

# AARCMCC LARGE SCALE RULE REVISIONS

## Updates > November 2013 to October 2014

The purpose for these AARCMCC Large Scale Rule Revisions are to prevent continual rewriting of the rulebook after new rule proposals have been put forward for voting and subsequently passed. This way the new rules can be cascaded immediately to all AARCMCC Large Scale members for implementation at the subsequent (next) AARCMCC Large Scale sanctioned event. At the end of the current AARCMCC Large Scale year, these revisions will be incorporated into the AARCMCC Large Scale Rules with a rewrite of the AARCMCC Large Scale Rules/Operations Manual. The function of the Temporary Rule Revisions is to be used as if the rulings were already incorporated into the AARCMCC Large Scale Rules/Operations Manual.

If a new rule or operating procedure is being introduced, the rule or operating procedure will be given its own heading/paragraphs and or sub paragraphs to reflect continuity in the AARCMCC Large Scale Rules/. All new rule or operating procedures will be color coded in **BLUE**.

All Temporary Rule Revisions will have reference to their respective proposal.  
All new rules contained in this document are accepted and active and will be incorporated into the new general rules at a later date

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## AARCMCC Rule Revisions - 2013

Proposal LS2012---DEC001: Approval for Peugeot 406 Coupe STC 03

### ACCEPTED

The PEUGEOT 406 Coupé STCC 03 – Homologation # 5042/03 has now had the exclusion date removed from the approved AARCMCC Large Scale Body list including IFMAR updates.

AARCMCC Large Scale, Technical Rule will read: (NEW)

6 Technical Specifications:

6---3a (Fig 1) --- AARCMCC Large Scale Section Approved Body List --- 2014

AARCMCC Large Scale Section Approved Body List 2014					
N	Type	Manufacture	Count	Date	Category
5043/04	Alfa Romeo 1562,0 ETCC	Bergonzoni	I	31.03.11	Super 2000
5045/04	Honda Accord Euro R ETCC 04	Killam	USA	05.04.11	Super 2000
5048/06	JAS Honda Accord ETCC 04	GENIUS	I	26.01.06	Super 2000
5049/06	JAS Honda Accord WTCC 05	Ferretti	I	14.03.06	Super 2000
5050/06	JAS Honda Accord ETCC 04	Vögele	D	10.04.06	Super 2000
5051/06	BMW 320si WTCC 06	Killam	USA	07.05.06	Super 2000
5052/06	BMW 320si WTCC 06	TRT-Technik	D	04.06.06	Super 2000
5053/06	Alfa Romeo 1562,0 WTCC 06	FG	D	18.06.06	Super 2000
5054/06	Alfa Romeo 156	Bergonzoni	I	18.06.06	Super 2000
5055/07	SEAT Leon WTCC 07	Bergonzoni	I	11.04.07	Super 2000
5056/07 A	Alfa Romeo 1562,0 WTCC 07	GENIUS	I	02.12.07	Super 2000
5057/08	BMW 320si	GENIUS	I	17.02.08	Super 2000
5058/08	BMW 320si WTCC 07	Rossi	I	17.02.08	Super 2000
5059/10	Chevrolet Cruze LT WTCC 10	RC-	CH	05.04.10	Super 2000
5060/11	Honda Civic Sedan	Killam	USA	17.04.11	TC 2000
5061/11	AUDI A4 BTCC	Mielke Modellt	D	17.04.11	NGTC
5062/13	Toyota Avensis BTCC	A Rossi	I	01.09.11	NGTC
5063/13	VE Commodore Series II	Killam/888RC	AUS/US	01.09.11	V8 Supercar Series
5042/03	PEUGEOT 406 Coupé STCC 03	Mielke Modellt	D	18.10.10	Super 2000
5063/14	BMW M3 E92	TRT-technik	D	15.06.14	Superstars
5064/14	BMW 320TC WTCC 13	RS5	HU	19.01.14	Super 2000
5065/14	ALFA ROMEO 156 2,0 ETCC 14	Scale Bodies	I	14.09.14	Super 2000

### Technical Specifications 6-3a (Fig1)

AARCMCC Large Scale Section Approved Body List 2013 (continued)

AM --- Denotes (Aerodynamic Modification Available)

\*\* Denotes, body has been approved for use in Australia by the AARCMCC association. EFRA and FEMCA approved the body also. However it is not approved by IFMAR and is not allowed to be used at IFMAR sanctioned events

\*\*\* Denotes, body shell is AARCMCC/FEMCA homologation process complete: Once approved the body shell will be quarantined from use for the duration of 3 months before it can be used at an AARCMCC/FEMCA sanctioned events

Anybody to be approved for use in Australia, must comply with all the current AARCMCC rules and updates

If seeking to submit a body for AARCMCC approval, please make contact with the Large Scale Secretary, so appropriate guidance can be given for the approval process utilizing the current rules.

Proposal LS2012-DEC002: Time for Body shell on list

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**ACCEPTED**

Length of time an approved body shell can be used under the AARCMCC Large Scale Rules

AARCMCC Large Scale, Technical Rule will read: **(NEW)**

**6.4 Body:**

5 That, once a body shell has been approved for use under the AARCMCC Large Scale Rules and is listed on the AARCMCC Large Scale approved body list, it will remain valid for use, until the body shell is no longer manufactured and is not available for sale or such time that the body shell passes Technical Inspection.

Proposal LS2012---DEC003:

National Championships dates

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**ACCEPTED**

The timeframe for when the AARCMCC Large Scale National Championship is to be held.

**AARCMCC Large Scale, Race Format Rule will read: (NEW)**

1 Race Format:

1a The AARCMCC Large Scale National Championship is to be held within the first two weeks of November.

Proposal LS2012---DEC004: Approval for Kill Switch

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**ACCEPTED**

Incorporation of PICO (KILL) Switches into the AARCMCC Large Scale General Rules

AARCMCC Large Scale, Race Format Rule will read: (NEW)

1 Race Format:

1---8 Safety Equipment

All Large Scale on Road (including support categories) cars competing at an AARCMCC sanctioned event will be fitted with a PICO (Kill) Switch.

(The PICO (KILL) Switch fitted to the competitor's car cannot perform any other function other than shutting the engine off remotely via the driver's transmitter used for that car)

\*\* Technical Inspection Requirement: All cars entered at an AARCMCC Large Scale event are to demonstrate the operation and serviceability of the PICO (KILL) Switch to the Technical Inspector via their respective radio transmitter.

Incorporation to be complete by the 2013 AARCMCC Large Scale On Road Championships, Sydney.

Proposal LS2012---DEC006: Time frame for rule proposals to be active

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The timeframe for when rule proposals are incorporated into the AARCMCC Large Scale Rules after being passed by majority vote from the affiliated AARCMCC Large Scale Clubs.

Large Scale AARCMCC, General Rule will read: (NEW)

7 General Rules: \*\*\*NEW SECTION\*\*\*

7---1a Rule Proposals/Voting/Effectivity:

Once an AARCMCC Large Scale Affiliated Club has submitted a proposal to the AARCMCC Large Scale Section. It will be then presented to the AARCMCC Affiliated Club members for a vote. Once voted upon and subsequently passed/accepted by the majority of the AARCMCC Clubs from around Australia – The new or updated rule will be introduced with effect at the subsequent (next) AARCMCC Large Scale On Road event after voting has been carried out.

## AARCMCC Rule Revisions - 2014

Proposal LS2014-001 Rain day rule changes

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### ACCEPTED

The purpose of the below proposal is to assist nominated race management at sanctioned events by removing further complications in bad weather. Removing the programmed rain day will allow for interstate competitors to better plan their return to home base and avoid additional costs to change air fares and or accommodation by removing the requirement for a rain day.

Rule 2.8.2 (2008 AARCMCC rule) replaced with the below rule effective 14/02/2014

Large Scale AARCMCC, General Rule 2.8.2 & 2.8.2a now will read

**2.8.2** *In the event only sub finals can or have been run and the main final cannot be run, Rule: 2.8.3 will take effect for the final event classifications.*

**2.8.2a** *In the event that Sub Finals or Finals cannot be run, due to bad weather. The final event classification will be decided on qualifying results. - For this clause to take effect –Compliance with either Rule: 2.10.3 {When all drivers have had at least one dry heat, all results will be counted} OR Rule: 2.10.5 {When not all drivers have had a chance to run a dry heat, only the wet results will be counted} will be used to determine the final classification for the event*

Proposal LS2014---002 AARCMCC Technical advisory group

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### **AARCMCC Large Scale, Technical advisory group, addendum to 2008 Rules in line with general AARCMCC rules:**

The purpose of below is for the Large Scale On Road section to have a separate group who can provide maintenance advice and guidance on the Rules, Occupational Health & Safety, Track Specifications and Race Management through due process and voting for acceptance. This group will be able to advise at sanctioned events should there be an incident that required clarification of the rules however their purpose is not to impose penalties or to change results.

The general AARCMCC rules provide for a third executive which does not state it needs to be filled by one individual

Technical advisor group which will be voted in at each AGM

To initiate the group without further delay we would like to propose the following initial members who have indicated a willingness to accept the positions.

Steve Burgess QLD Chris Payne SA Trent Aquilina QLD

All these people have been selected based on their extensive knowledge of Large Scale On Road. Trent also has put a huge amount of work into writing an operations manual for our section and it would be a shame for this hard work to go to waste this his inclusion.

### **ATTACHED SUPPORTING DOCUMENT**

Is a job description if you like for this group which will form part of any new operations manual for our section?

Proposal LS2014---003

Dates for proposal to be lodged by clubs

**ACCEPTED**

To help the executive and technical advisor group provide a measured approach on improvements for the Large Scale Section. To confirm the voting process and previous documentation is not available. To ensure adequate time is provide for all clubs to consider and discuss possible proposals.

There are now three times during the calendar year proposals can be submitted to the Large Scale Executive for submission and voting by the clubs.

- 1 By the end of January in any calendar year
- 2 By the end of April in any calendar year
- 3 By the end of September in any calendar year

Proposals must be received from clubs by the above nominated dates.

Executive will then consider the proposal and discuss with the club to make sure the intent of the proposal is fully understood and does not contradict any rules or specification already in place.

Clubs will have 30 days to respond from the date the proposals are sent out to the clubs.

Clubs not responding will not be counted in the voting as per previously considered.

The clubs not individual members can put forward proposals.as per previous precedence

Any member of the Large Scale Executive can put forward proposal as per previous precedence outside these dates if required.

One vote per club

AGM is a classed as a separate process.



**ACCEPTED**

- Purpose The purpose of this proposal is to accommodate the changes to the FG Mini supplied product with respect to engine specifications as Zenoah are no longer supplying the G260 engine with a red cover.
- Proposal Considering Changes to the Zenoah engine line up and considering changes to engines being supplied with the FG Mini Product we propose the following changes

**OLD RULE**

**1.16 ENGINE**

1. The engine is to be a stock 2 bolt, Zenoah G270, G260 or CY26 26cc non-modified single cylinder, 2 stroke, maximum 26 cc, pull start.
2. Permitted Carburetors include WT603, WT688 & WT997. The WT990 Carburetor is not permitted for us on any of the approved engines.
3. All ignition timing must be mechanically fixed as originally supplied by OEM 4WD 1/5<sup>TH</sup> Mini manufacturer.
4. No Battery operated ignition allowed. Only a passive ignition system using R.P.M. as the single input parameter is allowed.
5. The Cylinder block must be of a single casting. No independent liners or slipping liners are allowed.
6. The maximum number of admission/transfer ports is limited to four (4).
7. Engine must be air-cooled, the air being driven directly by the flywheel. The flywheel is not to be modified in anyway.
8. The crankshaft must be of split shaft configuration, with enclosed big end. No half crankshafts allowed.
9. An air filter must be fitted to the carburetor. The maximum venturi diameter of the carburetor is limited to 13mm/0.51 inch.
10. An air filter outer cover may be used.
11. All engines to be presented for sealing and should a engine require repair or replacement then that engine is to be presented with replacement parts to scrutineering for sealing prior to racing. **(See Paragraph - 1.16 Item 16)**
12. The original engine as supplied by the OEM 4WD 1/5<sup>TH</sup> Mini manufacturer must not be tampered with in any manner including the red cowling supplied for Australian identification.
13. All engines must presented with a engine seal with serial number at scrutineering
14. Any engine presented without **official** red cowling must be stripped down, confirmed eligibility and fitted with a red engine cowling, presented to scrutineering and sealed.
15. **\*\*Optional alloy small engine mount can be used:**
  - “ Part Number: 06485/01 in place of OEM supplied plastic mount.
16. **In the event of major engine issues rules allows replacement of, barrel, piston, ring, gaskets, standard carburetor or other issues at the discretion of appointed scrutineering group and under scrutineering supervision.**

Proposal LS2014 – 004 Mini Engine Rule Change continued next page

Proposal LS2014 – 004 Mini Engine Rule Change continued

**NEW RULE**

**1.16 ENGINE**

1. **The engine is to be a stock, Zenoah G270-4 bolt cylinder, G260 – 2 bolt cylinder, CYR260 – 4 bolt cylinder non modified single cylinder, 2 stroke, maximum 26cc, pull start**
2. **Engines may be stripped down and measured for legality at Major events after the completion of the main final**
3. Permitted Carburetors include WT603, WT688 & WT997. The WT990 Carburetor is not permitted for us on any of the approved engines.
4. All ignition timing must be mechanically fixed as originally supplied by OEM 4WD 1/5 Mini manufacturer.
5. No Battery operated ignition allowed. Only a passive ignition system using R.P.M. as the single input parameter is allowed.
6. The Cylinder block must be of a single casting. No independent liners or slipping liners are allowed.
7. The maximum number of admission/transfer ports is limited to four (4).
8. Engine must be air-cooled, the air being driven directly by the flywheel. The flywheel is not to be modified in anyway.
9. The crankshaft must be of split shaft configuration, with enclosed big end. No half crankshafts allowed.
10. An air filter must be fitted to the carburetor. The maximum venturi diameter of the carburetor is limited to 13mm/0.51 inch.
11. An air filter outer cover may be used.
12. All engines to be presented for sealing and should a engine require repair or replacement then that engine is to be presented with replacement parts to scrutineering for sealing prior to racing. *(See Paragraph - 1.16 Item 16)*
13. The original engine as supplied by the OEM 4WD 1/5<sup>TH</sup> Mini manufacturer must not be tampered with in any manner including the red cowling supplied for Australian identification.
14. All engines must presented with a engine seal with serial number at scrutineering
15. Any engine presented without official red cowling must be stripped down, confirmed eligibility and fitted with a red engine cowling, presented to scrutineering and sealed.
16. **\*\*Optional alloy small engine mount can be used: Part Number: 06485/01 in place of OEM supplied plastic mount.**
17. In the event of major engine issues rules allows replacement of, barrel, piston, ring, gaskets, standard carburetor or other issues at the discretion of appointed scrutineering group and under scrutineering supervision.

Proposal LS2014 – 005

Protection to air filter in wet weather

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**ACCEPTED**

The purpose of this proposal is to accommodate the need to protect an engine in the case of wet running.

Proposal To include in the notes section under

**RAIN / WET TRACK IN RACE CONDITIONS**

*Add note*

In the case of wet running only, protection to the engine air intake is allowed to ensure no water enters the engine. This must be in the form of a cover over the original air intake device. Original air intake assembly must not be altered.

## Proposal LS2014 – 006      New Bodies to list

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### ACCEPTED

Purpose to add two newly EFRA approved bodies to the AARCMCC approved Body list and to add the recognition of EFRA, IFMAR and FEMCA body listings into the current Large Scale Rules.

Proposal

The following Bodies are added to the AARMCC Large Scale Approved Body List

5063/14	BMW M3 E92	TRT-Technik	D	15.06.14	Superstars
5064/14	BMW 320TC WTCC 13	RS 5	HU	19.01.14	Super 2000
5065/14	Alfa Romeo 156 2,0 ETCC 14	Scale Bodies	I	14.09.14	Super 2000

To Change the Large Scale Rules to Read

To Change the Large Scale Rules to Read

### Current Rule wording

- 3 There is one series to recognise in accordance to the 1:1 scale series namely the Touring Car Championship Series, following FIA class 1 ITC up to December 31st, 1999 , class 2 Super Touring Car (4-door cars) and Australian V8 Supercar or Super Touring Car series.

### New Rule

- 3 The Large scale on road section recognizes bodies in accordance to the 1:1 scale series, exclusively bodies only approved by homologation on the EFRA, IFMAR or FEMCA current lists. All bodies must be included on the AARCMCC Large Scale body list before use in Australia. Approval is by written request to the Large Scale Executive including all details

## Position Description - Technical Advisory Group

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### ACCEPTED

<b>Title:</b>	<b>Technical Advisory Group</b>
<b>Reports to</b>	<b>Large Scale Section Head &amp; Australian Affiliated Clubs</b>
<b>Appoint by</b>	<b>Large Scale Executive Initially thereafter at AGM</b>
<b>Date</b>	<b>14/01/2014</b>
<b>Responsible for:</b>	<b>Maintenance &amp; advice and other Technical specifications related to the large scale section. Including but not limited to The Large Scale Rules for Australia, Occupational Health and Safety, Track and Race Management relating to the Large Scale Section.</b>
<b>Approved by</b>	<b>Large Scale Executive &amp; Clubs</b>

### SPECIFIC DUTIES

#### Rules

- To maintain the Large Scale Section Rules through due process and voting
- To receive, review and update any rules proposed
- To advise and assist the Large Scale Executive on tabled proposals and amendments
- To develop processors ensuring accurate and consistent measurement & testing at all state & national AARCMCC events for scrutineering
- To advise only at State & National events should there be a requirement for clarification of the rules and their intent.

#### Occupational Health & Safety

- To develop and maintain specific guidelines only on health & safety for the clubs.
- To incorporate Health & Safety guidelines & regulations into accepted operational documentation
- To advise Large Scale Executive of any concerns and or breaches that may compromise Health & Safety for the Large Scale Section
- To implement an appropriate auditing program to ensure compliance by the clubs
- To advise and assist the Large Scale Executive on tabled proposals and amendments

#### Race Management

- To develop and maintain specific guidelines on race management for state and national events.
- To advise only at State & National events should there be a requirement for clarification regarding race management
- To advise and assist the Large Scale Executive on tabled proposals and amendments

#### Track Management

- To develop and maintain specific guidelines for clubs on track specification and maintenance in order to run AARCMCC sanctioned events.
- To advise only at State & National events should there be a requirement for clarification regarding track conditions
- To advise and assist the Large Scale Executive on tabled proposals and amendments

## Position Description – Technical Advisor Group

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### ACCEPTED

#### REQUIREMENTS / CONDITIONS

- Member of AARCMCC affiliated Club
- Currently running or has run Large scale in the last 3 years
- Does not hold an executive position within the Large Scale Section
- Does not hold an executive position within a current club committee or board
- Three members must be voted in from at least two different states
- The group is not required to adjudicate only to advice on intent and functions relating to their responsibilities.
- The group does not have power to impose penalties
- Advisory member cannot advise on an incident which involves themselves
- All documentation created by the group remains the property of the Large Scale On Road section and should be handed to the current large Scale Executive should they resign or be removed from their position