording of incidents including black flags or cars that retire from the race.
 - Communicating with finish line and course marshal at all times as required.
 - Addition of points for championships where relevant.

Course marshal

The course marshal is the official in charge of racing. It is his/her duty to see that all race meetings are run in a proper manner, and in accordance with the rules and regulations.

He/she can instruct the flag persons on the day.

He/she may call a driver to warn them regarding any unsporting conduct or unsafe behaviour on the track.

Recipients of black flags may ask the course marshal the reason for same in a calm manner and between races only. No other person other than the driver concerned may approach the course marshal regarding the incident.

The course marshal decision is absolute and final at all times.

Flag Persons

These are positioned at strategic points on the race track and control racing with the warning flags. They must wear reflective clothing and, be trained in the use of fire fighting equipment. They will report and take direction from the course marshal only. Flag person must report all black flags to Course Marshal.

The starting marshal

He/she is the official who is responsible for the start and finish of races and will liaise with lap recorders to indicate when last lap and finish flags are to be given. He/she will only start a race when given the all clear from the course marshal.

Commentators

Waterford Raceway will provide a suitable commentator for race meetings for whose duties will include:

- Keeping the spectators informed and involved in the proceedings of the day.
- Encouraging the crowd to support the racing.
- Every effort must be made to mention all the drivers where possible. (all drivers have supporters)
- Keeping the meeting orderly and flowing by calling for next race while any given race is in progress.
- Mentioning stalls and traders and sponsors.
- Monitor what is happening on the day including in the pits and spectator areas and minimise dangerous activities and risks to unattended children that may be exposed to unnecessary hazards.
- Mention forthcoming events.
- Maintain continuity between races and when accidents are being cleared etc.
- Note! Should a driver or other official or person be injured in an incident details where known must not be given over the public address to avoid unnecessary distress to any family members or friends that may be listening.

Commentators must not:

- Challenge marshals' decisions or criticise them.
- Try to influence marshals with remarks.
- Belittle or insult the cars racing.
- Swear or use strong and abusive language that may offend or bring the sport into disrepute.

General

Officials and all club members must take action to ensure that pits areas are safe for spectators. Children must be accompanied by responsible adult at all times.

The safety of competitors, marshals, spectators and children must be of utmost priority at all times.

At the end of all race meetings drivers are responsible for removal of all loose parts which may have been removed from their cars during the day. These must be taken away and disposed of properly.

The use of strong or abusive language is not permitted by any member and will result in disciplinary action or dismissal from the club.

TYPES OF RACE MEETINGS

- **Normal Oval Race Days**
- **Drifting**
- **Rally Sprints**
- **Time Trials**
- **Demolition Derby**
- **Testing Sessions**
- **Other**

Normal Race day

Every effort to be made to give each class a minimum of 3 races per day (weather and daylight permitting). Third round of races can be “All-In” races.

Classes may be run together if needed, (time restriction or lack of numbers etc.) but must be classed individually.

Typically any race for which championship points is being awarded will only have a trophy for 1st place. Other races will where possible provide a trophy for 1st, 2nd and 3rd.

Alternative events

Rules, regulations and arrangements for alternative events will be decided at club meetings and published in writing well in advance of any particular event.

For practical reasons an event secretary may be appointed to look after entries etc. for the event.

It is not practical to outline rules for all alternative events in this book.

Following each alternative event the rules will be held on file and reviewed or revised for future use.

GENERAL REGULATIONS

Entries

At a race day, each competing driver must register by filling his/her details and signing an entry form. This must be complete before scrutiny.

A driver must produce his/her race permit to be signed and, each driver must sign on to a class sheet book.

Drivers must not enter the race track without first going to entries and scrutiny.

All flagmen and officials must sign the officials' book before entering the track.

No permit - no race.

Scrutiny

This is the checking of all cars for compliance with rules and regulations and for safety.

This is carried out by scrutineers appointed by the club.

At every race meeting each car must pass scrutiny before it is permitted to race for that day.

It is at the scrutineers' discretion whether a car with a fault is permitted to race. All faults must be recorded in permit book and if not rectified by the next day it is presented for scrutiny it will not be permitted to race.

Cars and drivers with their permits, helmets and racing suit must be present by a given time and must remain with their cars until scrutiny is complete.

After scrutiny drivers must proceed on to designated area where they leave their cars until racing is ready to commence.

In the event of a roll over a car must be inspected by the scrutineer before it is permitted to race again.

All cars must attend scrutiny on both days for two day events.

Scrutineers reserve the right to check any competitor's vehicle for compliance with rules at any time throughout an event.

To ensure fairness to all competitors the scrutineers or appointed specialist(s) may carry out non invasive compliance checks on cars from time to time.

This may involve checking engine capacity in so far as is practicable without dismantling an engine, checking differentials by jacking the car, carburetor size by measuring venturi diameter, checking engine numbers, etc.

For example; engine capacity checks could be tested in a lot of cases by removing sparkplug and measuring piston stroke where piston stroke varies from engine to engine within a range.

Any out of suspect result at this stage will be discussed with the competitor involved and taken to the committee for further action. Further action may involve further stripdown of engine to determine if it is within specification or not.

Marshals briefing

A marshals safety briefing must be held at each race meeting by the course marshal or designate. This should consist of;

- (a) briefing of flags and fire extinguishers
- (b) chain of command (eg. Flagmen to Course Marshal)
- (c) track/ car observation
- (d) reports of incidents
- (e) safety clothing policy (i.e. reflective jackets etc)

Drivers briefing

A drivers briefing must be held at each race meeting by the Course Marshal before racing starts. This should consist of;

- Welcome and introduction to venue.
- Explanation of track and any unusual conditions.
- Safety precautions to be observed
- Order of racing.
- Trophy presentation.
- An explanation of the warning flags.
- Behavioural warning.
- Any other notice or information to drivers.

It is recommended that all new drivers start at the back of the grid for the first two days. Handicapper has discretion in this regard.

Senior drivers

A senior driver is any person over the age 17 years.

Senior drivers are eligible to compete in classes 1 to 6.

A senior driver who is driving a borrowed car that is subsequently stripped and found illegal will lose points and trophy for that day only. The owner of the car will receive disciplinary action as though they had raced the same car.

Ownership

A car may be jointly owned and may be driven by both drivers provided they declare on their entry form which races they wish to compete in. For senior and junior ownership the car can carry the number of either driver.

Commentator or Course Marshal must be informed of who is racing when a car is being double driven.

Ladies

Ladies can drive cars from any class and dependent on the number of lady drivers entered will compete against each other but be handicapped according to class.

A lady driver who is driving a borrowed car that is subsequently stripped and found illegal will lose points and trophy for that day only

Owner of same car (ie the person whose number is displayed on the car) will receive disciplinary action as though they had raced the same car.

Juniors

Junior class is for drivers 12 to 17 years of age

Class 1&2 cars only permitted in junior races. Drivers between 12 and 14 to drive Class 1 cars only (ie up to 1 litre).

dependent on number of junior entries there may be more than one race, to be at discretion of Course Marshal and Handicappers on the day.

Junior driver may have a check/test carried out by scrutineers on driving, reaching switches, pedals, fitting of harness/helmets etc.

When a junior driver reaches his/her 17th birthday their permit remains valid until 31st Dec. of that year. Should they wish to move to the senior classes however they can do so once they have reached the age of 17 years and pay the balance of the membership fee. In this case championship points will not transfer.

A junior driver/owner whose car is stripped and found illegal will be subject to disciplinary action.

A junior driver who is driving a borrowed car that is subsequently stripped and found illegal will lose points and trophy for that day only. The owner of the car will receive disciplinary action as though they had raced the same car.

Racing starts and restarts

While any given race is in progress drivers will be called to line up in Pits area for next race. When competitors are called for a race they must proceed immediately. Only two calls for a race will be made.

Should a race be Red Flagged with less than two thirds of the total number of laps complete the race will be restarted from the original grid positions. If a race is stopped again, drivers on the second restart should line up in the positions they finished the last full lap and race the remaining number of laps. If a race is stopped a third time it may be abandoned and run later during that day. Rolling starts are not allowed.

Consolation races

These consist of cars and drivers that have not won a trophy on the day and may be run from time to time.

Objections

Persons who may object to cars / engines

- Drivers who have competed in the same race
- Appointed club officials.

Objection procedure

- Drivers must lodge their objection with the course marshal within 30 minutes of the race in which the car has competed.
- A fee of €150 must accompany the objection.
- A driver has 30 minutes to decide whether or not to surrender his/her car for stripping. Failing to do so will result in an automatic disciplinary penalty or suspension.
- Due to the above all race results are unofficial until this time has lapsed.

Stripping of engines

Stripping will only be carried out under the supervision of the club committee, at which only the following persons may be present.

- The driver/owner of the vehicle being opened and one assistant.
- The objector and a colleague.
- Club scrutineer(s)
- Club committee officers and their appointed engineers /specialists.

Cars will be retained until such time as a full written report can be obtained of which the driver/owner will receive a copy.

It is the club's responsibility to provide suitable premises for stripping to take place.

If engine / car is found to be within specifications driver/owner will receive fee as per receipt for gaskets bolts etc. from a main dealer pertaining to the car.

Where engines / etc are found to be outside specification, a penalty of up to 12 months suspension may be imposed and the objector will have their fee refunded.

Fees will not be paid for cars opened at major events by the club officials.

Suspensions and appeals of racing incident/conduct

A driver must make his/her appeal in writing to course marshal and receive a reply in writing from the club.

An appeal will not be discussed on a race day but at a committee meeting within 14 days. The race results will be held pending the outcome.

Any person subject to discipline will be given a hearing to put their point of view forward before any action is taken.

General

Driver can only drive any given car in one class on any one race day.

Only signed permit holders can drive race cars at any time, including loading / unloading.

Passengers are not permitted on or in a competition vehicle under any circumstances.

A driver may not approach or challenge a flag person at any time.

Marshals must at all times stand behind the protective barriers.

Racing must not start until all marshals are in their respective positions.

In the event of a roll over the race must be stopped by the use of a red flag.

Following the completion of the race all cars must complete a final lap at a reduced speed and then proceed to the pits in a safe manner.

If a car breaks down during a race the driver must vacate the car and proceed to the centre of the track when safe to do so.

No repairs are permitted on the track side of pits gate during the race.

All cars must be cleared from the track between races.

TRACK CONSTRUCTION

General Requirements

Adequate warning signs must be erected on public roads approximately 100 metres on either side of the entrance to the track.

Every effort must be made to avoid a queue of traffic onto the public road.

Where pits area is sufficiently large, transporters may be stored there

All pits areas should be positioned outside track, ie not in centre of track area.

Car transporters and race cars are not permitted in the spectator area. On a busy day transporters may be parked in centre of track (area between pits gate and bottom bends).

At the end of the day an official must be in attendance at the exit gate to direct traffic onto public road, with any clay or debris being cleaned from same after last car leaves

The responsibility of the club does not end until such time as all cars and people have departed from the venue.

The tricolour must be properly displayed at all race meetings.

A suitable and audible public address system will be provided at all events.

Grass / Loose Surface tracks

A rope must be used to mark the boundary of the track, pits, and spectator areas respectively.

A safety rope must be placed at a distance of 8m(25ft) from the boundary of the track.

A line of safety flags must be placed 10m(30ft) from the safety rope.

Tyres, strong bales or other similar soft impact materials must be used to identify a minimum of 4 corners, with special emphasis being placed on the position of the last corner approaching the spectators.

Transporters should be positioned between safety rope and flags. It is recommended that these not be removed until racing has been completed.

Layout and Safety protection on Pike Track as per diagram attached.

Pike Hard Surface Track

The hard surface track at The Pike Dungarvan that is Waterford Raceway is the location at which the majority of racing and motorsport events will take place.

The track and adjoining spectator and pits areas are laid out to provide maximum safety to all concerned per layout drawing attached.

Safety and general facilities at the track are reviewed on an ongoing basis.

Fire extinguishers

A fire extinguisher of at least 2.2kg dry powder type must be at hand at each flagging point and at Pits gate plus 1 in the centre of the track and on tow truck/Fork lift.

Fire extinguishers should be stored in an upright position at all times, and serviced regularly with a stamp to show same from reputable supplier.

Ambulance

A race meeting cannot take place without one ambulance with qualified personnel present. This should be positioned in a safe place with easy access to the track.

If the ambulance must leave the track then racing is to be suspended until such time as it returns.

For major events two ambulances may be required.

WARNING FLAGS

A full set of flags of approximate size(18”sq) must be available for each race day sufficient to cover all flag points on the track.

One set, plus a fire extinguisher and hi-vis vest, will be positioned at each flagging point.

The colour and purpose of the warning flags are as follows:

Yellow

Yellow flag will be raised when there is an obstruction on the track. Competitors must show a noticeable reduction in speed. No overtaking permitted until after the obstruction has been passed.

Disregarding a yellow flag will be regarded as dangerous driving and a black flag will be issued.

Where an obstruction occurs but remains in place for the remainder of the race (eg. a car breaks down and will not start or move) the yellow flag will remain up for three laps once all drivers are familiar with the obstruction.

Yellow and blue

Should the situation worsen the blue flag will be added to the yellow. Extreme caution must be taken and a further reduction in speed noticed. No overtaking permitted until after the obstruction has been passed.

(yellow and blue raised together is one step away from a red flag).

Red flag

Racing must not start while this is raised.

If raised during a race then racing must stop immediately. Drivers must stop racing in a safe manner with regard for other race cars and not as to cause a further accident on the track.

Black flag

This is raised to a driver when a serious racing offence has been committed. When raised the offending competitor must retire from the race immediately.

Flagmen may stop a race should the offending driver ignore the black flag three times or more.

Drivers that receive black flags will be reported to the course marshal and will be noted in race report.

Failure to obey black flag may result in one race day suspension.

A black flag may be issued to a driver in the pits area if the offence occurred in the closing lap(s) of the race and his/her actions warrant it. This may result in exclusion from next race.

A driver that repeatedly or regularly receives a Black Flag may be suspended from racing for the remainder of an event should the club officials deem it warranted.

Blue flag

Blue flag to be raised to back markers when a faster car is approaching from behind, and not for drivers racing for position.

It may be given to a driver in a noticeably slower car where a faster car is approaching such as in an All In race.

Intentional obstruction of a driver will mean disqualification.

When a blue flag is raised a competitor must hold his/her line.

White flag

This will be given to indicate a warning due to a racing incident or misdemeanour and that a repetition will mean a black flag.

Black and white flags crossed

This is to indicate a mechanical defect on a competing car. The competitor may continue racing at their own discretion. However a serious fault that could result in damage or injury to another competitor (eg badly leaking fuel) may warrant a black flag.

Red and White flags crossed

This signals that the ambulance is required at an accident immediately

Green flag

This is used to signal that all is clear to start a race. A Green flag will also be waved by the Start / Finish Marshal to start a race.

Chequered flag

This is used to signal the end of a race.

Last lap sign

This will be displayed at the start of the final lap of a race.

Competitors must at all times obey the Marshal's flag signals.

INSURANCE

- It is compulsory that all drivers have personal accident insurance. This is issued automatically as part of the drivers permit.
- Waterford Raceway will take out personal accident insurance cover for marshals/officials.
- For insurances purposes the public will not have authorised right of access to the race track, pits area or trailer unloading areas. Sufficient precautions must be taken to prevent access to these areas.
- All chip wagons and traders or contractors must produce a copy of their public liability insurance cover indemnifying Waterford Raceway from any claim resulting from any activities carried out by them howsoever caused.
- Race track(s) may be subject to inspection by an Insurance Official without prior notice.
- All safety issues will be reviewed on a regular basis and upgraded as required.
- All forms of motorsport are dangerous therefore all competitors, club members and their helpers, mechanics and families must at all times behave in a safe and responsible manner and assist in ensuring that the safety of others including children is preserved at all times.
- Should any unsafe situation or hazard arise or be noticed during an event it should be brought to the attention of a member of the Club Committee, Course Marshal or Commentator immediately.
- Through vigilance and cooperation all members and competitors can help to ensure that the organisation is run in a safe manner and insurance costs are kept to a minimum by eliminating hazards and reducing risks.
- A sign stating the following must be displayed at entrance from public road and in the pits area:

WARNING

MOTORSPORT IS DANGEROUS

- You are present at this event entirely at your own risk.
- Children must be accompanied by an Adult at all times.
- Please obey Marshals and Officials for your own safety.

Waterford Raceway cannot accept responsibility for any accidental damage or personal injury howsoever caused.

CODE OF CONDUCT

All permit holders must abide by all the rules and regulations of Waterford Raceway Limited

Any member who in any way discredits Waterford Raceway by misconduct shall be liable for suspension or dismissal.

Disciplinary action will be taken against competitors or club members who in any way violate the rules governing a race meeting, or bring the sport into disrepute.

Drivers will be held responsible for the conduct, safety and behaviour of their helpers/supporters and family members whilst they are at race meetings. Misconduct by helpers/supporters and family members may result in disciplinary action being taken against the relevant driver.

Persons who are suspected to be under the influence of drugs alcohol or, any illegal substance at a race meeting will not be permitted race or officiate.

Members using insolence, objectionable language or misconduct towards any official person or persons will be disciplined. This includes the disruption of a race meeting.

Waterford Raceway will conduct all business in a professional manner and all club officials, members, all supporters, helpers, etc. are expected to do likewise.

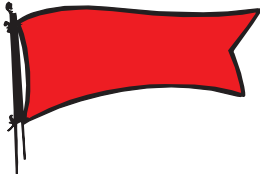
Betting

Betting on races is strictly forbidden, any competitor or club member found to be engaging in such practices shall be suspended from all race meetings. Any competitor who is aware of gambling going on amongst his supporters or others should bring it to the notice of the club. This report will be held in confidence.

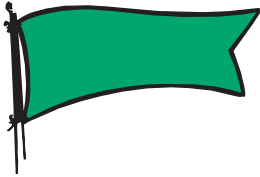
Sabotage or interference

These acts will not be tolerated and will lead to immediate suspension or prosecution in extreme cases.

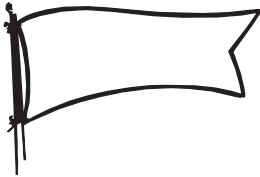
WATERFORD RACEWAY WARNING FLAGS GRAPHIC



RED FLAG:- When Red Flag is raised competitors must slow down and stop immediately and in a safe manner.



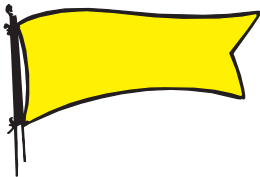
GREEN FLAG:- Used to start races.



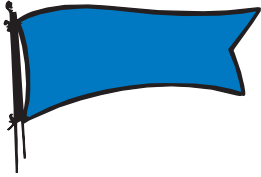
WHITE FLAG:- Shown to a driver who has committed an offence during a race. A further occurrence may be followed by the Black flag. Driver receiving a white flag will drop a position in race result.



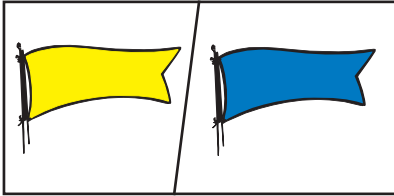
BLACK FLAG:- Shown to a driver who has committed a serious offence during a race or for a repeat offence. Driver must retire from the race immediately. Where black flag is given the driver will lose championship points for that day, except where the flag is given for a fault on car which is considered unsafe to continue.



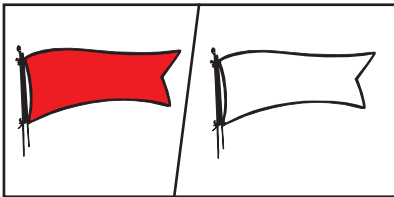
YELLOW FLAG:- Shown when an accident has occurred or a hazard exists on the track during a race. Cars must show caution. No overtaking permitted under yellow flag.



BLUE FLAG:- Shown to back markers during a race to warn of faster car(s) approaching from behind. Drivers must hold their line to allow faster car(s) to overtake.



YELLOW & BLUE FLAGS:- Shown together to indicate more serious accident or hazard exists and cars must show noticeable reduction in speed. No overtaking under Yellow/Blue flag.



RED & WHITE FLAGS:- Shown together to indicate that medical assistance from Ambulance Crew is required on the track immediately.



BLACK & WHITE FLAGS:- Shown together to notify a driver that there is a fault with the car. The driver may decide to continue to race however. If the fault is considered unsafe this may be followed by a black flag following which the driver must stop.

**COMPETITORS MUST AT ALL TIMES OBEY THE MARSHAL'S
FLAG SIGNALS**

UNFORESEEN CIRCUMSTANCES OR RULES NOT IN THIS RULEBOOK

In the event of any ambiguity or inconsistency arising in respect of any of the rules or provisions contained in this rule book, or in the event that any matter which has not been addressed herein comes before the committee for consideration, the committee shall be entitled to make determinations to resolve such ambiguities or inconsistencies and, to address such formerly unaddressed issues. Such determinations shall be final and binding upon all club members. From time to time bulletins containing rule changes may be published.

In the event of a dispute concerning any rule it should be noted that;

if it does not say you can do it, *then you cannot.*

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