

## SECTION 1: Sanctioned Electric Race Meeting Format

### 1 Racing Format

#### 1.1 Practice

- 1.1.1 The track must be available a minimum of two (2) days before an event for open practice.
- 1.1.2 For Nationals or large State events where practice time is limited, for all drivers to have an equal opportunity to practice, practice sessions must be organised using the “T-time” format. Under these arrangements the following parameters will be used:
1. Each segment will be restricted to ten minutes.
  2. Drivers only to be allowed to sign up for “T-Time” practice.
  3. A maximum of 15 cars to be allowed on the track during any one segment.
  4. Drivers will only be allowed one frequency per segment.
  5. Drivers will only be allowed to put their name down for their next “T-time” after the completion of their current “T-Time”.

#### 1.2 Qualifying

- 1.2.1 Races will be 5 minutes plus the completion of the last lap, with the exceptions of 1/12<sup>th</sup> scale racing, which will be 8 min plus the last lap.
- 1.2.2 During qualifications the “staggered or IFMAR start” system will be used. Each car will start separately within one second of its number being called. Starting before its number is called will be classified as a jump-start. If for any reason a car did not start prior to the completion of the first lap by any car, the time for that car will automatically begin the moment the last car has completed a lap.
- 1.2.3 During the first round of qualifying, heat starting order will be determined randomly. During further rounds, heat-starting order will be determined by their finishing order in their previous heat.
- 1.2.4 Heats should be graded before the commencement of qualifying so that drivers of similar ability are placed in the same heat. Regrading drivers should be carried out after the first round of qualifying when there are only 4 qualifying rounds. When 5 or 6 qualifying rounds are to be run, regrades will be carried out after either the first or second round at the race director’s discretion. This is to be announced by the race director prior to the start of the meeting.
- 1.2.5 There will be a minimum of four (4) maximum six (6) rounds of heats at State Championships and a minimum of six rounds of heats at a Nationals. **Note:** The minimum number of qualifying heats at a National event can be reduced to four, due to bad weather or time issues with the agreement of the State Jury.
- 1.2.6 Drivers will accumulate points over the required number of qualifying rounds that will be counted towards the final qualifying positions. A drivers lowest scoring round or rounds are to be discarded. Discarded rounds will not be used for tiebreaks.

The format for the amount of dropped rounds will be based on the following:

3 rounds of qualifying,	2 will count,	1 to be dropped
4 rounds of qualifying,	2 will count,	2 to be dropped
5 rounds of qualifying,	3 will count,	2 to be dropped
6 rounds of qualifying,	4 will count,	2 to be dropped

- 1.2.7 In each round, drivers will score points based on the distance and time achieved in relation to all other drivers. Points will be distributed so the fastest driver will accumulate maximum points for the rounds, with the points decreasing on 1-point increments for the preceding drivers. If more than 100 entries are received for a class, the point’s score will be adjusted accordingly so the lowest place driver will receive at least one (1) point. DNS drivers will receive zero (0) points for that particular round.

Example:

Fastest Driver in each round will score	100 Points
2nd fastest will score	99 points
3rd fastest will score	98 points
4th fastest will score	97 points

## SECTION 1: Sanctioned Electric Race Meeting Format

If drivers tie for time and distance in a round, they will share the points for the same position. The following drivers point score will be relative to their positions.

Example:

Fastest	10 laps	5.10.00	will score 100 point
2 <sup>nd</sup>	10 laps	5.12.00	will score 99 points
3 <sup>RD</sup>	10 laps	5.13.05	will score 98 points
4 <sup>th</sup>	10 laps	5.13.05	will score 98 points
5 <sup>th</sup>	10 laps	5.14.05	will score 96 points

- 1.2.8 In the case of a tie of points in the final accumulated qualifying points, the tie break method will be based on the fastest qualifying heat distance and time of the counted heats only. In the unlikely event of a further tiebreak being required, the next fastest scored run will be used.  
Dropped or discarded qualifying heats will not be used for any tiebreak situations.

### 1.3 Finals

- 1.3.1 The A-Final will be composed of three separate five-minute races composed of the top ten qualifiers after completion of qualifying. With the exceptions of 1/12<sup>th</sup> scale racing which will be 8 min.
- 1.3.2 All finals will be of ten drivers.
- 1.3.3 Final positions will be decided by a point system based on ten points for the winner of each final on down to one point for the tenth placed finisher in each separate final. Best two of three finishes will count with the tiebreaker being the finishing positions of the **discarded** final.  
In the event of the need of a further tiebreak, the laps and time of the fastest individual final for each driver will be utilised to declare the tiebreak.
- 1.3.4 **Time and Weather Interference,**  
If three (3) finals are completed, the best two (2) will count as per previous rules.  
If two (2) finals are completed, the best one (1) final will count.  
If one (1) final is completed, that one (1) final counts.  
If no A-Main Finals are completed, the finishing order of qualifying will be used to determine the final results of the event.  
A-Main Finals will have priority and may be moved in an attempt to have them completed if rain is imminent. Time must be allowed to charge batteries.

### 1.4 STARTS

- 1.4.1 A two minute warning will be given before the start.
- 1.4.2 At the thirty second warning all cars must be placed on the track and the mechanics must leave the racing surface. After the thirty second warning no other cars will be allowed entrance to the racing surface until after the start of the race, at which time the mechanic may place the car on the starting grid after all the cars have left.
- 1.4.3 A ten second warning will be issued followed by the start, which will be by an audible signal.
- 1.4.4 There will be no restarts due to jump starts.
- 1.4.5 A video record will be made of all starts for review by the referees as necessary.
- 1.4.6 Cars will be positioned within 25mm behind their respective grid start line. Any car crossing the line from the final count down to the start signal will receive a 1-lap penalty.
- 1.4.7 During qualifications the “staggered start” system will be used.  
Each car will start separately within one second of its number being called. Starting before its number is called will be classified as a jump start.
- 1.4.8 If for any reason a car did not start prior to the completion of the first lap by any car, the time for that car will automatically begin the moment the first car has completed a lap.
- 1.4.9 All main finals must use a staggered or inline grid start of 10 rows with a minimum of one metre spacing between the cars front. Grid positions must be clearly marked. No chalk is to be used on the track racing surface.

### EXAMPLE

---

1                      3                      5                      7                      9

## SECTION 1: Sanctioned Electric Race Meeting Format

2 4 6 8 10

---

0m 1m 2m 3m 4m 5m 6m 7m 8m 9m

---

1.4.10 Any race stopped due to race equipment malfunction or official's error will be re-run after a suitable delay.

### 1.5 Marshalling

1.5.1 Marshalling shall be provided by the racers following their heat or final. The Race Organisers will provide 2 designated fill-in marshals to cover unforeseen eventualities. After each heat the participants in that heat will place their cars into impound and assume assigned marshalling positions for the following heat. No other person is allowed on the track (except officials) while the race is in progress.

1.5.2 When there is a break, staggering of heats or a change in the running order of heats, any driver that is responsible for marshalling will be properly notified either in person or through States delegate.

1.5.3 Marshals will be called one minute prior to the start of each race.

**Notification of a substitute marshal shall be made to the race director prior to the one-minute warning.**

1.5.4 Failure to Marshall or leaving a marshalling position before a race is completed will result in a 1-lap penalty from your best qualifying or final race time.

### 1.6 Final Results

1.6.1 Results of each sub-final will be review by the officials and then posted upon completion of the final

1.6.2 Results of the A-Finals will be review by AARCMCC officials and then posted following completion of each final.

1.6.3 As soon as the AARCMCC officials have reviewed the results of the three A Finals and verified such results the official finishing positions and points will be announced and the winners will be presented on the podium.

1.6.4 Awards and complete introduction of competitors and their final placing will be at the Awards' Presentation following the finals.

### 1.7 TRANSMITTER IMPOUND

1.7.1 It is recommended a transmitter impound be used, all transmitters must be placed in impound upon arrival at track. Transmitters will be furnished to each competitor after completion of technical inspection, prior to their heat.

1.7.2 All transmitters must be returned to impound following their heat.

1.7.3 Transmitters in the pit areas or areas other than the drivers stand and the impound, during official competition hours will cause disqualification.

### 1.8.0 LAP COUNTING AND TIMING

1.8.1 Under no circumstances should a timekeeper use unfamiliar, new or recently updated lap counting programs or hardware. The timekeeper, program and hardware must have at least 3 months of use running race meetings prior to the commencement of an AARCMCC sanctioned event

1.8.2 Automatic lap counting must provide cumulative and split times.

1.8.3 AMB lap counting system (preferably AMBrc) or AARCMCC approved equivalent must be used. (Alleycat, SlyFox, Racetimer etc.)

1.8.4 If both the primary and back-up lap counting system fails during a qualifying heat, the heat will be re-run as soon as practical. Under no circumstances will any lap score or time other than those from the official timekeeping equipment be accepted.

### 1.9.0 PROTESTS

1.9.1 Lap count checking

This need not be written and does not need a deposit. The Driver/Team Manager/State Delegate will, within ten minutes of the display of the results, show to the race direction officials the time lap sheet involved (the one displayed by the officials) and will indicate where he thinks an error has been made. This must be shown to the Race Director or scoring official. If the request is justified, correction will be made immediately. The race official will advise in writing the result of his finding and the time will

## SECTION 1: Sanctioned Electric Race Meeting Format

be noted. After the checking, if the Driver/Team manager/State Delegate persists, he may then submit a written protest along with a AUS\$50 protest fee. The request will then be processed as a formal protest.

- 1.9.2 The protest must be presented within ten minutes after the display of the results or the occasion it concerns, in writing and with a AUS\$50 protest fee. Protest must be in English. The time of the display will be written on the result sheets and protests must be made within ten minutes of that time. The protest fee is forfeited if the protest is not upheld, and returned if justified. The protest may be given to the Race Director or to an AARCMCC official. Protests are processed by the Race Director and if necessary the State Jury. Appeals against the Race Director's decision may be made to AARCMCC. AARCMCC is obliged to handle such an appeal.

### 1.10 Display of Results

- 1.10.1 At the end of each heat and final, and after official review, the results will be displayed for the competitors for checking and information.
- 1.10.2 The result sheet will include lap times and finishing positions. The display sheet will also display the official time of posting.

### 1.11 CAR NUMBERS AND LAP COUNTING TRANSMITTERS

- 1.11.1 Only the numbers supplied by the organizer will be used on the car. Numbers must be clearly displayed with sufficient number background and visual position so the race referees can identify cars from most positions around the track. Any car found to not have incorrect numbers, sufficient number background, or in poor visual position can be removed from the race by the race director /referee's. Drivers are to follow the race director/referee's instruction to move numbers if deemed not visible.
- 1.11.2 Each competitor is responsible for securely attaching the lap counting transponder to his car. In the case of a transponder falling off a car due to its attachment, it will not be counted. Drivers will be warned of a low signal from their personal transponders. Once a warning is issued, the timekeeper will not be responsible for any timing issues till the driver resolves the problem.
- 1.11.3 During qualifying any car starting without a transponder will not be counted. If, during a heat, a non-personal transponder fails, the car will be counted and timed manually if possible. In this case the Race Director will verify the results and his decision will be final.
- 1.11.4 During the final(s) all cars must have transponder securely attached at the start of the race. In the event of the failure of a non-personal transponder, the car will be manually counted were possible.
- 1.11.5 Under no circumstances will a heat or final be re-run due to a car not having a transponder or failure of such. This also applies to a car having an incorrect number.

### 1.12 FREQUENCIES

- 1.12.1 Only fixed frequencies to be allowed, with the exception of 2.4GHz spectrum hopping radios.
- 1.12.2 In the case of two or more drivers qualifying for the same final with the same frequency, the higher placed driver can retain his frequency and the lower placed driver(s) must change.
- 1.12.3 For the World Championship Final all frequencies of the finalists will be known only to the Race Director and Technical Inspector.
- 1.12.4 The lower placed driver who will not or cannot change will not take part in their final for which they qualified.
- 1.12.5 If a driver must change his frequency before the start of a final due to an error by the organization, he will be allowed ten minutes. If the driver has found his radio defective or has made an error in the selection of his frequency at the start of a heat or final, the race will not be delayed. The Race Director may delay the start, due to radio for a frequency inspection.
- 1.12.6 Anyone on other than assigned frequency will not be allowed to start the final or heat.

### 1.13 Penalties and Sanctions

Black flag (stop/go penalty or removal of car from track) may be issued for the following reasons:

- a. Drivers who impede the progress of other drivers.
- b. Un-sportsmanlike driving.
- c. Participants driving in a manner deemed to be dangerous.
- d. Vehicles judged to be in undriveable or dangerous condition by the Race Director. These vehicles after being repaired may be allowed to re-enter the track after permission by Race Officials.
- e. Vehicles losing their body must immediately leave the track and carry out necessary repairs before re-entering the track.

## SECTION 1: Sanctioned Electric Race Meeting Format

- f. Any illegal modifications or changes made to the vehicle, which is found during technical inspection at the start or end of a heat, or final will automatically cause disqualification.
- g. Any vehicle which, by the fault of another driver or Marshall etc, is damaged or obstructed during a heat or final, will not, under any circumstances, be allowed to re-run in another heat.
- h. All participants must strictly observe the instructions and warnings by the Race Director and Referees.
- i. The bad behaviour and/or deportment of any competitor, even outside an official race meeting, which could injure the promotion of the sport, may become the object of an official National or International Sanction.

### 1.14 Pit Allocation

- 1.14.1 For a sanctioned events, it is recommended that undercover pit area be provided for competitors including tables and chairs. This undercover pit can take the form of a tent or tents etc.
- 1.14.2 It is highly recommended that all drivers pit together in this/these undercover areas. Drivers pitting in personal tents/sit sheds etc. should be discouraged.
- 1.14.3 240v power must be readily available for all competitors.

## Section 2 Officials

### 2.1 Race Director

- 2.1.1 The Race Director is under the direct authority of AARCMCC and must be approved by AARCMCC.
- 2.1.2 The Race Director within the schedule of the event is responsible for ensuring that the various tasks under his responsibility are correctly done. These include the following:-
  - a. Time keeping
  - b. Starts
  - c. Marshalling
  - d. Display of results
  - e. Announcements
  - f. Technical inspection
  - g. Frequency control.
- 2.1.3 Receive any protests and call the state Jury, if necessary.
- 2.1.4 Make urgent decisions for safety or unforeseen situations.

### 2.2 Time Keeping Supervisor

- 2.2.1 The Time Keeping Supervisor is responsible for recording all laps, times, and results of all drivers in all heats and finals. He is responsible for classifying the results and setting up the mains. The Race Director must verify this classification and selection.
- 2.2.2 After the end of all heats and sub-finals the supervisor will review the results before displaying.
- 2.2.3 In the case of a request for checking results, the Time Keeping Supervisor, along with the Race Director, will check the questioned result and make a decision.

### 2.3 Referees

- 2.3.1 **Two referees (2)** must be on duty at all times for National events. One (1) referee is acceptable for State title events. They must be unbiased and experienced persons with a good knowledge of the current AARCMCC rules. They must have driving experience in electric on and off-road racing.
- 2.3.2 The main task of the Referees is to observe the racing and in particular the good sportsmanship during the racing. They will ensure that everybody observes the correct rules.
- 2.3.3 The State Jury may call the Referees for information when the Race Director calls a meeting.
- 2.3.4 Referees may not be participants in the event or serve in any other official capacity.

### 2.4 REFEREES DUTIES

- 2.4.1 At all times during the qualifying heats and finals, the Referees present will be watching and observing the racing from start to finish.
- 2.4.2 A Referee may issue warnings and instructions. A Referee may take action after an initial warning but in all cases a maximum of three warnings means automatic disqualification from the event. Any appeal against the Referee's decision must be made to the State Jury accompanied by protest fee.
- 2.4.3 A Referee will be responsible to ensure that no race is allowed to start without all marshals in position.

## **SECTION 1: Sanctioned Electric Race Meeting Format**

### **REFEREE GUIDELINES REGARDING OFFENCES AND WARNINGS:**

1. Bad sportsmanship during the race, i.e.: impeding the progress of other participants, deliberate slowing down or waiting for another car with the intent of impeding or hitting another car, deliberate crashing with another car, deliberate corner cutting, and reckless driving.
2. Unsportsmanlike conduct and behaviour of drivers and mechanics involved in the racing.
3. Mechanics going on to the track during the race.
4. Any combination of three warnings will cause disqualification.

### **INSTRUCTIONS:**

1. Cars that do not conform to the regulations before the start or during the race (example: loss of body).
2. Cars that are undriveable or in dangerous condition due to damage or malfunction of the car.
3. Starting procedure, writing down early starts and reporting them to the Time Keeper. (Time Keeper and Starter are responsible for starting penalties.)
4. It is not the responsibility or duty of the Referees to check if the cars conform to the technical specifications. This is the responsibility of the Technical Inspectors.
5. All warnings and instructions will be announced by the Referee using a microphone linked direct to a speaker mounted on the drivers stand.
6. Each participant must be able to understand and recognize the words WARNING and INSTRUCTION.

### **2.5 REFEREES AUTHORITY**

- 2.5.1 The Referee issues warnings, stop-go penalties and ultimately may issue a black flag (disqualification) if necessary or when his warnings are not effective.
- 2.5.2 The Referee's will keep a record of the announced warnings and instructions. Repeated warnings (3) will lead to disqualification from the competition. Instructions must be observed and obeyed immediately.
- 2.5.3 Reason for warning will be announced at time of issue. Further explanation, if required, will be given to the driver or Team Manager at the end of the race.
- 2.5.4 Under no circumstances may a warning or instruction by the Referees lead to an interruption of the race.
- 2.5.5 During the main event only, if two out of the three Referees agree, they will have the authority to black flag an entire team. If one member of that team is positively interfering with the racing of another car in that event.
- 2.5.6 Appeals to the decision of the Referees must be made in writing and presented to AARCMCC. The AARCMCC is not obligated to act on such a protest.

### **2.6 STATE JURY**

- 2.6.1 The State Jury consists of a nominated delegate from each State represented at the event. Each State will have a total of one vote. Clubs from each state will nominate a state delegate and inform the race director prior to the start of the race meeting.
- 2.6.2 The Chairman of the Jury is the Electric Section Head or his nominated delegate. The Race Director and Chairman are members of the State Jury but do not have a vote in the decisions. The Jury for opinions and explanations as deemed, may call the Referees if necessary. All decisions are by a simple majority vote. The Jury can request evidence and/or drivers presence pertaining to matters involved.

### **2.7 RESPONSIBILITY OF THE STATE JURY**

- 2.7.1 To decide in unforeseen situations.
- 2.7.2 To handle protests not covered by the Race Director's responsibility.
- 2.7.3 To change the race procedures or cancel the race whenever this is required due to safety aspects.
- 2.7.4 To see that the race is run according to the official AARCMCC rules.
- 2.7.5 To make the decision on interrupting or cancelling a race due to rain or other weather conditions.

## SECTION 1: Sanctioned Electric Race Meeting Format

2.7.6 State Jury members may not have dual duties of being a race official (other than Race Director) or Referee. Jury members may be participants in the event but must allow an auxiliary representative to serve in any protests that concerns the jury member as a participant.

**2.8.0 Provisional or Demonstration classes** can be applied for by a host club of a sanctioned event to be run in conjunction with a sanctioned event.  
Provisional or Demonstration classes are those being raced where the level of interest or participation does not warrant National Championship status.  
Rules may be provided for these classes, and they may be run at all levels, unless specifically prohibited. Cost controlled classes are authorized and encouraged.

2.8.1 Sanctioned classes will always have priority over additional classes, and any additional classes must yield to the sanctioned classes in the case of time delays.

2.8.2 It is the clubs responsibility that drivers from Provisional or Demonstration classes are capable to marshal a following sanctioned class to a high standard. If not, the club must supply marshals that are capable to carry out the duties of marshalling.