

AARCMCC

**I.C.
On Road
GENERAL RULES**

October 2009

DRAFT

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1 GENERAL

1.1 Introduction

- 1.1.1 This document is the AARCMCC IC On Road General Rules. It contains the requirements and procedures to host, or compete in, an AARCMCC State or National Championship. Clubs hosting AARCMCC Championships must be able to meet the requirements and guidelines in this document.
- 1.1.2 This document must be read in conjunction with the following documents;
 - AARCMCC General Rules
 - AARCMCC IC On Road Technical Rules for each class.
 - AARCMCC Event Application Form
 - AARCMCC Sample Event Schedules
- 1.1.3 The purpose of an AARCMCC State or National Championship is to obtain a Championship result to recognise State and National Champions.
- 1.1.4 The AARCMCC State and National Championships are used to award points to competitors for ranking in nominations for IFMAR World Championship events.

1.2 Responsibilities

- 1.2.1 The host fully accepts responsibility for the organisation and management of any AARCMCC sanctioned event that they hold.
- 1.2.2 The host fully accepts the financial responsibility of any AARCMCC sanctioned event that they hold.
- 1.2.3 The host fully accepts the insurance requirements and responsibility of any AARCMCC sanctioned event that they hold.
- 1.2.4 AARCMCC is not responsible for the financial management of any Championship event or Club.
- 1.2.5 AARCMCC will not underwrite insurance or finances of any Championship event or Club.

1.3 Safety

- 1.3.1 Motor sport has inherent risks and potential dangers, including within scale model radio controlled car racing. The safety of visitors, spectators, officials, volunteers and competitors is of prime importance and must be considered when laying out track, competitor and spectator areas.
- 1.3.2 Spectators, competitors and officials must be efficiently protected against the cars by adequate safety barriers. Track barricades and markers must be shaped and placed in a way that prevents cars from being projected into public areas.
- 1.3.3 First Aid
 - 1.3.3.1 A qualified and current First-aid Officer must be present throughout the Championship including practice.
 - 1.3.3.2 A current and suitable first aid kit must be available and its location clearly marked throughout the Championship including practice.
- 1.3.4 Marshals
 - 1.3.4.1 Marshals must be adequately protected from being hit by cars whilst at their marshaling location.
 - 1.3.4.2 Marshals should be provided with a fluorescent safety vest or similar item to aid being seen whilst in the track area.
 - 1.3.4.3 Marshals must always put their safety first.
 - 1.3.4.4 In the event that a marshal is incapacitated, or falls onto the track surface placing themselves in danger, the heat or final in progress must immediately be stopped. All cars must stop where they are and follow the instructions of the Race Director.
- 1.3.5 Access for emergency services must be available to all areas at all times.
- 1.3.6 Suitable fire extinguishers must be available at all times in areas around the track such as pit lane, the pits, technical inspection and other areas identified by the host club.
- 1.3.7 Technical inspection must always include the safety aspects of the cars. No sharp edges or other protruding parts of the cars that may cause serious injuries in case of an accident are permitted.

- 1.3.8 The only people authorised to be within the enclosed track area are officials, marshals, competitors and mechanics. All other people must be removed from the enclosed track area whilst the Championship is in progress.
- 1.3.9 All personnel within the enclosed track area must wear fully enclosed shoes. Thongs, sandals, slippers etc are not allowed.
- 1.3.10 Under no circumstances are engines to be run in an enclosed space or building.
- 1.3.11 Where extension leads are used, the host club must follow relevant electrical safety procedures as applicable in that State.
- 1.3.12 Host clubs must be adequately insured.
- 1.3.13 Host clubs should undertake a risk assessment to identify areas of risk and how that risk can be eliminated or reduced.
- 1.3.14 Smoking is not allowed within the enclosed track area, driver's stand, race control, pit lane, pit areas nor any other area identified by the host club. All designated smoking areas must comply with relevant state government legislation.
- 1.3.15 Competitors, mechanics and officials under the influence of alcohol or illegal substances will not be tolerated and removed from the club and/or track.
- 1.3.16 In the event of an electrical storm in the immediate area, the racing will be suspended. Racing will resume once the storm has passed. During this time, the drivers stand will be closed.

1.4 Rule Changes

- 1.4.1 Proposals for changes to AARCMCC IC On Road General and IC On Road Technical Rules can be submitted to AARCMCC by affiliated AARCMCC IC On Road Clubs. The proposal must include an explanation or rationale and the justification for the change(s).
- 1.4.2 AARCMCC may submit rule changes as changes are made to relevant IFMAR rules.
- 1.4.3 AARCMCC reserves the right to query, alter or deny any proposal.
- 1.4.4 Eligible Clubs will be notified of proposed changes and a voting notice will be sent to the nominated email address as submitted on their AARCMCC affiliation form. Clubs not using email will have voting papers sent to the nominated affiliation contact postal address.
- 1.4.5 Clubs will be given a minimum 1 month to return vote material, either by mail or email.
- 1.4.6 Changes are approved by a majority favourable vote of all eligible Clubs. Clubs not responding to the vote will be considered to vote in favour of the proposal.
- 1.4.7 Rule changes come into effect on the January 1st and July 1st each calendar year.

1.5 Championship Calendar

- 1.5.1 The AARCMCC IC On Road Championship calendar is as follows to avoid conflicting with other AARCMCC Championships.

State	Time of year
Victoria	Early February
New South Wales	Easter
South Australia	?May
Western Australia	?Early June
Queensland	Early August
National titles	First two weekends of October

1.6 National Championship Schedule

- 1.6.1 National Championships should be run over a period of 3 to 5 racing days dependant on the number of competitors.
- 1.6.2 Allowance must be made for an additional rain day.
- 1.6.3 The rain day may be scheduled for either a Sunday or a Monday. A Sunday rain day is preferable.

1.7 State Championship Schedule

- 1.7.1 State Championships should be run over a period of 2 to 3 racing days dependant on the number of competitors.

- 1.7.2 No allowance will be made for an additional rain day.

1.8 Championship Application

- 1.8.1 An application to host an AARCMCC Championship must be submitted to AARCMCC 6 months prior to the Championship on the AARCMCC Event Application Form.
- 1.8.2 Each State may host an AARCMCC IC On Road State Championship once per calendar year.
- 1.8.3 Each State in turn can apply to host the annual AARCMCC IC On Road National Championship. The rotation order through each State is Western Australia, South Australia, Victoria, Queensland, New South Wales.
- 1.8.4 A copy of the host's Insurance Certificate of Currency must be enclosed with the Event Application Form.
- 1.8.5 Once a host club has been granted permission to host an AARCMCC National or State Championship, that club is fully responsible for the promotion, organisation and running of the Championship.
- 1.8.6 When hosting a National Championship, the host club should have held a major sanctioned event in the period between the previous years Nationals and the current years event.

1.9 Championship Bond

- 1.9.1 A bond of \$750 is payable to AARCMCC on confirmation of a State Championship.
- 1.9.2 A bond of \$1500 is payable to AARCMCC on confirmation of a National Championship.
- 1.9.3 In the event that key roles are unable to be filled by the host club, AARCMCC may use the bond to fund personnel to fill key roles at that Championship.
- 1.9.4 State Delegates will be required to return to AARCMCC an appraisal of the club hosting the Championship. Dependant on feedback, the remaining bond, in part or full will be returned to the host club.

1.10 Championship Entry

- 1.10.1 Entry into an AARCMCC IC On Road Championship is open to current financial members of AARCMCC IC affiliated clubs.
- 1.10.2 International competitors are welcome to enter into AARCMCC Championships, however they must be members of organisations who are ultimately affiliated with IFMAR.
- 1.10.3 The host club will need to send to AARCMCC a competitor and club list once the entry closing date has passed to confirm membership details.

1.11 Classes

- 1.11.1 The following classes must be available for State and National Championships;
- IC 1/8th On Road
 - IC 1/10th 200mm Touring Car
 - IC 1/10th 200mm Pull Start Touring Car
- 1.11.2 A State Championship will consist of a maximum of 120 competitors.
- 1.11.3 A National Championship will consist of a maximum of 150 competitors.
- 1.11.4 The minimum number of entries in a class is 8.
- 1.11.5 Participants may enter in one or more classes at a Championship.

1.12 Entry Forms

- 1.12.1 Draft entry forms need to be submitted and approved by AARCMCC a minimum of 4 months before the start of the Championship.
- 1.12.2 Entry forms need to include information about the event such as Championship dates, practice dates, location, who is running the Championship, entry fees, classes offered, accommodation, specific venue rules, etc. It also needs to include a competitor entry nomination page for information such as name, sponsor, contact details, classes entered, transponder number and nominated frequencies.
- 1.12.3 Entry forms for State Championships need to be publicly available at least 2 months prior to the Championship.

- 1.12.4 Entry forms for National Championships need to be publicly available at least 3 months prior to the Championship.
- 1.12.5 The closing date for State Championships is 2 weeks prior to the Championship.
- 1.12.6 The closing date for National Championships is 4 weeks prior to the Championship.
- 1.12.7 Championship places are limited and will be filled as received with full payment of entry fees until the championship is full. Entry after the advertised closing date or competitors who have not paid the entry fee in full will not be guaranteed entry into the Championship.
- 1.12.8 Late entries may be offered by the host club, however they are subject to availability and will be subject to an additional late fee.
- 1.12.9 Entry may be received by both mail and electronic means.
- 1.12.10 All entry forms and monies are to be returnable to the hosting club of the event.
- 1.12.11 Where a competitor withdraws from the Championship before the entry closing date, or the Championship has no remaining places, they will be entitled to a full refund of any paid entry fee. Competitors who officially withdraw within two weeks before the start of the event will incur a withdrawal fee. Competitors withdrawing under 1 week before the start of a Championship or who do not show up will not be entitled to a refund.
- 1.12.12 A confirmation of entry must be sent, using mail or electronic means, to each competitor at least one week before the Championship starting date.

1.13 Trophies

- 1.13.1 State Championships
 - Concourse for each racing class
 - Top Qualifier for each qualifying class
 - Top 24 finishing positions for each class
- 1.13.2 National Championships
 - Concourse for each racing class
 - Top Qualifier for each qualifying class
 - Top 34 finishing positions for each class
- 1.13.3 Competitors that do not receive a trophy should receive a participation medallion or similar.
- 1.13.4 Drivers in the main final must receive trophies larger than those in the lower finals.

1.14 AARCMCC

- 1.14.1 An proposed Championship Schedule must be sent to, and approved by, AARCMCC once entries have closed. Changes to this approved schedule prior to the start of the Championship must be reapproved by AARCMCC.
- 1.14.2 A preliminary Qualifying Heat list showing Competitor, Sponsor and Transponder number, must be sent to, and approved by, AARCMCC once entries have closed and before it is publicly announced.
- 1.14.3 All AARCMCC Sanctioned events are to be promoted as per the following;
Year, AARCMCC IC On Road Australian Championships OR
Year, AARCMCC, State, IC On Road Championships.
Sponsors Names may be included.

1.15 Finances

- 1.15.1 The host club must price the entry fee appropriately, taking into consideration all anticipated costs for the event.
- 1.15.2 The hosting club once selected is totally in charge of all monies for the Championship.
- 1.15.3 The entry fee for subsequent classes will be less than the initial entry fee.

1.16 National Ranking

- 1.16.1 Competitors in 1/8th and 1/10th 200mm classes will be nationally ranked according to how many points they have been allocated following a State or National Championship.
- 1.16.2 Points allocated will be the competitors qualifying position divided by two, plus finishing position.
- 1.16.3 National Championships will have the points divided by two.
- 1.16.4 Championship classes with less than 16 competitors will have the points multiplied by two.

- 1.16.5 Championship classes with less than 8 competitors will not be counted.
- 1.16.6 Ranking of competitors will be the lowest amount of points accumulated over two lowest points Championships over a two year period.

2 CHAMPIONSHIP SCHEDULE

2.1 Competitor Registration

- 2.1.1 Each competitor must register their attendance and sign a registration form which states that they accept, and will abide by, the published rules of the championship.
- 2.1.2 Registration for competitors may be done at the same time as initial technical inspection.
- 2.1.3 Competitors must be registered before the start of the championship
- 2.1.4 Competitors unable to meet this deadline may use a proxy to complete their registration.
- 2.1.5 The host club may authorise late competitor registration at its discretion.

2.2 Technical Inspection

- 2.2.1 Competitors or mechanics must present their cars with bodies, empty fuel tanks, a bottle of fuel and radio transmitters before the start of the Championships.
- 2.2.2 Technical Inspection must be open with sufficient time before the start of the Championship to have all competitor's cars inspected to ensure they comply with the class Technical Rules in effect at the time of the Championship.

2.3 Open Practice

- 2.3.1 Open practice for State Championships must be available for competitors for a minimum of 1 full day immediately prior to the start of the event.
- 2.3.2 Open practice for National Championships must be available for competitors for a minimum of 2 full days immediately prior to the start of the event.
- 2.3.3 Classes should be separated and given equivalent track time.
- 2.3.4 Where excessive numbers of competitors are present, open practice sessions should be limited to a suitable number of heats, or suitable numbers of cars on the track, or competitor positions available on the driver's stand.
- 2.3.5 A frequency board or similar must be used and available for competitors using non 2.4GHz radio systems.
- 2.3.6 It is optional for the host club to provide electronic timing of open practice.
- 2.3.7 Marshals are not provided or used during open practice. Mechanics should safely marshal their driver's cars during open practice.

2.4 Competitors Meeting

- 2.4.1 A meeting of all competitors and financial members of all attending Clubs will be held prior to the start of the Championship.
- 2.4.2 The meeting will be broken into State divisions who will then nominate and vote, by a show of hands, for meeting attendees to be the State Delegate for the duration of the Championship. The State Delegate may be a competitor, so long as they are a financial member of a Club represented at the Championship.

2.5 Concourse

- 2.5.1 Concourse marks the start of the Championship and is held first. Concourse is judged in one category per class, i.e. best in class. There will be 1 trophy awarded for each class.
- 2.5.2 Cars entered for concourse must be entered in the racing events and must compete. Painted concourse bodies do not need to enter in racing events.

2.6 Driver's Briefing

- 2.6.1 A drivers briefing will be held immediately after Concourse. It will welcome all participants to the Championship, introduce the Officials and State Delegates and brief participants on any important matters.
- 2.6.2 Additional driver's briefings are to be held at the Race Directors and State Jury's discretion.
- 2.6.3 All drivers must attend the driver's briefing.

2.7 Controlled Practice

- 2.7.1 Competitors in the same heat will have a single 5 or 10 minute controlled practice session prior to the start of the first round of qualifying.
- 2.7.2 Competitors, Time keeper and Race Director should use controlled practice as a final test that the electronic timing system, radio frequencies, transponders and car numbers are ready to begin qualifying heats.
- 2.7.3 Results from controlled practice should be displayed on the results board.

2.8 Qualifying Heats

- 2.8.1 There will be a maximum of six qualifying rounds of qualifying heats for each competitor.
- 2.8.2 Qualifying heats in a State Championship may be either 5 or 10 minutes in duration as decided by the host club at least 1 week prior to the start of the event. In the event that the qualifying heat duration differs from the advertised qualifying heat duration, the host club must adequately notify competitors of the change.
- 2.8.3 Qualifying heats in a National Championship will be 10 minutes in duration.
- 2.8.4 All qualifying heats in a Championship must be of the same duration.
- 2.8.5 Qualifying heats in a State or National Championship may be split across classes across different days.
- 2.8.6 Heats should be graded so that drivers of similar ability are placed in the same heats. If deemed necessary by race officials, one regrade is allowed after Qualifying Round 2 of qualifying heats. Drivers may be re-seeded for remaining rounds of qualifying heats.
- 2.8.7 The best number of laps and time of a competitor's qualifying heats will count for the best qualifying result for each competitor.

2.9 Finals

- 2.9.1 The competitor's best result from qualifying heats will seed each competitor into a final.
- 2.9.2 For competitors having a tied result, the competitor's next best qualifying result will be used to determine the qualifying position.
- 2.9.3 All sub-finals and final consist of ten competitors.
- 2.9.4 Finals that fully comprise competitors who have not recorded a qualifying result, or are not present at the Championship, need not be run.
- 2.9.5 For classes with more than 16 competitors Christmas Tree finals will be used. The top 4 qualifying competitors will automatically place into positions 1, 2, 3 and 4 of the main final. The remaining 6 positions will be filled based on fastest results by the top two placings in each 1/2 final followed by the next 2 fastest placings from the combined 1/2 final results.
- 2.9.6 Competitors finishing in positions 1, 2 and 3 in the 1/4 final and below will fill positions 8, 9 and 10 in the next higher final.
- 2.9.7 For classes with less than 16 competitors, AB finals may be used. In this case the top 8 positions will seed into the A final, with the remaining 2 positions being filled by places 1 and 2 from the B final.
- 2.9.8 The duration of each final shall be as follows;

Final	State Championship	National Championship
1/8 Final and below	10 minutes	15 minutes
1/4 Final	15 minutes	20 minutes
1/2 Final or B Final	20 minutes	30 minutes
Main Final	30 minutes	45 minutes

2.10 Trophy Presentation

- 2.10.1 A trophy presentation will be held at the conclusion of the Championship, after official final results have been posted and any protest time has passed.
- 2.10.2 The trophy presentation may take place at an alternative location.

3 CHAMPIONSHIP TECHNICAL DETAILS

3.1 Numbering of Cars

- 3.1.1 Only the numbers supplied by the host will be used on the cars.
- 3.1.2 The number on each decal to measure not less than 57.15mm high x 38.10mm wide with a stroke of 9.52 mm.
- 3.1.3 Cars will be numbered 1 to 10 in each qualifying heat or final.
- 3.1.4 Each car must have 3 numbers: - one on the front, one on the right side and one on the left side.
- 3.1.5 Car numbers may change during the qualifying heats (after re-seeding). The host will provide replacement numbers for altered heats and for sub-finals and finals.
- 3.1.6 Competitors are responsible for the correct numbering of their car.
- 3.1.7 Car numbers may not be trimmed to eliminate the background.
- 3.1.8 Under no circumstances will a heat or a final be re-run due to a car not having the correct numbers or placement of these numbers.

3.2 Transmitters

- 3.2.1 Transmitters do not need to be numbered.
- 3.2.2 External transmitter battery packs are not permitted.

3.3 Transmitter Impound

- 3.3.1 A transmitter impound will start on the first day of the event.
- 3.3.2 All transmitters must be switched off and placed in the transmitter impound upon arrival at the track and may not be removed until the completion of the days racing.
- 3.3.3 Competitors can remove their transmitter from the transmitter impound immediately prior to their race once all competitors in the previous race have returned their transmitters to the transmitter impound.
- 3.3.4 All transmitters must be switched off and returned to transmitter impound by competitors following their practice session, qualifying heat or final.
- 3.3.5 Transmitters in the pit area, or areas other than the drivers' stand and impound, during official competition hours, will cause disqualification.
- 3.3.6 With the approval of the Race Director, a competitor's transmitter may be removed for the purpose of realigning a replacement steering or throttle servo. This may only be done when no racing is in progress.

3.4 Transmitter Frequencies

- 3.4.1 The following are valid frequencies for use in Australia. Other frequencies are not allowed. 36MHz and 70-72MHz are forbidden to be used in Australia for Radio Control vehicles.

27MHz	26.995	26.975	27.025	27.045	27.075	27.095	27.125	27.145	27.175
	27.125	27.145	27.175	27.195	27.225	27.255			
29MHz	29.725	29.745	29.765	29.785	29.805	29.825	29.845	29.865	29.885
40MHz	40.665	40.670	40.675	40.680	40.685	40.690	40.695	40.700	40.705
	40.710	40.715	40.720	40.725	40.730	40.735	40.740	40.745	40.750
	40.755	40.760	40.765	40.770	40.775	40.780	40.785	40.790	40.795
	40.800	40.805	40.810	40.815	40.820	40.825	40.830	40.835	40.840
	40.845	40.850	40.855	40.860	40.865	40.870	40.875	40.880	40.885
	40.890	40.895	40.900	40.905	40.910	40.915	40.920	40.925	40.930
	40.935	40.940	40.945	40.950	40.955	40.960	40.965	40.970	40.975
	40.980	40.985	40.990	40.995					

2.4GHz	DSM/DSS. Eg Nomadio, Spektrum, Futaba FASST
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- 3.4.2 In the case of two drivers using the same frequency and qualifying for the same final, the higher placed driver may keep their frequency and the lower placed driver must change. The time allowed for frequency change will be ten (10) minutes. The lower placed driver who cannot or will not change their frequency may not take part in the final for which they qualified.
- 3.4.3 If a driver must change their frequency before the start of a semi-final or a final due to an organiser's error, they will be allowed ten (10) minutes.
- 3.4.4 If a driver finds their radio defective or has made an error in the selection of their frequency at the start of a final, the race will not be delayed.
- 3.4.5 For the entire duration of the event, the frequencies in use by all drivers will be known only by the Race Director, Time Keeper and each individual driver. The organiser shall not display any driver's transmitter frequency on any heat sheets, result sheet or race schedule to preserve the security of the frequency control systems.
- 3.4.6 All frequency changes must be authorised by the Race Director before the change is made.
- 3.4.7 Each driver in the main final, on approval from the Race Director, shall be permitted to change their frequency before the start of the race.

3.5 Lap Counting and Timing

- 3.5.1 An AMB lap counting system or AARCMCC approved equivalent must be used in duplicate. A suitable working computer with proper race proven software and hardware must be provided to sort lap times, print results from heats and sort final positions from each round of heats within 15 minutes of the completion of the round of heats.
- 3.5.2 Significant stops (refuelling, tyre changes, crashes, etc.) may be noted by the Time Keeper, Referee or Race Director, with times of stop and restart. This record might not include every incident, however, its intent is to verify incidents, whenever possible.
- 3.5.3 Chronometers must give time to 1/100th of a second, in all cases, the hundreds will be utilised.
- 3.5.4 If both the primary and support lap counting systems fail during a qualifying heat or final, the heat or final will be re-run as soon as is practicable.
- 3.5.5 Under no circumstances will any lap score or time, other than those from the official time keeping equipment, be accepted for any purpose to do with the running of an AARCMCC Championship.

3.6 Transponders

- 3.6.1 Competitors are required to install a small transponder into their cars according to the organiser's instructions.
- 3.6.2 Every competitor must provide their own AMB compatible personal transponder or AMB compatible club transponder.
- 3.6.3 At its discretion, the host club may provide a limited number of transponders for those competitors who do not have a personal transponder. For competitors using this service it is solely the competitor's responsibility to collect, install and return the transponder without interrupting any race official. Neither the host club or any race official has no responsibility to that competitor should that competitor fail to return their transponder for charging.
- 3.6.4 If the host is using a non-AMB compatible transponder system, they must provide to all competitors a transponder for every heat and final.
- 3.6.5 The host must provide transponders free of charge. A deposit of the replacement value for the transponder may be demanded. If a competitor by any reason destroys or does not return a loan transponder, they forfeit their deposit.
- 3.6.6 The competitor must ensure that their transponder belongs to the marked chassis.
- 3.6.7 Each competitor is responsible for attaching the lap counting transponder to their car.
- 3.6.8 During qualifying, any car starting without a lap counting transponder will not be counted.
- 3.6.9 If a lap counting transponder fails or falls off during the a heat or final, any car without a lap counting transponder may be counted manually by a manual back-up system. In this case, the Race Director will verify the results and their decision will be final.
- 3.6.10 If a lap counting transponder fails or falls off during a heat or final, under no circumstances will that heat or a final be re-run due to the car not having laps counted.

3.7 Display and Distribution of Results

- 3.7.1 The results of a specific heat or final must be displayed in or nearby to the pits.
- 3.7.2 At the end of each qualification heat or of the finals, a copy of results of all cars will be displayed with the result within 15 minutes of the end of that heat or final. At the end of each qualification round, results of the general class classifications will be made available.
- 3.7.3 Electronic means of displaying live race and other data should be available in pit lane, technical inspection and pit areas.

3.8 Public Address System

- 3.8.1 A public address system must be available for use by the Race Director for announcements.
- 3.8.2 Announcements must be able audible in the driver's stand, pit lane and pit areas.

4 TRACK SPECIFICATIONS

4.1 Track Design

- 4.1.1 Track design must include both left and right turns with one or more straights.
- 4.1.2 The track must have a straight of minimum 60m in length.
- 4.1.3 Maximum distance from the middle of the driver's stand to the furthest point of the track is 60m.
- 4.1.4 Direction of travel shall be at the discretion of the host.

4.2 Track Surface

- 4.2.1 Track surface should be unsealed asphalt or coarse finished concrete with smooth, if any, joints.

4.3 Track Length

- 4.3.1 Track design and length should be such that lap times are kept in excess of 15 seconds per lap.
- 4.3.2 The minimum track length is 200m. The recommended track length is 250-300m.
- 4.3.3 Coarse length shall be the length of the infield boundary line.

4.4 Track Width

- 4.4.1 The minimum width of the track is 4.0m between marking lines.
- 4.4.2 The maximum width of the track is 6.5m between marking lines.

4.5 Track Marking

- 4.5.1 The marking lines must be 8-10cm wide and white in colour.
- 4.5.2 A white broken line may be painted in the middle of the straight to aid depth perception.
- 4.5.3 Track markers such as plough discs, dots etc. which will 'launch' cars into the air shall only be used at slow speed areas of the track. At no time will they be used in high speed areas of the track.
- 4.5.4 Ripple strips and inner barriers must be a contrasting color to the marking lines.

4.6 Driver's Stand

- 4.6.1 Minimum height of the drivers' stand is 2.5m from track level.
- 4.6.2 No obstacles may interrupt the vision from the drivers' stand to all parts of the track.
- 4.6.3 The driver's stand should be at least 10m long.
- 4.6.4 The driver's stand must provide competitors with protection from the weather.

4.7 Pit Lane

- 4.7.1 The pit lane area should be clearly distinct and separated from the main track and located as close as possible to the drivers' stand.
- 4.7.2 Entry and exit to pit lane is advised to be on a slow section of the track.
- 4.7.3 A marking line for fueling of cars must be placed at the front of the pit lane area.
- 4.7.4 Marking lines must be placed at either end of the pit lane area to indicate the ends of the pit lane area.

- 4.7.5 A marking line may be placed across pit lane for mechanics to stay behind unless they are working on their cars. This line is to aid the competitor's visibility of their cars whilst driving in pit lane.

4.8 Controlled Pit Lane

- 4.8.1 A controlled pit lane is required for those Championships using controlled fuel.
4.8.2 Normal Pit Lane requirements apply in addition to controlling the issuing of fuel to competitors.
4.8.3 It is suggested that the organiser build this area in a way that eliminates opportunities for contact with persons outside the controlled pitlane area.

4.9 Outer Barriers

- 4.9.1 Outside barriers must provide a positive means of stopping a car when missing a corner or out of the driver's control.
4.9.2 The consideration for selection of the outside barriers shall be the safety and protection of the public and not the cars, although, if both can be obtained, it is ideal.
4.9.3 The outside barriers must be at least 40cm away from the marking lines of the track.

4.10 Inner Barriers

- 4.10.1 Inside barriers must stop short-cutting of corners by cars.
4.10.2 Inside barriers must stop cars getting onto other parts of the track.
4.10.3 Inside barriers must be positioned and dimensioned to avoid cars launching over the outside barriers into the public.
4.10.4 Inside barriers must be smooth and must be at least 20cm away from the track marking lines.
4.10.5 Ripple strips may be used along the outer edges of the marking lines. They should impair the performance of any car driven on them.

4.11 Track Surroundings

- 4.11.1 The inner and outer surroundings of the track must have grass or other suitable materials, such as concrete. The object of these surroundings is to slow down any car that leaves the track. The car should be able to leave the infield or outfield on its own to minimise marshal assistance.

4.12 Marshal Locations

- 4.12.1 Marshal locations must be available for every 30m of the track length.
4.12.2 Marshal locations may not obstruct the vision of the drivers.
4.12.3 Marshal locations must be numbered 1 through 10.
4.12.4 When a marshal location is at a dangerous part of the track, such as a straight or a fast corner, the location must provide safe protection for the marshal.

4.13 Starting Line

- 4.13.1 A starting line must be painted across the track, preferably in front of race control/time keeping.
4.13.2 The driver's view of the starting line may not be obstructed by mechanics holding their cars or by the starter and starting equipment.
4.13.3 The starting line must be located more than 10.0m away from the first corner. Ten numbered boxes of 70-100cm long are painted with the starting line forming the front of all the boxes.
4.13.4 Where cars start qualifying heats from pit lane, moveable markers numbered 1 through 10 must be placed along the edge of pit lane to indicate the release points of the competitors cars.

4.14 Le Mans Start

- 4.14.1 For the "Le Mans" type starts, 10 numbered boxes are located on the side of the track at an angle of 20-45 degrees with the track, at a minimum of 2.0m and maximum 4.0m apart. An 11th box of the same size and angle needs to be located 6.0m behind box number 10.
4.14.2 The starting boxes must all be the same size and measure 70-100cm long and 30-40cm wide.

4.15 Penalty Box

- 4.15.1 A penalty box must be located in pit lane in a position where it will not impede any mechanic.
- 4.15.2 The penalty box must be a minimum of 100cm long and 50cm wide.

4.16 Race Control

- 4.16.1 A designated area or building with suitable electrical supply and weather protection should be located adjacent to the drivers stand.
- 4.16.2 Race control needs to provide sufficient space to house the electronic timing system and the necessary staff to manage and observe the event.
- 4.16.3 Race control must have an unobstructed view of the starting line.

4.17 Pit Area

- 4.17.1 A covered pit area must be provided for the use of all competitors and mechanics.
- 4.17.2 The pit area must provide adequate weather protection, lighting and power.
- 4.17.3 Temporary pit areas must be level and well drained.
- 4.17.4 Table space of minimum 100cm x 60cm must be provided for every participant. Participants entering two or more classes are entitled to a maximum of 2 pit table spaces.
- 4.17.5 Adequate seating must be provided for all participants in the pit area.
- 4.17.6 For larger Championships, the host club may allocate pit space. Places should be grouped by State and Club.

4.18 Technical Inspection

- 4.18.1 A designated area or building with suitable electrical supply and weather protection should be located adjacent to the drivers stand for Technical Inspection.
- 4.18.2 Technical Inspection must have the appropriate documentation for the Championship to make decisions on the technical details of the classes being run.

4.19 Track Preparation

- 4.19.1 For open practice the track surface must be prepared the same as it would for the start of a championship so that good quality practice will be obtained when practice commences.
- 4.19.2 The track surface must be prepared to a consistent, clean state before the start of a championship.
- 4.19.3 The track surface may be blown clean before the commencement of racing throughout the championship.
- 4.19.4 For tracks using spray-on additives on the track surface, this can only be done before the start of open practice and before the start of qualifying heats. Spray-on additives cannot be reapplied each day nor after a weather delay.
- 4.19.5 In the event of a weather delay, the host club must provide suitable tools to return the track to a useable condition in a reasonable time.

4.20 Other Areas

- 4.20.1 Tyre truing.
A separate tyre truing area with 12V DC power supply is recommended.
- 4.20.2 Car cleaning - Compressed air / body washing.
A separate car cleaning area with compressed air and running water is recommended.
- 4.20.3 Fuel Disposal
The host club must provide a suitable way for mechanics and competitors to dispose of leftover fuel. It is not suitable to dispose of fuel by tipping or dumping it on the ground.
- 4.20.4 Amenities
Male and Female toilet facilities must be provided for the duration of the Championship from the start of open practice.
- 4.20.5 Water
Running water must be available.

- 4.20.6 Results Board
A suitably sized board or display area must be available to display result sheets and other information.
- 4.20.7 Engine warm up
An area away from the pit area should be available for mechanics and competitors to run-in, warm-up and tune engines. It is not desirable to run engines in the pit area due to the noise and fumes.
- 4.20.8 Pit Staging Area
An area immediately adjacent to pit lane may be provided to allow mechanics to warm up engines and for final race preparation. It may also be used for checking of fuel tanks and collection of controlled fuel.

5. RACE PROCEDURES

5.1 Mechanic

- 5.1.1 The competitor's mechanic must be positioned under the competitor's position on the driver's stand.
- 5.1.2 During finals, positions will be selected by drivers in order of qualifying position, i.e. No. 1 qualifier has first choice, No. 2 qualifier has second choice, etc.
- 5.1.3 During qualifying heats, one mechanic is allowed per car.
- 5.1.4 During finals, two mechanics are allowed per car.
- 5.1.5 The use of all electronic communication devices between drivers and mechanics is banned during heats and finals.

5.2 Qualifying Procedure

- 5.2.1 There must be a minimum 5 minute gap between the end of one heat and the start of the next.
- 5.2.2 An audible warning will be given in English language at one minute to the start of the race.
- 5.2.3 A staggered start timing system will be used during qualifying. The cars will leave the starting line or pit lane after the starting signal in the following order:

Round	Car Start Order									
1	1	2	3	4	5	6	7	8	9	10
2	3	4	5	6	7	8	9	10	1	2
3	5	6	7	8	9	10	1	2	3	4
4	7	8	9	10	1	2	3	4	5	6
5	9	10	1	2	3	4	5	6	7	8
6	10	9	8	7	6	5	4	3	2	1

- 5.2.4 Where cars leave the starting line to begin qualifying heats:
All mechanics will form a line along the start line behind their numbered car position.
A pit lane official will start the cars one at a time as per the qualifying start order.
The pit lane official will touch a flag to the start position in front of a mechanic.
The mechanic will place their car on the track behind the flag and release the car.
The pit lane official will raise the flag and the car will be released.
- 5.2.5 Where cars leave pit lane to begin qualifying heats:
All mechanics will form a line along pit lane adjacent to their numbered car position.
A pit lane official will start the cars one at a time as per the qualifying start order.
The pit lane official will touch a flag to the start position in front of a mechanic.
The mechanic will place their car on pit lane behind the flag and release the car.
The pit lane official will raise the flag and the car will be released.
- 5.2.6 Cars are allowed to overtake each other during their out lap, however the overtaking car has responsibility for a clean pass.
- 5.2.7 Each individual official time will start when the car passes the timing system for the first time.
- 5.2.8 When the first car completes the first lap, all official timing not yet activated will be started.

5.3 Finals Procedure

- 5.3.1 An audible warning will be given in English language at 1 minute to the start of the final.

- 5.3.2 Cars must be at the "Le Mans" starting grid with 30 seconds to the start of the final. If a car is not at the starting box at the ten second mark, it must start from the pit lane after all cars have started officially.
- 5.3.3 From 10 seconds until three 3 seconds, time is counted down, second by second.
- 5.3.4 At 3 seconds, all cars must be placed by the mechanics into the starting boxes. The mechanics will all then step back. The cars must remain stationary in the starting boxes with no part of the car touching the starting box lines.
- 5.3.5 From 3 seconds, the counting stops and the start signal will be given by the race starter. If the grid is not to the satisfaction of the starter, they may request the race director to command a re-start, beginning count down from 30 seconds.
- 5.3.6 The official starting signal will be audible by means of a horn or similar. This signal will also start the timing systems.
- 5.3.7 Only the Race Director may interrupt the race and order a restart in the event that they consider the starting procedures or the start were not carried out correctly.
- 5.3.8 During finals, participants will be allowed to change the bodies of the car with the authorisation of the Race Director, providing the bodies are of the same type and painted in the same colour scheme. In the event of a different body being fitted to the car, the Race Director must give their permission before the participant re-enters the race.

5.4 Jumped Start

- 5.4.1 A jumped start (i.e. any car moving before the start signal or touching or outside the starting box) will be penalised with a stop and go penalty. The duration of this stop and go penalty will be determined by the Referee, Time Keeper or Race Director and depends on the severity of the jumped start. In the event of an early start not being observed and reported by other Race Officials, it may be called and noted by the Referee. The penalty must be announced immediately after the start. The penalty will be marked on the result sheet.
- 5.4.2 Under no circumstances will the race be stopped or restarted due to a jumped start.

5.5 Delayed Start

- 5.5.1 A delay cannot be called at a State Championship.
- 5.5.2 A delay can be called at a National Championship. The delay will be granted only once for each semi-final and final for each class.
- 5.5.3 As long as the race starter or Race Director has not called the cars to the starting line, ie 1 minute before the start of the race, every participant of the semi-finals and the final may request a delay of ten minutes for repairs on their car.
- 5.5.4 The track will be closed to all cars during the delay period.
- 5.5.5 The competitor requesting the delay may remove their car from pit lane to the pit area for repairs. All other cars must remain in pit lane, however they may be worked on by their mechanics. If controlled fuel is being used, fuel bottles and refueling guns cannot be removed from pit lane. The car must have an empty fuel tank when returned to pit lane.
- 5.5.6 At the expiration on the ten minute period, the track will be opened for a two minute warm-up, followed by the normal finals start procedure.
- 5.5.7 The competitor requesting the delay for whatever reason, except an error in frequencies by Race Control, must start from the back of the grid, 6m behind the last official grid position. If this is not possible, the competitor must start from pit lane after all other cars have started.
- 5.5.8 Delays can be called for technical problems. Delays cannot be called for radio frequency problems.

5.6 Marshaling

- 5.6.1 Marshals must not place themselves in danger of being hit by a car on the track.
- 5.6.2 Where a heat or final has been stopped due to a Marshal being incapacitated or at risk of further injury, the qualifying heat or final will be rerun as per the Wet Weather restart procedures in section
- 5.6.3 5.8. Competitors will marshal the heat following their racing heat. Competitors in the final heat a qualifying round will marshal the first heat of that qualifying round.
- 5.6.4 Competitors will perform marshalling duties for qualifying heats.
- 5.6.5 Substitutes are not allowed except if the driver is physically unable and authorised by the race director.

- 5.6.6 Marshals must marshal at the correct location, as per their corresponding car number.
- 5.6.7 The host club must provide marshals for vacant positions for which there are no available drivers.
- 5.6.8 All marshals must wear enclosed shoes and use the provided fluorescent jacket.
- 5.6.9 Marshals must return cars to as close as possible to where they left the track.
- 5.6.10 Cars that are no longer able to return to the pit lane on their own are to be returned to pit lane around the outside of the track. The marshal is not to cross the track and go directly to pit lane with a broken car.
- 5.6.11 Where multiple cars require marshaling, it is to be done on a first come first go basis.
- 5.6.12 Where multiple cars require marshaling that was caused by another car, the car that caused the problem will be marshaled last.

5.7 Technical Inspection

- 5.7.1 Initial technical inspection must be done prior to the start of the Competition.
- 5.7.2 The cars will be examined and, if the car conforms to the technical rules, the chassis will be marked. Only vehicles which conform to all technical rules will be accepted for racing.
- 5.7.3 At any time, the Race Director may ask the competitors to present their cars to Technical Inspector.
- 5.7.4 Random inspection will occur on the start line for car numbers, tyres, wings, chassis and fuel.
- 5.7.5 No race will be delayed because of non-compliance by a competitor.
- 5.7.6 At the completion of each qualifying heat or final all cars in that heat or final, whether they finished or not, must be presented for technical inspection. Cars which are not presented for technical inspection will be disqualified. Any race damage will be taken into account.
- 5.7.7 At the end of finals, all cars will be impounded and may be inspected for engine size, fuel tank capacity, etc
- 5.7.8 The use of a non-homologated or modified homologated muffler will constitute disqualification from the event.
- 5.7.9 Any technical infringement, other than those concerning engine, fuel tank, weight and muffler will cause disqualification from that heat or final and the disqualified driver's position will be shown as the last position in that heat or final.
- 5.7.10 All cars must be fitted with a clutch, a braking system and a homologated exhaust pipe.
- 5.7.11 The engine and fuel tank may be checked at any time throughout the championship.
- 5.7.12 The volume of the fuel tank will include all fuel piping and filters up to the carburettor.
The following method of measurement will be used:
 - disconnect fuel lines at carburetor and exhaust pipe
 - fill the fuel tank completely
 - connect an air pump to the fuel line from the exhaust pipe
 - prime the carburetor fuel line and pinch the fuel line at the end.
 - fill the fuel tank completely.
 - place the end of carburetor fuel line into a calibrated glass. Use the air pump to empty the fuel tank. Tip the car backwards to ensure all fuel is removed from the tank.
 - The amount of fuel pressed into the glass will be considered as the total content of the fuel system.
- 5.7.13 Fuel bottles with must be submitted during or at the completion of the finals by all competitors. For National Championships fuel samples will be taken, sealed and submitted for chemical analysis. Drivers found to be using prohibited additives will have their results for the Championship removed, and will be banned from future racing for a minimum of 2 years.
- 5.7.14 Only one car per class per driver will be accepted.
- 5.7.15 The chassis plate and the fuel tank of each car may be marked with the competitor's number.
- 5.7.16 Only one chassis may be used for all qualifying heats and finals. The only exception to this rule will be in the case of a broken or bent chassis which may be changed with the Race Director's approval. The new chassis must be presented to technical inspection for marking before re-building the car.

5.8 Wet Weather

- 5.8.1 In the event that wet weather causes a Championship to delay the start of qualifying rounds, the Race Director, in consultation with the State Jury, may shorten 10 minute qualifying heats to 5 minute qualifying heats.
- 5.8.2 A minimum of 2 of the total of six 6 rounds of qualifying must be completed to obtain a qualifying result.

- 5.8.3 In the event that wet weather or a wet weather forecast is going to cause a Championship to not achieve a final result, the Race Director, in consultation with the State Jury, may reduce the number of qualifying heats to obtain a qualifying result before moving into the final rounds.
- 5.8.4 In the event that inclement weather causes a Championship to delay the start of final rounds, the Race Director, in consultation with the State Jury, may shorten the time for each final round.
- 5.8.5 An increase in lap times of 20 percent of the best lap times of competitors in a Qualifying Heat or Final will be deemed to be weather effected.
- 5.8.6 If there are delays due to weather, rearrangements will be made as follows;
- 5.8.7 QUALIFYING HEATS.**
- 5.8.7.1 All Qualifying Heats must be run on a dry track.
- 5.8.7.2 In case of the interruption of a heat, the entire heat will be re-run.
- 5.8.7.3 In the event of rain, the track must return to 100% dry conditions before racing can recommence. The 100% dry conditions will be determined by a majority decision of the State Jury.
- 5.8.7.4 If a round of heats is started, it must be completed under the same conditions.
- 5.8.7.5 If a round is halted due to rain or unforeseen circumstances and cannot be completed, this round will not be counted until the remaining heats in the round can be completed.
- 5.8.7.6 If weather and time permit and there is no time restriction on track use, every endeavour should be made by the Race Director to run as many of the maximum six rounds of qualifying heats as possible.
- 5.8.8 LOWER FINALS.**
- 5.8.8.1 The lower finals up to the 1/2 finals will not be interrupted due to a wet track or rain.
- 5.8.8.2 The lower finals will be suspended should standing water form on the track surface.
- 5.8.9 SEMI FINALS and MAIN FINAL.**
- 5.8.9.1 If rain falls in the first 25% of the race, a total re-run will take place.
- 5.8.9.2 If rain falls between the 25% and 75% mark, the final will be stopped and the time and results noted. The remaining race time of the final will be run once the track returns to a 100% dry condition. The two results will be added to give the final and definite placings. If the second start cannot be given for any reason, the results from the first part will be used as the final and definite placings. Delays cannot be called on a restart of a final in this case.
- 5.8.9.3 If 75% of the race has been run before rain commences, the race is declared.
- 5.8.9.4 In the event of a semi-final being interrupted in this way, the top three from each semifinal will advance to the final.
- 5.8.9.5 In the event of the final being interrupted by rain before the race has reached 75%, drivers may make repairs, re-fuel and change tyres before the re-commencement of the main final.
- 5.8.9.6 For National Championships, if weather will cause the spare day to be used for the quarter finals, semifinals, or the main finals then the main finals must commence prior to 14:30 on the rain day. If any final cannot be run safely, as determined by the Race Director and State Jury, then the qualifying results will be used to determine the finishing positions for that final.
- 5.8.10 FINAL RESULTS**
- 5.8.10.1 In the event of weather causing the Championship to fail to complete all scheduled qualifying rounds and finals, final results will be calculated as follows;
- 5.8.10.2 If no finals have been completed final results will fall to completed rounds of qualifying results.
- 5.8.10.3 Where final rounds have been completed without being weather effected, those final results will stand.
- 5.8.10.4 Final rounds that are weather affected or are unable to be completed will fall to qualifying results.

5.9 Controlled Fuel

- 5.9.1 A controlled commercially available fuel containing methanol, oil/lubricant and, either a maximum of 16% or 25% as measured in volume of nitro methane, decided by the AARCMCC I.C. Executive, may be used for National Events. If this is the case, then the following rules will apply.
- 5.9.2 The manufacturer who was selected to supply the fuel for the previous AARCMCC IC Onroad National Championship event is not eligible to supply fuel for the next ARCMCC IC Onroad Championship event unless there are no other alternatives.

- 5.9.3 The type of fuel is decided by the AARCMCC IC Executive; together with the host club. Three types of fuel, in order of preference, must be recommended four months before the championship. The final decision will be made three months before the event by AARCMCC.
- 5.9.4 The recommended types of fuel must be commercially available at the time of the recommendations. The selected fuel must continue to be commercially available up until the commencement of the event.
- 5.9.5 An amount of \$30 for all entries will be added to each class entry fee to cover the additional cost of official event fuel.
- 5.9.6 Practice: For practice and pit running purposes only, all competitors must be able to purchase at the event a minimum of five litres of the controlled fuel at standard commercial rates.
- 5.9.7 Racing: At the commencement of official qualifying, the controlled fuel must be used for running on the track. This fuel is to be maintained by the organiser, within the controlled pitlane area. This controlled fuel must be identical to the fuel sold to the competitors for the practice period.
- 5.9.8 All mechanics, and cars will be checked for compliance for the rules when entering the controlled pitlane, i.e. no fuel or fuel bottles and cars with empty fuel tanks. Upon entering the pitlane, mechanics will be allowed to retrieve their fuel bottle and/or fuel gun and a 4 or 5 litre container of fuel from their heat's storage area. It is the mechanic's responsibility to transfer the fuel from the fuel container to the fuel bottle and/or the fuel gun. For longer races, i.e. finals, a fuel representative will be in the pitlane to assign more fuel to a mechanic, if necessary.
- 5.9.9 At the completion of the heat/final, all fuel bottles, fuel guns and containers of fuel must be returned to their heat's storage area.
- 5.9.10 At no time may fuel bottles, fuel guns or containers of fuel be removed from the controlled pit area once official racing has commenced.
- 5.9.11 Any infringement of these rules by a mechanic or competitor or any associated person will cause that driver to be disqualified from the event. Further punishment to be determined by AARCMCC, such as a ban from future national racing.

5.10 Concourse

- 5.10.1 Concourse judging should be based upon realism, presentation and workmanship. A basis for concourse judging is:
 - a. Authenticity: scale accuracy, documents, plans, photos, technical articles.
 - b. Body Shell: handmade, altered commercial, commercial. Doors, hatches, grills etc.
 - c. Exterior Finish: authentic colour, detail quality, artificial or realistic.
 - d. Cockpit detail: instruments, driver detail, driver movement, accessories, seats, belts etc.
 - e. Authenticity - body off: frame detail, looks like original.
 - f. Chassis, running gear, wheels & tyres: handmade, commercial. Added detail, realism etc.
 - g. Radio placement: hidden, partially hidden, apparent.
 - h. Working features: lights, exhaust, doors etc.
 - i. Operation - under power: competitive performance, average, barely operates.
 - j. Overall Effect - Workmanship.

5.11 Drivers Stand Access

- 5.11.1 Only drivers and race officials are allowed to access the driver's stand.
- 5.11.2 Drivers from a following qualifying heat or final are not permitted to access the driver's stand until all cars from the previous qualifying heat or final have returned to pit lane.
- 5.11.3 Drivers in a finished qualifying heat or final must vacate the driver's stand at the completion of their qualifying heat or final.
- 5.11.4 Drivers with mobility problems may access the driver stand before their heat or final providing they do not interfere in any way with the qualifying heat or final in progress.

5.12 Official Announcements

- 5.12.1 All official announcements concerning the race must be made in the English language in the pit area, drivers' stand and mechanics' area.

6 RACING REGULATIONS

6.1 Protests and appeals

- 6.1.1 Protest must be submitted by individual competitors, in writing, within 15 minutes after the display of the result or after the incident it concerns, with a deposit of \$50. The time of display of the result will be written on the result sheet.
- 6.1.2 The deposit is forfeited if the protest is not upheld and the deposit is returned if protest is justified or upheld.
- 6.1.3 Protests must be handed to the Race Director. Protests are processed by the Race Director and, if necessary, by the State Jury.
- 6.1.4 No frivolous protests will be entertained.
- 6.1.5 An appeal may be made to AARCMCC, however AARCMCC is not obliged to handle such appeal.
- 6.1.6 Appeals against any decision made during the championship may be submitted by any competitor to the State Delegate. Such appeal is to be handled by the State Jury in consultation with the Referee. After discussion, the State Jury, by majority vote, will decide the issue in question. The findings of such Jury will be binding on all parties to the dispute.

6.2 Requests for lap count checking

- 6.2.1 Requests for lap count checking do not need to be written and need no deposit.
- 6.2.2 The State Delegate will show to the Race Director the result sheet in question and will indicate where they think an error has been made. The Race Director will resolve the problem by checking with the second lap counter, and if necessary, with the manual record of stops. If the request is justified, the result will be modified immediately and the Race Director will advise the State Delegate of the result. After checking, if the State Delegate persists with their request, they will have to present a written protest within ten minutes, including a \$50 deposit.

6.3 Offences, Penalties and Sanctions

- 6.3.1 All participants must strictly observe the instructions given by the Race Director, State Jury and Referees.
- 6.3.2 An instruction is a verbal direction issued by a Race Official to a particular competitor.
- 6.3.3 All instructions will be announced in the English language with the words: "Car number Stop".
- 6.3.4 A warning is given to a competitor when an instruction has not been followed or when there has been a serious breach of the rules.
- 6.3.5 All warnings will be announced in the English language with the words: "Car number Warning".
- 6.3.6 Any combination of three warnings will cause disqualification.
- 6.3.7 The bad sportsmanship and behaviour of any competitor, even outside the official race meeting, which could injure the image and promotion of the sport, may become the object of an official national or state sanction.
- 6.3.8 Physical violence against any other person or object at a championship will result in the disqualification or ejection from the championship of that person and/or team. The person(s) involved may be subject to State and/or National sanctions being imposed.
- 6.3.9 Any car which, by the fault of another driver, is damaged or obstructed during a qualifying heat or final cannot, under any circumstances, be allowed to re-run in another qualifying heat or final.
- 6.3.10 A disqualified driver will be placed on the last position of the final qualifying results and/or the last position of the final positions' results and they will be noted as a disqualification.

6.4 Penalties

- 6.4.1 The Race Director and/or Referee will determine the issuing of, and severity of, a penalty.
- 6.4.2 An initial penalty of a stop and go will be applied for breaches of the rules. Additional time in seconds, up to a one lap penalty may be added to the initial penalty.
- 6.4.3 The penalised driver must complete the penalty on the next possible lap after the penalty instruction has been given.

- 6.4.4 Where the penalty is applied on the last lap of a qualifying heat or final, additional time equivalent to the penalty will be added to that driver's result.
- 6.4.5 Where a driver ignores a penalty, the Race Director will issue an official warning. Drivers ignoring a warning may be issued additional warnings.
- 6.4.6 The penalised car must come to a complete stop within the marked penalty box. Failure to do so will result in further penalties.
- 6.4.7 Penalised cars that have more than a 3 second stop and go penalty applied may have the mechanic pick up and return the car to the penalty box.
- 6.4.8 Penalised cars are not allowed to be repaired or refueled during a stop and go penalty.
- 6.4.9 Unsportsmanlike behaviour of drivers or mechanics involved in the racing.
- 6.4.10 Any damage incurred during a qualifying heat or final will not entail a forced stop or disqualification of the participant except in the following cases:
 - loss of a body (the spoiler or wing does not count as part of the body).
 - loss of the exhaust pipe or INS Box or its ability to silence the engine.
 - a car which becomes dangerous or undriveable.
 - The car in question may re-start after the repairs have been effected.

6.4.11 Marshaling Penalties

- 6.4.11.1 Marshals who are not in position one minute prior to the start of the heat will be penalised by the loss of their best qualifying result for the championship and the issuing of an official warning to that competitor.

6.4.12 Mechanic Penalties

- 6.4.12.1 The mechanic must remain within the marked pit lane area and not go onto the track. Mechanics are not to retrieve cars that require marshaling and must wait for the marshals to return the car to the marked pit lane area.
- 6.4.12.2 No part of the mechanic may touch the track or pit lane surface.
- 6.4.12.3 The mechanic may not refuel or repair the car beyond the marked pit lane line. Refueling equipment is not to pass beyond the marked pit lane line.
- 6.4.12.4 The mechanic may not place their car into the path of a car already traveling in pit lane.
- 6.4.12.5 Bad sportsmanship.
- 6.4.12.6 Verbal abuse of Marshals or Race Officials.

6.4.13 Driver Penalties

- 6.4.13.1 Bad sportsmanship during racing, i.e. impeding progress of other participants, deliberate slowing down or walling of another car, deliberate short-cutting of corners, distraction of other competitors on the driver's stand.
- 6.4.13.2 Reckless driving in general.
- 6.4.13.3 Verbal abuse of Marshals or Race Officials.
- 6.4.13.4 Incorrect use of entry and exit of the pit lane.
- 6.4.13.5 Lapped cars must always give way to the faster cars at the next reasonable opportunity.
- 6.4.13.6 Faster cars must exercise due care when overtaking to avoid hitting slower cars, ie pushing.

6.4.14 Start Penalties

- 6.4.14.1 Any car who has not started a qualifying heat or final using the official starting procedure must join the race from pit lane.
- 6.4.14.2 A jumped start will incur a minimum stop and go penalty.

6.5 Black Flag Disqualification

- 6.5.1 A Black Flag Disqualification may be issued by the Referee or Race Director for:
 - Drivers who impede the progress of other participants
 - Unsportsmanlike racing.
 - Participants driving in a manner deemed to be dangerous by the Race Director
 - Cars judged by the Race Director to be in an undriveable or dangerous condition.
- 6.5.2 Cars which lose their bodies or exhaust silencers or INS Box must immediately stop and carry out the necessary repairs after which they may rejoin the race
- 6.5.3 Cars which have been black flagged may re-enter only with permission from a Race Official.

6.6 Technical Disqualification

- 6.6.1 Any illegal modification or change made to the car which is found during the technical inspection at the end of the race will automatically entail disqualification of the participant.
EXCEPTIONS:- Tolerances allowed in technical inspection for fuel tanks.
- 6.6.2 Cars that do not conform to the regulations before the start is given or during the race, (i.e. loss of body-shell, exceeding noise rules due to loss or damage of the silencer).
- 6.6.3 It is not the duty or the responsibility of the Referees to check if the cars conform to the technical rules. Technical Inspection is always the responsibility of the Technical Inspector.

7 OFFICIALS

7.1 Official Positions

- 7.1.1 The following officials are required for each championship. These key positions are non-racing, ie they cannot be filled by a person competing in the Championship. AARCMCC expect that the host applying for a Championship has identified suitable candidates to fill these important roles.

Key Non-Competitor Positions;

- Referee
- Race Director
- Time Keeper
- Technical Director
- Pit Lane Manager

Competitor Allowed Positions;

- State Delegates
- Concourse Judge
- Technical Assistant

- 7.1.2 Key, non-competitor positions may be financially subsidised by the host club.

7.2 Referee

- 7.2.1 One or more referees must be present for the Championship. They must be experienced and unbiased people with a good knowledge of the current AARCMCC rules.
- 7.2.2 The main task of the Referees is to observe the racing and, in particular, the good sportsmanship during the racing. They will ensure that the current rules are observed by everyone.
- 7.2.3 Referees may be called for information by the State Jury when a meeting is called by the Race Director.
- 7.2.4 Referees must be provided with an area from where all parts of the track, the drivers' stand and pit lane can be observed.
- 7.2.5 At all times during qualifying heats and finals, the Referee present will be watching and observing the racing from start to finish.
- 7.2.6 The Referee on duty is authorised to make decisions about the Championship, and to issue warnings and instructions.
- 7.2.7 A Referee may take action after an initial warning but, in all cases, three warnings means automatic disqualification from the event. Any appeal against the Referee's decision must be brought before the State Jury accompanied by a protest fee.
- 7.2.8 Instructions may also be given by the Referees but they do not constitute a warning. Sample of instructions follow under numbers 8 and 9.

7.3 Referees Authority

- 7.3.1 The Referee has the right to use their discretion to issue a penalty instead of a warning for any serious infringement of the rules.
- 7.3.2 The Referee has the right to issue penalties for pit lane infringements. The penalties will range from time in seconds to a one lap penalty.

- 7.3.3 The Referee has the authority to instruct other Race Officials to take remedial action in any situation which might compromise the well running of the race meeting. Any serious situation will be referred to the most senior AARCMCC or Championship official present before taking any action.
- 7.3.4 The Referee issues warnings in case of infringements of any point as described under Section 6 and ultimately may even issue a black flag (disqualification) when there is no response to their warnings.
- 7.3.5 Warnings and instructions are announced by the Referee. They will keep a record of the warnings and instructions used (Referee's notes). Three successive warnings lead to disqualification (black flag).
- 7.3.6 Instructions issued by the Referee must be observed immediately. Warnings will be posted on the result sheet.
- 7.3.7 Reasons for warning or instruction will be announced at time of issue. Further explanation, if necessary, will be given to the competitor or the State Delegate at the end of the race.
- 7.3.8 Under no circumstances may a warning or an instruction issued by the Referees lead to the interruption of the whole race.
- 7.3.9 During the event, if the Race Director and Referee agree, they will have the authority to black flag a competitor and/or a whole team, if one member of that team is positively interfering with the racing of another car in the event.
- 7.3.10 Appeals to the decision of the Referee must be addressed to AARCMCC in writing. AARCMCC is not obliged to act on such a complaint.

7.4 Race Director

- 7.4.1 The Race Director is responsible to follow the schedule of the event. The Race Director ensures that various tasks under their responsibility are well done, including:
 - Time-keeping
 - Starts
 - Marshalling
 - Display of results
 - Comments to the public
 - Comments to the drivers
 - Technical inspection
 - Frequency control
- 7.4.2 The Race Director receives the protests and decides if the State Jury has to meet. They take urgent decisions or stops a race for safety, rain or any other unforeseen situation. They are under the authority of AARCMCC.

7.5 Time Keeper

- 7.5.1 The Time Keeper is responsible for recording all the individual lap times and total laps plus finishing time of all drivers during all heats and finals. They are responsible for the classification of the results and for selecting of the finals. The Race Director must verify this classification and selection.
- 7.5.2 After the finish of any heat or final, the results of the first and second time-keeping systems are compared by the Time Keeper and, in case of difference between the two systems, the Time Keeper investigates both results and makes the decision of the final result.
- 7.5.3 In case of a request for checking of the results, the Time Keeper, together with the Race Director, will check on the questioned result and will make the decision.

7.6 Technical Inspector

- 7.6.1 A Technical Inspector will be appointed by the host club to supervise all technical inspection matters.
- 7.6.2 The Technical Inspector is responsible for overseeing the Technical Inspection of all cars throughout the Championship and ensuring that cars meet the technical rules.
- 7.6.3 The Technical Inspector may delegate inspection duties to Technical Assistants. The Technical Inspector must ensure that the Technical Assistants are consistent in their application of the rules.
- 7.6.4 All technical issues will be referred to the Technical Inspector.

7.7 Pit Lane Manager

- 7.7.1 The Pit Lane is responsible for managing pit lane and the driver's stand.

- 7.7.2 The Pit Lane Manager will monitor mechanics for refueling over pit lane, collection of cars outside the pit lane area and for mechanics blocking the driver's view of pit lane.
- 7.7.3 The Pit Lane Manager will monitor drivers on the drivers stand and report any bad sportsmanship to the Referee.
- 7.7.4 The Pit Lane Manager will start all qualifying heats and finals, and report any breach of the rules to the Referee.

7.8 State Delegates

- 7.8.1 The State Delegate, or a nominated deputy, must be present during all official racing.
- 7.8.2 The State Delegate is appointed by their State's competitors.
- 7.8.3 The responsibilities of the State Delegate are:
 - To look after the welfare and behaviour of their State's competitors and take care that they all receive proper accommodation in the pit area.
 - To attend the State Jury Meeting and any driver briefing/s that the host may call.
 - The State Delegate is the link between the state team and the race officials by receiving all information referring to timetable changes, frequency changes, results of heats, sub- finals and finals and all other information referring to the race.
 - They are allowed to stay in the pit area when a race has a participant from their state and is in progress.
- 7.8.4 Each State will have a State Delegate who is responsible to pass on complaints, protests or suggestions from his team to the Race Director. The Race Director will then decide whether a State Jury Meeting should be called to discuss and vote on the matter raised. If the Race Director does call such a meeting and the majority of the State Delegates support the matter raised, the Race Director must then refer to the Referee for final decision.

7.9 State Jury

- 7.9.1 The State Jury consists of representatives of each state. Each state will have a total of one vote, regardless of the number of representatives it supplied.
- 7.9.2 The relevant IFMAR Section Chairman shall always act as Chairman during International Jury Meetings and exercise a casting vote, if necessary. In the absence of the relevant IFMAR Section Chairman, the highest ranking IFMAR official shall take the chair at any International Jury Meetings.\
- 7.9.3 The Race Director and IFMAR President (see above) are members of the Jury but do not have a vote in the decisions. The Referees may be called by the Jury for opinions and explanations as deemed necessary. All decisions are taken by simple majority vote.
- 7.9.4 The International Jury may request evidence and/or presence of drivers involved or Team Managers.
- 7.9.5 Jury members must be approved by their organisation and a second person appointed to serve in the event of a temporary absence of the official representative.
- 7.9.6 Prior to the commencement of an International Jury Meeting, any mobile telephones in the meeting room must be turned off and placed on the meeting table until after the completion of the Meeting.
- 7.9.7 For the purpose of voting on matters concerning each Section, each Bloc shall have equal vote of one per Bloc. Majority is required to carry a vote.

7.10 Responsibilities of the State Jury

- 7.10.1 To decide in unforeseen situations.
- 7.10.2 To handle protests not covered by the Race Director's responsibility.
- 7.10.3 To make official by announcement any decisions voted on by the Race Committee providing the State Jury agrees with these decisions.
- 7.10.4 To check that the race is run according to the official rules.
- 7.10.5 Jury members may not have dual duties or be a race official but may act as a Referee and AARCMCC Delegate. The Race Director may appoint a stand-in Referee, if required.
- 7.10.6 Jury members may be participants in the event but must allow auxiliary jury representatives to serve and vote in any protest involving said jury member as a participant.

7.11 Concourse Judge

- 7.11.1 A concourse judge is used to decide the best presented car at the start of a Championship.
- 7.11.2 The concourse judge must be familiar with the judging criteria.
- 7.11.3 If the concourse judge is a competitor, their own car is ineligible to be judged.

7.12 Technical Assistant

- 7.12.1 Technical Assistants need to be appointed by the host to assist the Technical Inspector to inspect competitors cars.
- 7.12.2 Technical Assistants may assist in the initial technical inspection of any car.
- 7.12.3 Where a Technical Assistant is a competitor, they cannot inspect any car in the same entered class once qualifying heats have commenced.
- 7.12.4 Technical Assistants must refer any question or technical detail they are unsure of to the Technical Inspector.

8 Technical Specifications

8.1 Technical Specifications

- 8.1.1 Technical Specification applicable to each AARCMCC Class are not part of this document. They are available through the AARCMCC website in the downloads section.