



I.C. On Road Section

GENERAL RULES

Effective 1 January 2023

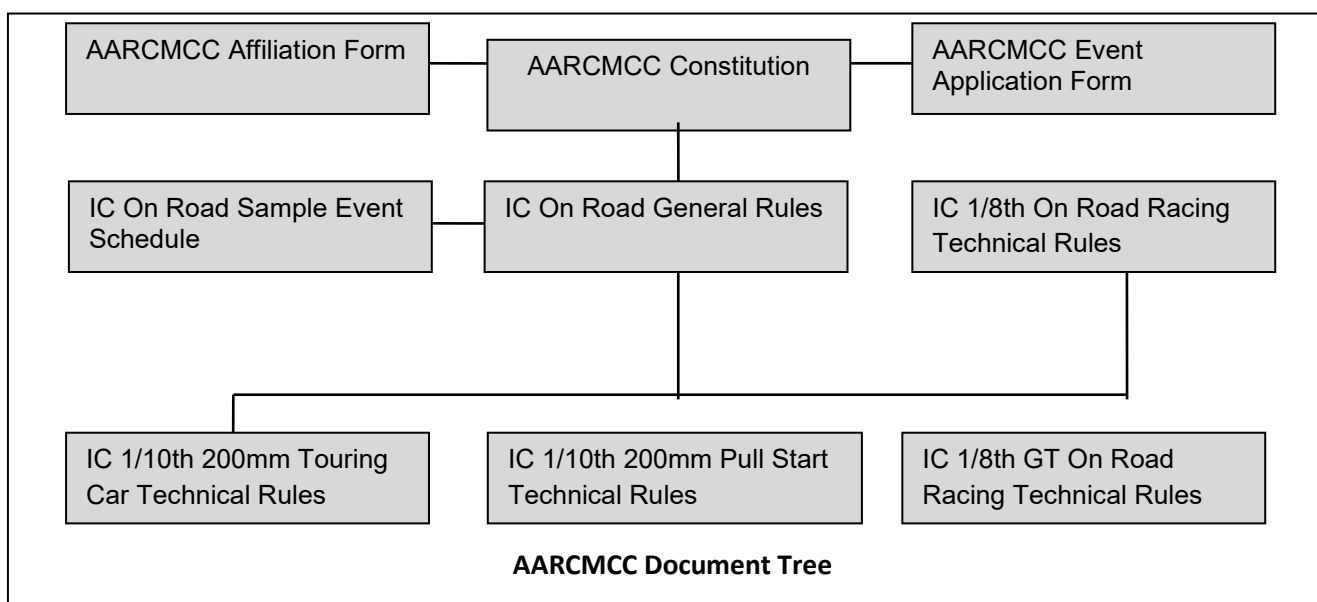
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1 GENERAL

1.1 Introduction

- 1.1.1 This document is the AARCMCC IC On Road General Rules, which documents the requirements and procedures to host, or compete in, an AARCMCC IC On Road State or National Championship.
- 1.1.2 Clubs hosting an AARCMCC IC On Road Championship must be able to meet the requirements and guidelines within this document.
- 1.1.3 Competitors in an AARCMCC IC On Road Championship must follow and abide by the rules and guidelines within this document.
- 1.1.4 This document must be read in conjunction with the following AARCMCC documents;
- AARCMCC General Rules
 - AARCMCC IC On Road Technical Rules for each class
 - AARCMCC Code of Conduct
 - AARCMCC Event Application Form
 - AARCMCC IC On Road Sample Event Schedules
- 1.1.5 The purpose of an AARCMCC IC On Road State or National Championship is to obtain a Championship result to recognise State and National Champions.
- 1.1.6 This document is not a substitute or replacement for relevant local, state or national government or legal regulations.



1.2 Host 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.

1.3 Competitor Responsibilities

- 1.3.1 The competitor fully accepts that they will act responsibly, in a sportsmanlike manner, within the rules, and abide by the AARCMCC code of conduct, of the Championship.
- 1.3.2 The competitor fully accepts that penalties, including disqualification and possible sanctioning from future State, National and International Championships may arise from breaches of the rules.
- 1.3.3 The competitor is responsible for ensuring that they are a current financial member of an AARCMCC IC affiliated club.

1.4 Safety

- 1.4.1 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.
- 1.4.2 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.
- 1.4.3 First Aid
 - 1.4.3.1 It is recommended that a qualified First-aid Officer is present throughout the Championship including practice.
 - 1.4.3.2 A current and suitable first aid kit must be available, and its location clearly marked throughout the Championship including practice.
- 1.4.4 Marshals
 - 1.4.4.1 Marshals must be adequately protected from being hit by cars whilst at their marshalling location.
 - 1.4.4.2 Marshals must be provided with a fluorescent safety vest or similar item to aid being seen whilst in the track area.
 - 1.4.4.3 Marshals must always put their safety first.
 - 1.4.4.4 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.
- 1.4.5 Access for emergency services must be always available to all areas.
- 1.4.6 Suitable fire extinguishers must be always available in areas around the track such as pit lane, the pits, technical inspection, and other areas identified by the host club.
- 1.4.7 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.
- 1.4.8 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.
- 1.4.9 All personnel within the enclosed track area must wear fully enclosed shoes. Thongs, sandals, slippers etc are not allowed.
- 1.4.10 Under no circumstances are engines to be run in an enclosed space or building.
- 1.4.11 Where extension leads are used, the host club must follow relevant electrical safety procedures as applicable in that State.
- 1.4.12 Host clubs must be adequately insured. Host clubs must have public liability insurance of not less than \$A10 million or a higher amount as determined by individual club requirements. Clubs should obtain expert advice to determine their insurance requirements.
- 1.4.13 Smoking is not allowed within the enclosed track area, driver's stand, race control, pit lane, pit areas nor any other areas identified by the host club. Any designated smoking areas must comply with relevant state government legislation.
- 1.4.14 Whilst the racing is progress, the consumption of alcohol or illegal substances by competitors, mechanics and officials will not be tolerated.
- 1.4.15 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.

1.5 Rule Changes

- 1.5.1 Proposals for changes to AARCMCC IC On Road General Rules 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).
- 1.5.2 AARCMCC may submit rule changes where changes are made to relevant IFMAR rules.
- 1.5.3 AARCMCC reserves the right to review any proposal to ensure its intent, legitimacy, and applicability. In these cases, AARCMCC will consult with the proposing club before deciding to proceed with the proposal.
- 1.5.4 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.
- 1.5.5 Clubs will be given a minimum 1 month (28 days) to return vote material, either by mail or email.
- 1.5.6 Rule changes are approved by a majority favourable return vote of all eligible Clubs.

1.6 Championship Calendar

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

State	Time Of Year
Victoria	2nd Weekend of February
South Australia	4th Weekend of March
New South Wales	2nd Weekend of June
Queensland	1st Weekend of August
National titles	3rd Weekend of November

1.7 Finances

- 1.7.1 The host club must price the entry fee appropriately.
- 1.7.2 The host club once selected is fully and totally responsible for all finances and funding for the Championship.
- 1.7.3 The entry fee for subsequent classes should be less than the initial entry fee.

1.8 National Ranking

- 1.8.1 The AARCMCC IC On Road State and National Championships are used to award points to competitors for national ranking for Championship qualifying grid seeding and for nominations for IFMAR World Championship events.
- 1.8.2 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.
- 1.8.3 Ranking of competitors will be the lowest number of points accumulated over four lowest points Championships over a two-year period.
- 1.8.4 For competitor nominations to IFMAR World Championship events, the cut-off date for competitor ranking will be the end of the preceding year for which the IFMAR World Championship event is being held.
- 1.8.5 Qualifying Points are awarded based on the competitor's final qualifying position divided by two.

Qualifying Position Points Allocation							
Qualifying Position	Points	Qualifying Position	Points	Qualifying Position	Points	Qualifying Position	Points
1	0.5	11	5.5	21	10.5	31	15.5
2	1.0	12	6.0	22	11.0	32	16.0
3	1.5	13	6.5	23	11.5	33	16.5
4	2.0	14	7.0	24	12.0	34	17.0
5	2.5	15	7.5	25	12.5	35	17.5
6	3.0	16	8.0	26	13.0	36	18.0
7	3.5	17	8.5	27	13.5	37	18.5
8	4.0	18	9.0	28	14.0	38	19.0
9	4.5	19	9.5	29	14.5	39	19.5
10	5.0	20	10.0	30	15.0	etc	etc

1.8.6 Final Points are awarded based on the competitor's final finishing position.

Final Points Allocation							
Final Position	Points	Final Position	Points	Final Position	Points	Final Position	Points
1	1	11	11	21	21	31	31
2	2	12	12	22	22	32	32
3	3	13	13	23	23	33	33
4	4	14	14	24	24	34	34
5	5	15	15	25	25	35	35
6	6	16	16	26	26	36	36
7	7	17	17	27	27	37	37
8	8	18	18	28	28	38	38
9	9	19	19	29	29	39	39
10	10	20	20	30	30	etc	etc

1.8.7 Points will not be reallocated to lower placed competitors when international competitors compete in the same championship.

1.8.8 Championship classes with less than 8 competitors posting a counted qualifying and final result will not be counted.

1.8.9 Points awarded for a State Championship class with 16 or more competitors, or a National Championship class with less than 16 competitors, will be based on the competitor's total points.

$$\text{Points awarded} = (\text{Qualifying Position} / 2) + \text{Final Position}$$

1.8.10 National Championship classes with 16 or more competitors will have the total points divided by two.

$$\text{Points awarded} = (\text{Qualifying Position} / 2) + \text{Final Position} / 2$$

1.8.11 State Championship classes with less than 16 competitors will have the points multiplied by two.

$$\text{Points awarded} = (\text{Qualifying Position} / 2) + \text{Final Position} \times 2$$

2 CHAMPIONSHIP SCHEDULE

2.1 State Championship Schedule

- 2.1.1 State Championships should be run over a period of 2 racing days.
2.1.2 No allowance will be made for an additional rain day.

2.2 National Championship Schedule

- 2.2.1 National Championships should be run over a period of 3 to 4 racing days. Dependant on the number of competitors.
2.2.2 No allowance will be made for an additional rain day.

2.3 Championship Classes

- 2.3.1 The following AARCMCC defined classes must be available for AARCMCC IC On Road Championships.
- IC 1/8th On Road
 - IC 1/10th 200mm Touring Car
 - IC 1/8th IC Powered 4WD GT
 - Optional - IC 1/10th 200mm Pull Start Touring Car
- 2.3.2 An AARCMCC IC On Road State Championship will consist of a maximum of 120 competitors.
2.3.3 An AARCMCC IC On Road National Championship will consist of a maximum of 150 competitors.
2.3.4 The minimum number of entries in a class is 8 to be recognised as a championship class. Classes with less than 8 entries may be run at the discretion of the host club.
2.3.5 Cross entering between IC 1/10th 200mm Touring Car and 1/10th 200mm Pull Start Touring Car is at the discretion of the host Club.

2.4 Championship Application

- 2.4.1 An application to host an AARCMCC Championship must be submitted to the AARCMCC Secretary on the AARCMCC Event Application Form by 1st October in the preceding year.
2.4.2 Applications will be reviewed, and applicants will be notified on the status of their application. The AARCMCC National Calendar will be updated and published. States and Sections not applying by the closing date will be allocated a date for clubs in that State to apply for.
2.4.3 An event deposit of \$300, comprising \$250 bond and \$50 fee, will be payable with the Event Application by all applicants. The deposit will be returned in full to unsuccessful applicants. The event bond, to the value of \$250, may be used by AARCMCC to address critical issues effecting a championship event. Any outstanding balance of the event bond, to a maximum value of \$250, will be refunded to the host club after the conclusion of the event. The preferred payment method is via direct deposit / EFT.
2.4.4 Each State may host an AARCMCC IC On Road State Championship once per calendar year.
2.4.5 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, ACT. Planned rotation is as follows (subject to change and application);

AARCMCC IC On Road National Championship Rotation			
2022	New South Wales	2023	Victoria
2024	South Australia	2025	Queensland

- 2.4.6 A copy of the host's Public Liability Insurance Certificate of Currency as per 1.4.12 must be enclosed with the Event Application Form.
2.4.7 Once a host club has been sanctioned to host an AARCMCC IC On Road National or State Championship, that host is fully responsible for the promotion, organisation, and management of that Championship.

- 2.4.8 When hosting a National Championship, the host club should have held an AARCMCC sanctioned championship in the twelve months prior to start of the National Championship. The purpose of this is to test that the host club is ready to host a National Championship. This championship does not need to be the same classes or section. The host club cannot assume that sanctioning of a National Championship automatically guarantees sanctioning of a similar State Championship in the proceeding twelve months.

2.5 Championship Entry

- 2.5.1 Entry into an AARCMCC IC On Road Championship is open to current financial members of AARCMCC IC affiliated clubs.
- 2.5.2 International competitors are welcome to enter AARCMCC Championships, however they must be members of organisations who are affiliated with IFMAR.
- 2.5.3 Draft entry forms need to be submitted and approved by AARCMCC a minimum of 4 months before the start of the Championship.
- 2.5.4 All AARCMCC IC On Road sanctioned championships 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.
- 2.5.5 Entry forms and electronic media announcements need to include information about the event such as Championship dates, practice dates, location, host club, entry fees, classes offered, accommodation, specific venue rules, event to be possibly run under artificial lighting, Track preparation being supplied, 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.
- 2.5.6 Entry forms for State Championships need to be publicly available at least 2 months prior to the Championship.
- 2.5.7 Entry forms for National Championships need to be publicly available at least 3 months prior to the Championship.
- 2.5.8 The closing date for State Championships is the third Sunday prior to the start of the Championship.
- 2.5.9 The closing date for National Championships is the fourth Sunday prior to the start of the Championship.
- 2.5.10 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.
- 2.5.11 Late entries may be offered by the host club; however, they are subject to availability and will be subject to an additional late fee.
- 2.5.12 Entry may be received by both mail and electronic means.
- 2.5.13 All entry forms and monies are to be returnable to the hosting club of the event.
- 2.5.14 Where a competitor withdraws from the Championship before the entry closing date, or the Championship has no remaining places, the competitor will be entitled to a full refund of any paid entry fee.
- 2.5.15 Competitors who withdraw from the championship after the closing date or who do not show up will not be entitled to a refund. It is at the host club's discretion to apply a refund in this situation.
- 2.5.16 A confirmation of entry must be sent, using mail or electronic means, to each competitor at least one week before the Championship starting date.
- 2.5.17 A 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.
- 2.5.18 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. The purpose of this is, where possible, to grade competitors into heats of similar abilities.

2.6 Competitor Registration

- 2.6.1 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.
- 2.6.2 Registration for competitors may be done at the same time as initial technical inspection.
- 2.6.3 Competitors must be registered before the start of the championship.
- 2.6.4 Competitors unable to meet this deadline may use a proxy to complete their registration.
- 2.6.5 The host club may authorise late competitor registration at its discretion.

2.7 Competitors and Members Meeting

- 2.7.1 A meeting of all competitors and financial members of all attending Clubs will be held prior to the start

of the Championship.

- 2.7.2 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 and deputy State Delegate for the duration of the Championship.
- 2.7.3 The State Delegate may be a competitor, or a financial member of a Club represented at the Championship.

2.8 Concourse

- 2.8.1 Concourse marks the start of the Championship and is held first.
- 2.8.2 Concourse is judged in one category per major class, i.e. best presented. There will be a minimum of one trophy awarded for each major class.
- 2.8.3 Cars and their body shell entered for concourse must be complete and ready to race, excluding car numbers. Body shells only are not eligible for concourse selection.
- 2.8.4 Cars and their body shell entered for concourse must participate and complete at least one recorded lap of a qualifying heat or final. When racing, the body entered for concourse must be correctly numbered.
- 2.8.5 Concourse judging is based upon the realism, presentation and workmanship of the presented chassis and body combination. The Concourse Judge should pay particular attention to the colour scheme, effects such as shading and blending, detail, accuracy, and authenticity of the body shell. Cars which are fully painted should be judged ahead of pre-painted or stickered bodies.
- 2.8.6 Cars must be complete and ready to race to be eligible for concourse judging.

2.9 Drivers' Briefing

- 2.9.1 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.
- 2.9.2 Additional driver's briefings are to be held at the Race Directors and State Jury's discretion.
- 2.9.3 All drivers must attend the driver's briefing.

2.10 Technical Inspection

- 2.10.1 Competitors or mechanics must present their car(s) with body, empty fuel tanks, a bottle containing fuel for each car and radio transmitters before the start of the Championships, ie prior to Concourse and the Driver's Brief.
- 2.10.2 Technical Inspection must be open with sufficient time before the start of the Championship to have all competitors' cars inspected to ensure they comply with the class Technical Rules in effect at the time of the Championship.

2.11 Practice

- 2.11.1 It is the host club's responsibility to supply electronic timing & results after the completion of each group run.
- 2.11.2 Track will no longer be closed for 7 days leading to a State or National event. The track can be used by the host club as they see fit until the start of the announced official practice days.
- 2.11.3 Practice for State Championships must be available for competitors from a minimum of 1 full day to a maximum of 2 full days immediately prior to the start of the event.
- 2.11.4 Practice for National Championships must be available for competitors from a minimum of 2 full days to a maximum 3 full days prior to the start of the event.
- 2.11.5 Classes should be separated into suitable sized groups for practice and given equivalent track time. Using the drivers best three consecutive laps throughout the course of practice will be used for drivers seeding for Qualifying.
- 2.11.6 Where excessive numbers of competitors are present, practice sessions should be limited to a suitable number of heat groupings, or a suitable number of cars on the track, or competitor positions available on the driver's stand.
- 2.11.7 The host club must provide practice under all illumination conditions.
- 2.11.8 It is optional for the host club to provide electronic timing of open practice.
- 2.11.9 Marshals are not provided or used during open practice. Mechanics should safely marshal their driver's cars during open practice.

2.12 Controlled Practice

- 2.12.1 Competitors in the same heat will have a single 5 minute-controlled practice session prior to the start

of the first round of qualifying heats.

- 2.12.2 Competitors, Timekeeper 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.
- 2.12.3 Results from controlled practice should be displayed on the results board.

2.13 Qualifying Heats

- 2.13.1 There will be a minimum of four and maximum of six qualifying rounds, with a duration of 7 minutes depending on number of drivers and time available. Qualifying must be conducted under suitable track illumination to provide safety for Drivers, Marshals, Mechanics, and all officials.
- 2.13.2 A minimum of 2 out of the total of the four 4 or six 6 rounds of qualifying must be completed to obtain a qualifying result.
- 2.13.3 All Qualifying Heats must be run on a dry track.
- 2.13.4 All qualifying heats in a Championship must be of the same duration in each round, drivers will score points based on the laps and times achieved. The number of points awarded to the best driver will be equal to 0, second position 2 points, 3rd position 3 points etc. Up to last position one by one.
- 2.13.5 In every round, in case of a tie, the points will be equally awarded to each driver, and the first driver not to tie, will receive one point less per tie.
- 2.13.6 For example:
 - 1st driver will score 0 points
 - 2nd driver will score 2 points
 - 3rd driver will score 3 points
 - 4th driver will score 4 points
 - 5th driver 7 laps, 10:01:00 will score 5 points TIE
 - 6th driver 7 laps, 10:01:00 will score 5 points TIE
 - 7th driver 7 laps, 10:01:00 will score 5 points TIE
 - 8th driver 7 laps, 10:10:00 will score 8 points

In case of a tie for the total result, only the counted times will be used and the driver with the fastest laps and time will win the tie, in case still the same, it will be the next fastest laps and time. A dropped round can NOT be used to settle a tied result.

Out of six (6) rounds, best 3 (3) point scores will be used for the classification's ranking.
Out of five (5) rounds, best 3 (3) will be used for the classification's ranking. Out of four/three (4/3) rounds, best two (2) will be used for the classification's ranking.
Out of two/one (2/1) rounds, best one (1) will be used for the classification's ranking.
If a driver does not start a heat, he receives 500 points. All drivers will be entitled to a sub-final.
- 2.13.7 Qualifying heats in a State Titles should be run at a duration of 7 minutes. **GT** Qualifying, heats 7 minutes duration, no refuelling, or 14 minutes with one time refuelling. This 7 minutes as minimum should also help avoid excessive engine tuning.
If the numbers of entries exceed the allocated time to successfully run the event, qualifying heats can be reduced to 4 minutes (excluding GT). Host clubs should announce this decision at latest 1 week prior to the start of the event. Host clubs should not add extra days to complete the event as first advertised, if entry numbers are larger than expected. Reducing qualifying times and qualifying rounds are the first steps to introduce into their race schedule to complete the event.
- 2.13.8 Qualifying heats in a National Championship will be 7 minutes in duration unless the Championship is weather affected.
- 2.13.9 Qualifying heats in a State or National Championship may be split across classes into different days.
- 2.13.10 A round of qualifying heats for each class must be completed under substantially similar conditions.
- 2.13.11 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.
- 2.13.12 Heats should be graded so that drivers of similar ability are placed in the same heats. If deemed necessary by race officials, competitors may be re-seeded for the remaining rounds of qualifying heats at the completion of Qualifying Round 2 of qualifying heats.

2.14 With the points received and Super Pole

TQ direct into the main final. The Super Pole winner also direct into final starting at No 2 on the final grid.

Super Pole consists of the drivers of Position 2 till 5 in the final ranking after the last Qualifying Round. Each driver will drive the 'super-pole' individually on the track.

Procedure for Superpole:

5 minutes warm up for all participants together to get tires down and set.

Everybody back to the pitlane / staging area

Then, one by one 3 minutes warm up for each driver with flying start system, followed by 6 consecutive laps.

(Remark: when warm up time is over and driver cross the starting line, he can only enter in the pits for adjustment of the engine). If any mistake stops or brake the car, this driver lost the rest of time or laps.

The 'superpole' running order will be 5, 4, 3, 2. The driver that scores the fastest lap will also move up straight to the 'Main' Final and take the second position on the starting grid.

All Super Pole drivers to use controlled tires, used or a new set from your bag/box. This is a condition of entry to Super-Pole

Track conditions must be the same for all drivers, if necessary, track must be swept clean. The 'super-pole' running order will be 5, 4, 3, 2.

The other drivers from the 'super-pole' will start in the semi-finals as per qualifying ranking. For the remaining 8 places in the final top 3 of the semis and 2 remaining best times. Grid positions 3 till 10 based on lap/times from both semies. TQ and Super pole winner will get track time after the quarter finals, 20 minutes total.

When racing conditions are different (WEATHER...), (see also 2.10.9) in the two semifinals, the best 4 of each semi-final move up to the main final. In different weather or racing circumstances it will be number 1 from the A semi-final who gets the number 3 and the number 1 from the B semi-final who gets the number 4 etc.

After the practice from the TQ and winner from the Superpole both cars will go into Parc Ferme at technical inspection.

After the first semi-final all cars will be put in Parc Fermé in technical inspection and they will be released after completion of the technical inspection of the 2nd semi-final. This will give all drivers that proceed to the final equal time for preparation.

2.16 Finals

- 2.16.1 All finals consist of a maximum of ten competitors.
Finals for GT depending on track layout may consist of 10 or 12 drivers.
- 2.16.2 Lower finals that fully comprise competitors who have not recorded a qualifying result, or are not present at the Championship, need not be run.
- 2.16.3 **.1**
For classes with more than 16 competitors Christmas Tree finals will be used. See appendix for Christmas Tree details. The top qualifier will automatically be placed into positions 1, Super Pole Winner will fill position 2 of the main final. Where the racing conditions in both 1/2 finals are considered the same, the remaining 8 positions will be filled by the top three finishers in each 1/2 final followed by the next 2 fastest finishers from the combined 1/2 finals.
- .2**
GT using a 12-competitor final will be as follows. The top qualifier will automatically be placed into positions 1, Super Pole Winner will fill position 2 of the main final. Where the racing conditions in both 1/2 finals are considered the same, the remaining 10 positions will be filled by the top four finishers in each 1/2 final followed by the next 2 fastest finishers from the combined 1/2 finals.
- 2.16.4 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.
- 2.16.5 For classes with more than 10 and less than 16 competitors, AB finals may be used. In this case the top 6 positions will seed into the A final, with the remaining 4 positions being filled by places 1 through 4 from the B final.
- 2.16.6 The duration of each final shall be as follows.

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

- 2.16.7 During all GT finals no refueling before the first 7-minute mark. (As per IFMAR Technical rules for GT "Race Format")

2.17 Trophy Presentation

- 2.17.1 A trophy presentation will be held at the conclusion of the Championship, after official results have been posted and any protest time has passed.
- 2.17.2 The trophy presentation may take place at an alternative location.
- 2.17.3 As a minimum, the following trophies must be awarded for State Championships, Concourse for each racing class.
Top Qualifier for each qualifying class
Top 10 finishing positions for each class
- 2.17.4 As a minimum, the following trophies must be awarded for National Championships
Concourse for each racing class
Top Qualifier for each qualifying class
Top 24 finishing positions for each class
- 2.17.5 Drivers in the main final must receive trophies larger than those in the lower finals.

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 (windscreen or bonnet or bumper), one on the right side and one on the left side.
- 3.1.5 Car numbers may change during the qualifying heats should a driver re-grade be necessary. 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 - No longer in use

- 3.3.1 With 99% of the drivers using 2.4GHz DSM/DSS systems, NO radio impound is needed: HOW EVER,
- 3.3.2 Radio's may only be switched on for drivers that have to run their heat or final and the group that warms-up the engine and is to run the next heat or final. All other Radios must remain switched off in the paddock area, except when maintenance or adjustments are required
- 3.3.3 At any time the race director can change this decision to implement a radio impound if they receive complaints about radio problems from at least 3 State Delegates and they feel the request is valid and is required for safety.
- 3.3.4 No delays or protests will be accepted due to radios not being impounded.
- 3.3.5 Drivers who come from the rostrum must give their radio to their mechanics before going to their Marshall position. Not obeying these simple rules can cause a penalty

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	27.195	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	40.955					

2.4GHz DSM/DSS. Eg Nomadio, Spektrum, Futaba FASST

- 3.4.2 Drivers choosing to operate on any of the above frequencies are responsible to ensure no radio interference between themselves and other competing drivers also using above available frequencies. 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, Timekeeper, 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. Suitable working computers 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 each round of qualifying heats or finals.
- 3.5.2 Significant stops (refuelling, tyre changes, crashes, etc.) may be noted by the Timekeeper, Referee or Race Director, with times of stop and restart. This record may 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, that heat will be rerun at the conclusion of that round of qualifying heats.
- 3.5.5 If both the primary and support lap counting systems fail during a final, should no result be known, that final will be rerun once the timing system is operational, and a suitable allowance given to competitors to prepare their cars. In all other cases, the wet weather finals procedure will be used.
- 3.5.6 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 manufacturers and host club's instructions.
- 3.6.2 Every competitor must provide their own AMB compatible personal transponder or AMB compatible club transponder.
- 3.6.3 At the discretion of the host club, a limited number of club transponders may be provided 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 nor any race official has any responsibility to that competitor should that competitor fail to return their transponder for charging. Where these transponders are provided, the host club must provide them free of charge. A deposit of the replacement value for the transponder may be demanded. If a competitor by any reason damages destroys or does not return a loan transponder, they forfeit all of part of their deposit.
- 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 competitor must ensure that their transponder belongs to the marked chassis.
- 3.6.6 Each competitor is responsible for attaching the lap counting transponder to their car.
- 3.6.7 During qualifying, any car starting without a lap counting transponder will not be counted.
- 3.6.8 If a lap counting transponder fails or falls off during 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.
- 3.6.9 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.
- 3.6.10 Where two competitors have the same transponder number, the competitor who has the original manufactured transponder will be required to change to a different transponder number. When neither competitor has an original manufactured transponder, the competitor with a later Championship entry must change to a different transponder number.

3.7 Display and Distribution of Results

- 3.7.1 The results of each 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.

3.7.4 The time of display of the result will be written on the result sheet.

3.8 Public Address System

3.8.1 A public address (PA) system must be available for use by the Race Director and Referee for announcements. It is preferable to have a PA system that supports two independent channels, one channel for Competitors and Mechanics in the pit lane and driver's stand, and a second channel for the pit and general areas.

3.8.2 Announcements must be audible in the driver's stand, pit lane and pit areas.

3.8.3 Where a single PA system is used, announcements for non-competitors must be restricted to times when drivers are not competing on the track.

3.9 Wireless Communications

3.9.1 Wireless communication is allowed between driver and pit crew, only while the driver is allowed to be on the drivers stand, and by race officials to manage the event.

3.9.2 All communication devices must conform to ACMA regulations.

3.9.3 Driver and pit crew must use a single earpiece or one-sided head set type that is not audible to others and does not reduce the ability to hear the race public address system.

3.9.4 Not allowed.

* Use of any designated emergency channel

* Any device that uses 27MHz, 40MHz or 2.4GHz channels

3.9.5 At any time, the Race Director has the right to test, decline or withdraw the use of all communication equipment without question.

3.9.6 Misuse of communication devices by competitors may result in severe penalties.

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 should 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 more than 15 seconds per lap.

4.3.2 The minimum track length is 200m. The recommended track length is 250-300m.

4.3.3 Course 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.

4.6 Driver's Stand

4.6.1 Minimum height of the driver's stand is 2.4m 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 must suitably provide for 10 drivers standing side by side. As a guide, 70-100cm should be provided for each driver.

4.6.4 The driver's stand must provide competitors with overhead protection from 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 fuelling 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 host build this area in a way that eliminates opportunities for contact with persons outside the controlled pit lane area.

4.9 Outer Barriers

- 4.9.1 Outer 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 outer 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 outer barriers should be at least 40cm away from the outer marking lines of the track.

4.10 Inner Barriers and Ripple Strips

- 4.10.1 Inside barriers must stop short-cutting of corners by cars.
- 4.10.2 Inside barriers should 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.
- 4.10.6 Ripple strips and inner barriers must contrast with the marking lines.

4.11 Track Surroundings

- 4.11.1 The inner and outer surroundings of the track must be 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 and spread such that less than 10 marshals can adequately marshal the entire track.
- 4.12.4 When a marshal location is at a less safe part of the track, such as a straight or a fast corner, the location must provide safe protection for the marshal.

4.13 Starting and Finishing Lines

- 4.13.1 A starting line must be painted across the track, preferably close to race control/time keeping.
- 4.13.2 A finishing line must be painted across the track at the same location of the lap counting sensing wire.
- 4.13.3 The driver's view of the starting line may not be obstructed by mechanics holding their cars or by the starter and starting equipment.
- 4.13.4 The starting line must be located more than 10.0m away from the first corner. Ten numbered divisions should be marked along the starting line with number 1 being closest to the driver's stand.
- 4.13.5 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 competitor's cars.

4.14 Le Mans Start

- 4.14.1 For 1/10th & 1/8th 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 For GT the "Le Mans" type starts, 10 numbered or 12 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 or 13th box of the same size and angle needs to be located 6.0m behind box number 10 or 12.
- 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 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 and finishing lines.

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 0.70m², eg 100cm x 70cm, 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 or waste fuel. It is not suitable to dispose of fuel by tipping or dumping fuel 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 should 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 Lane 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 should be positioned under the competitor's position on the driver's stand.
- 5.1.2 During qualifying heats, one mechanic is allowed per car.

5.2 General Starting Procedure

- 5.2.1 HEATS There should be a minimum 4-minute gap between the end of one heat and the start of the next. This gap must allow for drivers in the previous heat to exit the drivers stand, hand their transmitters to their mechanics before going to their Marshall position. Drivers in the next heat to take their places at the staging place and or bottom of drivers stand during the engine warm-up period.
- 5.2.2 An audible warning will be given in English language at one minute and the 30 seconds 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 boxes or pit lane after the starting signal in the following order (example for 10 cars):

Round 1	1	2	3	4	5	6	7	8	9	10
Round 2	3	4	5	6	7	8	9	10	1	2
Round 3	5	6	7	8	9	10	1	2	3	4
Round 4	7	8	9	10	1	2	3	4	5	6
Round 5	9	10	1	2	3	4	5	6	7	8
Round 6	10	9	8	7	6	5	4	3	2	1

Each car's individual official time will start when the car passes the timing system for the first time. When the first car completes the first lap, all official timing not yet activated will be started.

- 5.2.4 An audible warning will be given in English language at 1 minute and at 30 seconds.
- 5.2.5 From 30 seconds until 3 seconds the cars may be placed in the starting boxes. If a car is not in the starting box at the 3 second mark, it must start from the pitlane after all cars have started officially.
- 5.2.6 From 10 seconds until 3 seconds, time is counted down in English language, second by second.
- 5.2.7 At 5 seconds, the starter will lower the starting flag and at 3 seconds. the flag will be down, touching the ground. At this time, cars must be released by the mechanics who will all step back behind the hold line. The cars must remain entirely within the start boxes with no part of the car touching or overlapping any part of the lines forming the box.
- 5.2.8 From 3 seconds, the counting stops and the start signal will be given by the starter between 0 and 5 seconds. If the grid is not to the satisfaction of the starter, he may command a re-start, beginning the count down from 30 seconds
- 5.2.9 The official starting signal will be audible by means of a horn operated by the starter This signal will also start the timing systems.
- 5.2.10 Early starts - ALL FINALS ONLY.

Early starts (i.e., any car touching the starting line) will be penalised with a stop and go penalty. The duration of this stop and go penalty must be determined at the Team Managers' Meeting and depends on the lap times. This penalty is issued by the starting official or the time-keeping official and must be announced immediately after the start. The penalty will be marked on the result sheet

- 5.2.11 Under no circumstances will the race be stopped due to a jumped start.
- 5.2.12 Only the Race Director may interrupt the race and order a restart in the event that he considers the starting procedures, or the start were not carried out correctly.
- 5.2.13 DELAYED START - A ten (10) minute delay can be called only prior to the starter calling the cars to the starting line at the 30-second countdown announcement. Only participants of the quarter- finals, semi-finals or final may request a delay. One only delay will be granted for each final. The track will be closed to all cars. All engines will be shut off for the duration of the delay period. The driver requesting the delay for whatever reason, except an error in frequencies by Race Control, must start off the back of the grid as directed by race control. The start position will be up to but not more than six (6) metres/19.68 feet behind the last official grid position.

A 10-minute delay period can be reduced only if all drivers competing in the race are in full agreement. The race schedule start will resume from the two (2) minutes warm up countdown sequence.

5.1 Marshalling

- 5.1.1 Marshals must not place themselves in danger of being hit by a car on the track.
- 5.1.2 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 5.8.

- 5.1.3 Competitors will marshal the heat following their racing heat. Competitors in the final heat of a qualifying round will marshal the first heat of that qualifying round.
- 5.1.4 Competitors, or their designated substitute, must perform marshalling duties for qualifying heats and finals. It is the competitor's responsibility to ensure substitutes marshal from the correct marshalling location. Physically disabled drivers are not required to marshal.
- 5.1.5 Competitors, or their designated substitute, must marshal at the correct marshalling location, as per their corresponding car number. Failure to marshal at the correct location will incur a penalty.
- 5.1.6 The host club must provide marshals for vacant positions for which there are no available competitors.
- 5.1.7 All marshals must wear enclosed shoes and use the provided fluorescent jacket.
- 5.1.8 Marshals must return cars as close as possible to where they left the track.
- 5.1.9 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 to the next marshal. The marshal is not to cross the track and go directly to pit lane with a broken car.
- 5.1.10 Where multiple cars require marshalling, it is to be done on a first come first go basis.
- 5.1.11 Where multiple cars require marshalling that was caused by another car, the car that caused the problem will be marshalled last.

5.2 Technical Inspection

- 5.2.1 Initial technical inspection must be completed prior to the start of the championship for all competitor's cars. Cars that have not passed technical inspection will not be allowed on the track.
- 5.2.2 The car will be examined and, if the car conforms to the technical rules, the chassis will be marked.
Only cars which conform to class technical rules will be accepted for racing.
- 5.2.3 At any time, the Race Director may ask any competitor to present their cars to Technical Inspection.
- 5.2.4 Random inspection will occur in pit lane for car numbers, tyres, wings, chassis, and fuel.
- 5.2.5 No race will be delayed because of non-compliance by a competitor.
- 5.2.6 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 or have a technical infringement will be disqualified. Race damage to the body, wing or spoiler will be considered and marked on the competitor's scrutineering sheet. Should a replacement body have been fitted, both the original and the replacement bodies must be presented to Technical Inspection.
- 5.2.7 Cars in both semi-finals for a class progressing to the main final will be released from Technical Inspection at the same time.
- 5.2.8 All cars must be fitted with a clutch, a braking system, and a homologated exhaust pipe.
- 5.2.9 The engine and fuel tank may be checked at any time throughout the championship.
- 5.2.10 The volume of the fuel tank will include all fuel piping and filters up to the carburettor.
The following method of volume measurement will be used:
 - disconnect fuel lines at carburettor and exhaust pipe.
 - fill the fuel tank completely with fuel.
 - connect an air pump to the fuel line from the exhaust pipe.
 - prime the carburettor fuel line and pinch the fuel line at the end.
 - fill the fuel tank completely.
 - place the end of carburettor 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.
- 5.2.11 Fuel bottles and/or fuel guns containing the competitor's fuel must be submitted during and at the completion of each final by all competitors. For National Championships fuel samples will be taken, sealed, and submitted for chemical analysis.
- 5.2.12 Only one car per class per driver will be accepted.
- 5.2.13 The chassis plate of each car may be marked with the competitor's number.
- 5.2.14 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.

5.3 Wet Weather

- 5.3.1 No rain day will be used for both State and National Events.
- 5.3.2 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 7-minute qualifying heats to 4-minute qualifying heats. Other times between heats and qualification rounds may also be reduced.
- 5.3.3 During qualifying rounds, if wet weather, or a weather forecast, is going to cause a Championship to not achieve a qualifying or 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. The Race Director must intend to obtain a qualifying result with sufficient time remaining to run all final rounds and obtain a result.
- 5.3.4 In the event that wet 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 using the table below. Other times between final rounds, including Top Qualifier Practice, may also be reduced.

Final	State Championship		National Championship	
	Initial Revised Time	Minimum Time	Initial Revised Time	Minimum Time
Main Final	20 Minutes	15 Minutes	35 Minutes	20 Minutes
1/2 Final or B Final	15 Minutes	10 Minutes	25 Minutes	15 Minutes
1/4 Final	10 Minutes	5 Minutes	15 Minutes	10 Minutes
1/8 Final and Below	5 Minutes	5 Minutes	10 Minutes	5 Minutes

- 5.3.5 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.
- 5.3.6 If there are delays due to weather, rearrangements will be made as follows;

5.3.7 QUALIFYING HEATS.

- 5.3.7.1 All Qualifying Heats must be run on a dry track.
- 5.3.7.2 In case of the interruption of a single qualifying heat, that single heat will be re-run.
- 5.3.7.3 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.
- 5.3.7.4 If a round is halted due to weather, or other unforeseen circumstances, and cannot be completed, this round will not be counted until the remaining heats in that round can be completed.
- 5.3.7.5 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.

5.3.8 LOWER FINALS.

- 5.3.8.1 The lower finals up to the 1/2 finals will not be interrupted due to a wet track or rain.
- 5.3.8.2 The lower finals will be suspended should standing water form on the track surface.

5.3.9 SEMI FINALS and MAIN FINAL.

- 5.3.9.1 If the race is weather affected in the first 25% of the race, a total re-run will take place.
- 5.3.9.2 If the race is weather affected 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 placing. If the second start cannot be given for any reason, the results from the first part will be used as the final and definite placing. For National Championships, further delays cannot be called on a restart of a final in this case.
- 5.3.9.3 If 75% of the race has been run before the race is weather affected, the race is declared.
- 5.3.9.4 In the event of a semi-final being weather affected, or conditions being substantially different,

for example not run consecutively, night/day light, etc, the top three from each semi-final will advance to the final.

- 5.3.9.5 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.
- 5.3.9.6 For National Championships, if weather will cause the spare day to be used for the quarter finals, semi-finals, 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.

5.3.10 FINAL RESULTS

- 5.3.10.1 In the event of weather causing the Championship to fail to complete all scheduled qualifying rounds and finals, results will be calculated as follows.
- 5.3.10.2 If no finals have been completed results will fall to completed rounds of qualifying results.
- 5.3.10.3 Where final rounds have been completed without being weather effected, those final results will stand.
- 5.3.10.4 Final rounds that are weather affected and are unable to be completed will fall to qualifying results.

5.4 Controlled Fuel

The following rules will be used for AARCMCC IC On Road Championships that use Controlled Fuel.

- 5.4.1 A commercially available fuel containing methanol, oil/lubricant, and nitro methane of a percentage applicable to the technical rules for each competing championship class may be used for National or State Championships.
- 5.4.2 A controlled fuel proposal, accompanying the Event Application Form, may be made to AARCMCC by the host club to use controlled fuel. That proposal must include a minimum of three recommendations of fuel per class (manufacturer and brand name), the breakdown of each fuel type, the availability of the fuel outside of the track and the additional cost per class for competitors. The expected costs for the control fuel for 16% should be \$30-\$40 and 25% should be \$40 to \$60.
- 5.4.3 The fuel manufacturer who was selected to supply the fuel for the previous AARCMCC IC On-road Championship event is not eligible to supply fuel for the next ARCMCC IC On-road Championship event unless there are no other alternatives.
- 5.4.4 The controlled fuel provider is agreed upon by the AARCMCC IC Executive, in consultation with the host club. The final decision will be made three months before the event by AARCMCC.
- 5.4.5 The recommended types of fuel must be commercially available at the time of the recommendations.
The selected fuels must continue to be commercially available up until the commencement of the event.
- 5.4.6 A predetermined fuel cost for all entries will be added to each class entry fee to cover the additional cost of controlled fuel.
- 5.4.7 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.
- 5.4.8 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 pit lane area. This controlled fuel must be identical to the fuel sold to the competitors for the practice period.
- 5.4.9 The host club must provide a fuel disposal drum or similar at the entry of the controlled pit lane for mechanics to empty car fuel tanks and fuel guns prior to entry into the controlled pit lane. The host club must provide a Race Official to oversee the controlled pit lane for adherence to these rules.
- 5.4.10 The host club must provide a minimum of 35 x 500mL good quality identical fuel bottles for each fuel type used. The bottles must be clearly marked with the fuel type contained. During qualifying and finals
10 fuel bottles containing 500mL of fuel will be issued into the controlled pit lane, 10 bottles will be in
pit lane and the remaining 10 bottles being refilled and 5 spare bottles.
- 5.4.11 All mechanics and cars will be checked by a Race Official for compliance with the controlled fuel rules when entering the controlled pit lane, i.e., no fuel in car fuel tanks or fuel guns. The

car's fuel tank and, if used, fuel gun must be observed to be opened into the fuel disposal drum to ensure they are empty. Upon entering the controlled pit lane, mechanics will be allowed to retrieve a fuel bottle containing the controlled fuel from the fuel area.

- 5.4.12 Spare bottles of suitable fuel must be available in pit lane during finals for mechanics that require additional fuel. In the case the mechanic will swap their empty/low bottle of fuel for a full bottle of fuel.
- 5.4.13 At the completion of the qualifying heat or final, all fuel bottles must be returned to the fuel storage area.
- 5.4.14 At no time may fuel bottles, or containers of fuel be removed from the controlled pit area once official racing has commenced.
- 5.4.15 Any infringement of these rules by a mechanic or competitor or any associated person will cause that associated competitor to be disqualified from the event. Further punishment to be determined by AARCMCC, such as a ban from future national racing.

5.5 Engine Allowance

No Engine Limit Applies at both State and National Events.

5.6 Drivers Stand Access

- 5.6.1 Only drivers and race officials are allowed to access the driver's stand.
- 5.6.2 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 and the drivers have left the drivers stand.
- 5.6.3 Drivers in a finished qualifying heat or final must vacate the driver's stand in a timely manner at the completion of their qualifying heat or final.
- 5.6.4 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.

5.7 Official Race Announcements

- 5.7.1 All official announcements concerning the race must be audible in the English language in the pit area, drivers' stand and pit lane area.

6. RACING REGULATIONS

6.1 Protests

- 6.1.1 Protests must be submitted by individual competitors, in writing, to the Race Director via their State Delegate, with a deposit of \$100.
- 6.1.2 Where a protest occurs during a qualifying heat, the protest must be submitted on the same day within 20 minutes of the completion of the following qualifying heat or equivalent. The deposit is forfeited if the protest is not upheld, and the deposit is returned if the protest is justified or upheld.
- 6.1.3 Where a protest occurs during a final, the protest must be submitted at the earlier of; within 10 minutes of the completion of the following final or no later than 5 minutes before the start of the next final that the competitor is/was to compete in. The Race Director may suspend the proceedings at the completion of the final in progress by no more than 10 minutes to process the protest. During this suspension all cars competing in the suspended final must be present in pit lane and turned off. The deposit is forfeited, and the competitor will be required to start from pit lane if the protest is not upheld and the deposit is returned if the protest is justified or upheld.
- 6.1.4 Where a protest occurs involving a technical disqualification, the car and any fuel bottle, including fuel, must remain in, and not be removed from Technical Inspection until the protest has been resolved. Any protest involving a technical disqualification will be void if the car has been removed from Technical Inspection.
- 6.1.5 Protests are processed by the Race Director. If the outcome of the protest is not able to be determined, the Race Director will elevate the protest to the State Jury in consultation with the Referee. If the outcome of the protest is not able to be determined by the State Jury, further consultation with AARCMCC may be sought.
- 6.1.6 No frivolous or vexatious protests will be entertained. If the Race Director determines that a protest is frivolous or vexatious or that the protester has acted in bad faith, they may impose a penalty.

- 6.1.7 Appeals against any protest decision made by the Race Director during the championship may be submitted by the protesting competitor to their 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 decision and findings of the State 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. They are submitted to the relevant State Delegate by the competitor. The competitor will show the State Delegate the result sheet in question and indicate where the competitor believes a mistake has been made.
- 6.2.2 The State Delegate will show to the Race Director or Timekeeper the result sheet in question and will indicate where they think an error has been made. The Race Director or Timekeeper 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 Race Director will approve the correction, and the result will be modified immediately. The Race Director or Timekeeper will advise the State Delegate of the result who will in turn advise the competitor. If the competitor persists with their request, they will have to present a written protest as per a normal protest.

6.3 Offences

- 6.3.1 Participants in the Championship agree to abide by the *AARCMCC Code of Conduct*, and must strictly observe instructions given by the Race Director, State Jury, Referee and other designated Race Officials.
- 6.3.2 An instruction is a direction issued by a Race Official to a particular competitor. All instructions will be announced in the English language with the words: "Car <Number> <Instruction>". For example, "Car 3. *Faster Car behind you*".
- 6.3.3 The Race Director and/or Referee will determine the issuing of warnings and the issuing of, and severity of, a penalty.
- 6.3.4 A warning will be given against a competitor when they have not followed an instruction, or the unsportsmanlike behaviour of competitors, mechanics or marshals involved in the racing. For competitors who continue to ignore instructions, subsequent warnings may include a penalty. For example, *Instruction* "Car 4. *Faster Car behind you*". Car 4 has not given way within a reasonable distance to the faster car. *Warning* "Car 4. *Warning. Faster car behind you*".
- 6.3.5 A penalty is given against a competitor when there has been a breach of the rules. All penalties will be announced in the English language with the words: "Car <Number> <Penalty><Reason>". For example, "Car 7. *Stop and go. Refuelling over pit lane.*"
- 6.3.6 A combination any three penalties or warnings during a single qualification heat or final will cause the competitor to be disqualified from that qualification heat or final.
- 6.3.7 A combination of any three technical or qualification heat or final disqualifications will cause the competitor to be disqualified from the championship. A competitor who has been disqualified from a championship will have their entire result removed from the record and will be placed last. The competitor involved may be subject to further State, National or International sanctions being imposed.
- 6.3.8 Physical violence against any other person or object at a championship, or any form of professional fouling by competitors or mechanics will result in the disqualification and ejection from the championship of that person and/or team. The person(s) and teams(s) involved may be subject to further State, National or International sanctions being imposed.
- 6.3.9 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 State, National or state or international sanction.

6.4 Penalties

- 6.4.1 The Race Director and/or Referee may impose penalties in addition to the guidance provided in these rules.
- 6.4.2 The stop and go penalty will be applied for minor racing breaches of the rules. Additional time in seconds may be added depending on the severity or repetition of the breach.
- 6.4.3 The penalised competitor must complete the penalty on the next possible lap after the penalty has been issued.

- 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 competitor's result.
- 6.4.5 The penalised car must come to a complete stop within the marked penalty box. The penalised car may leave the penalty box only after a Race Official has released the car. Failure to do so will result in further penalties.
- 6.4.6 Penalised cars are not allowed to be repaired or refuelled during a stop and go penalty.
- 6.4.7 Penalised cars that have more than a 3 second stop and go penalty applied may have the mechanic pick up and place the car at the penalty box. The mechanic must remain close to the penalty box.

6.4.8 Marshalling Penalties

- 6.4.8.1 Competitors, including their designated substitute, who are not in their marked marshalling location 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.

6.4.9 Mechanic Penalties

Penalties may be applied to the competitor against the competitor's mechanic as follows.

- 6.4.9.1 The mechanic must remain within the marked pit lane area and not go onto the track. Mechanics are not to retrieve cars that require marshalling and must wait for the marshals to return the car to the marked pit lane area.
- 6.4.9.2 No part of the mechanic may touch the track or pit lane track surface.
- 6.4.9.3 The mechanic may not refuel, restart, or repair the car beyond the marked pit lane line. Refuelling equipment is not to pass beyond the marked pit lane.
- 6.4.9.4 The mechanic may not place their competitor's car into the path of a car already travelling in pit lane.
- 6.4.9.5 Bad sportsmanship.
- 6.4.9.6 Verbal abuse of Competitors, Marshals or Race Officials.

6.4.10 Driver Penalties

Penalties may be applied to the competitor as follows.

- 6.4.10.1 Bad sportsmanship during racing, for example, impeding progress of other competitors, deliberate slowing down or walling of another car, deliberate short-cutting of corners, distraction of other competitors on the driver's stand.
- 6.4.10.2 Reckless driving.
- 6.4.10.3 Verbal abuse of Competitors, Marshals or Race Officials.
- 6.4.10.4 Incorrect use of entry and exit of the pit lane or driving in the wrong direction.
- 6.4.10.5 Lapped cars must give way to the faster cars at the next reasonable opportunity.
- 6.4.10.6 Faster cars must exercise due care when overtaking to avoid hitting slower cars, ie pushing.
- 6.4.10.7 Competitors who drive another competitor's car in any qualifying heat or final either as a substitute driver or as a substitute car will be disqualified from the Championship.
- 6.4.10.8 A competitor who starts in the wrong qualification heat will be black flagged and penalised by the loss of their best qualifying result for the Championship.
- 6.4.10.9 A competitor who starts in the wrong final will be black flagged and disqualified from their allocated final. Additional penalties including disqualification from the Championship may be applied.

6.4.11 Start Penalties

- 6.4.11.1 Any car who has not started a qualifying heat or final using the official starting procedure must join the race from pit lane.
- 6.4.11.2 A jumped start will incur a penalty.
- 6.4.11.3 A competitor starting from the wrong start box will incur a penalty to the competitor who benefited from the starting box position.

6.5 Black Flag

- 6.5.1 When a Black Flag has been issued to a competitor, the competitor must return their car immediately to pit lane.
- 6.5.2 A competitor who has been black flagged and not allowed to return to the track will be officially disqualified from that qualification heat or final. The competitor will have their result removed

from the record and will be placed last in that qualification heat or final. The result sheet will be marked to show the competitor as being disqualified.

6.5.3 A Black Flag may be issued by the Race Director or Referee for:

- Competitors who continually impede the progress of other participants.
- Competitors who have three penalties or warnings issued in a qualification heat or final.
- Unsportsmanlike racing.
- Competitors driving in a manner deemed to be dangerous by the Race Director or Referee.
- Competitors starting in the wrong qualification heat or final.
- Cars judged by the Race Director to be in an un-drivable or dangerous condition.

6.5.4 Any damage incurred during a qualifying heat or final will not entail a forced stop or black flag of the competitor except in the following cases:

- Loss of a body excluding the spoiler or wing.
- Loss of the exhaust pipe or INS Box or its ability to silence the engine.
- A car which becomes dangerous or un-drivable.

Cars which lose their bodies or exhaust pipe or INS Box must immediately stop and carry out the necessary repairs after which they may rejoin the race.

6.6 Technical Disqualification

6.6.1 Any breach, including illegal modifications or changes made to the car, of the Technical Rules in force at the time of the Championship, before the start of, during, or after a qualifying heat or final, as identified by technical inspection, will result in the technical disqualification of the competitor from that qualifying heat or final.

6.6.2 Where a car's body dimensions breach the technical rules, the body will be inspected and an allowance will be made for identified minor race damage. The race damage will be recorded on the competitor's scrutineering checklist. The competitor is responsible for ensuring that their car meets the required specifications prior to starting their next qualification heat or final.

6.6.3 Additions to the chassis and/or body shell, such as screws, stickers, etc, which inhibit or prevent the scrutineering of a car may need to be removed whilst the car is being scrutineered.

6.6.4 The Technical Director will recheck any car or fuel that has failed technical inspection. The car and/or fuel will be impounded at Technical Inspection until the mechanic and/or competitor has been informed of and the reason for the technical disqualification. The competitor or mechanic may request a recheck for their car that has failed technical inspection prior to removing the car and/or fuel from technical inspection.

6.6.5 A disqualified driver's position will be shown as the last position in that heat or final.

6.6.6 The use of a non-homologated or modified homologated muffler will constitute disqualification from the Championship.

6.6.7 Competitors found to be using prohibited fuel additives will have their results for the Championship and National Ranking points removed. They will be banned from future racing for a minimum of 2 years.

7. OFFICIALS

7.1 Official Positions

7.1.1 The following Race Officials are required for each Championship. These positions are non-racing, ie they cannot be filled by a competitor in the Championship. The names of these officials must be included on the Event Application Form.

- Referee
- Race Director
- Timekeeper
- Technical Director

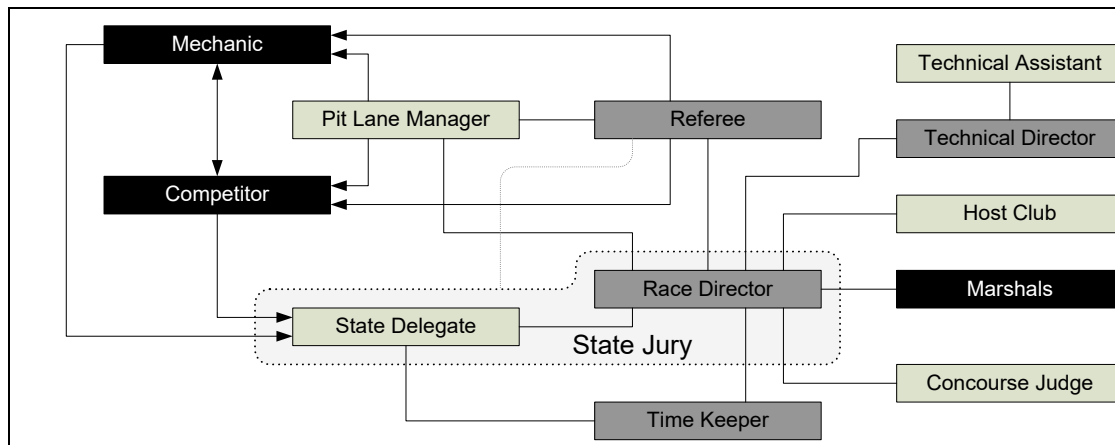
7.1.2 The following Race Officials are delivered by the host club during the Championship. These positions may be filled by a competitor and does not need to be the same person for the duration of the Championship.

- Pit Lane Manager
- Technical Assistants
- Concourse Judge

7.1.3 A representative of the host club must be available should the Race Director need to engage the host for event organisation matters, for example.

- Spare Marshals
- Track preparation

7.1.4 Non-racing Race Officials may be financially subsidised at the discretion of the host club.



Reporting structure for Participants, Race Officials and the Host Club.

7.2 Referee

- 7.2.1 One or more referees must be present for the Championship. The Referee must be experienced and unbiased, with a good knowledge of the current AARCMCC rules.
- 7.2.2 The main task of the Referee is to observe the racing, and in particular, the good sportsmanship during the racing. The Referee will ensure that the current rules are observed by everyone.
- 7.2.3 The Referee may be called for information by the State Jury.
- 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 will keep a record of the instructions, warnings, and penalties issued. Warnings and penalties will be posted on the result sheet.

7.3 Referee's Authority

- 7.3.1 The Referee on duty is authorised to make decisions about the Championship, and to issue and announce instructions, warnings, penalties, and disqualifications.
- 7.3.2 The Referee has the right to use their discretion to issue a penalty instead of a warning for any serious infringement of the rules.
- 7.3.3 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.
- 7.3.4 A Referee may take action after an initial warning, but in all cases, three warnings or penalties means automatic disqualification.
- 7.3.5 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 either the State Jury, AARCMCC IC representative or the Host Club representative before taking any action.
- 7.3.6 Under no circumstances may an instruction, warning or penalty issued by the Referees lead to the interruption of the whole race.
- 7.3.7 Instructions issued by the Referee must be observed immediately.
- 7.3.8 Reasons for warning or instruction will be announced at the time of issue. Further explanation, if necessary, will be given to the competitor or the State Delegate at the end of the race.
- 7.3.9 During the event, if the Race Director and Referee agree, they will have the authority to disqualify 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 Championship and liaise with the host club as required. The Race Director ensures that the various tasks under their responsibility are well done, including, but not limited to;
- Time keeping
 - Start procedures
 - Marshalling
 - Display of results
 - Comments to the public
 - Comments to the drivers
 - Technical inspection
 - Pit Lane Management
 - Frequency control
- 7.4.2 The Race Director receives, and processes 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 Timekeeper

- 7.5.1 The Timekeeper is responsible for recording all the individual lap times and total laps plus finishing time of all drivers during all qualification 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 Timekeeper. Should there be a difference in the result, the Timekeeper will investigate both results and make a decision of the final result.
- 7.5.3 In case of a request for checking of the results, the Timekeeper, together with the Race Director, will check on the questioned result and will make the decision. The Race Director will authorise any change of results.

7.6 Technical Director

- 7.6.1 A Technical Director will be appointed by the host club to supervise all technical inspection matters.
- 7.6.2 The Technical Director 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 Director has the authority to technically disqualify any car or item that does not meet the relevant technical rules.
- 7.6.4 The Technical Director may delegate inspection duties to Technical Assistants. The Technical Director must ensure that the Technical Assistants are consistent in their application of the rules.
- 7.6.5 The Technical Director must delegate their duty to another suitable Race Official where a direct conflict of interest with a technical inspection or technical decision occurs.
- 7.6.6 All technical issues will be referred to the Technical Director.
- 7.6.7 Technical Inspection is always the responsibility of the Technical Director. It is not the duty or the responsibility of the Race Director or Referee to check if cars conform to the technical rules.

7.7 Pit Lane Manager

- 7.7.1 The Pit Lane Manager is responsible for managing pit lane and the driver's stand.
- 7.7.2 The Pit Lane Manager will monitor mechanics for refuelling over pit lane, collection of cars outside the pit lane area and for mechanics blocking the driver's view of pit lane. They will report breaches of the rules to the Referee.
- 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 Concourse Judge

- 7.8.1 A concourse judge is used to decide the best presented car at the start of a Championship.
- 7.8.2 The concourse judge must be familiar with the concourse judging criteria.

7.8.3 If the concourse judge is a competitor, their own car is ineligible to be judged.

7.9 Technical Assistant

7.9.1 Technical Assistants need to be appointed by the host club to assist the Technical Inspector to inspect competitor's cars.

7.9.2 Where a Technical Assistant is a competitor or mechanic, they cannot inspect any car in the same entered class once qualifying heats have commenced.

7.9.3 Technical Assistants must refer any question, technical detail they are unsure of, or any item that breaches the technical rules to the Technical Inspector.

7.10 State Delegate

7.10.1 The responsibilities of the State Delegate are:

- To look after the welfare and behaviour of their State's competitors.
- To attend State Jury Meetings and any driver's briefing that the host may call.
- The State Delegate is the link between their state team and race officials by receiving all information referring to timetable changes, frequency change requests, results of qualification heats and finals, and all other information referring to the race.
- The State Delegate is allowed to stay in the pit lane area when a qualification heat or final has a competitor from their state competing.
- The State Delegate investigates lap counting check requests.
- The State Delegate is responsible to pass on complaints, protests or suggestions from their State's competitors to the Race Director.

7.10.2 The State Delegate, or a nominated deputy, must be present during all official racing.

7.10.3 The State Delegate and a deputy are elected by nominations and a simple show of hands by their State's competitors at a short state meeting at the start of the Championship.

7.10.4 State Delegates may be participants in the event but must allow deputy jury representatives to serve and vote in any protest involving the said State Delegate as a participant in the protest.

7.11 State Jury

7.11.1 The State Jury consists of State Delegates of each State competing in the Championship. Each State will have a total of one vote, regardless of the number of representatives at the Championship.

7.11.2 The responsibilities of the State Jury are;

- To decide in unforeseen situations.
- To handle protests unable to be covered by the Race Director's responsibility.
- To make official by announcement any decision voted on by the State Jury.
- To monitor that the race is run according to the official rules.

7.11.3 The Race Director will decide whether a State Jury meeting should be called to discuss and vote on the matters 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.

7.11.4 The Race Director is a member of the Jury but does not normally 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. The Race Director may cast a deciding vote where a decision is tied.

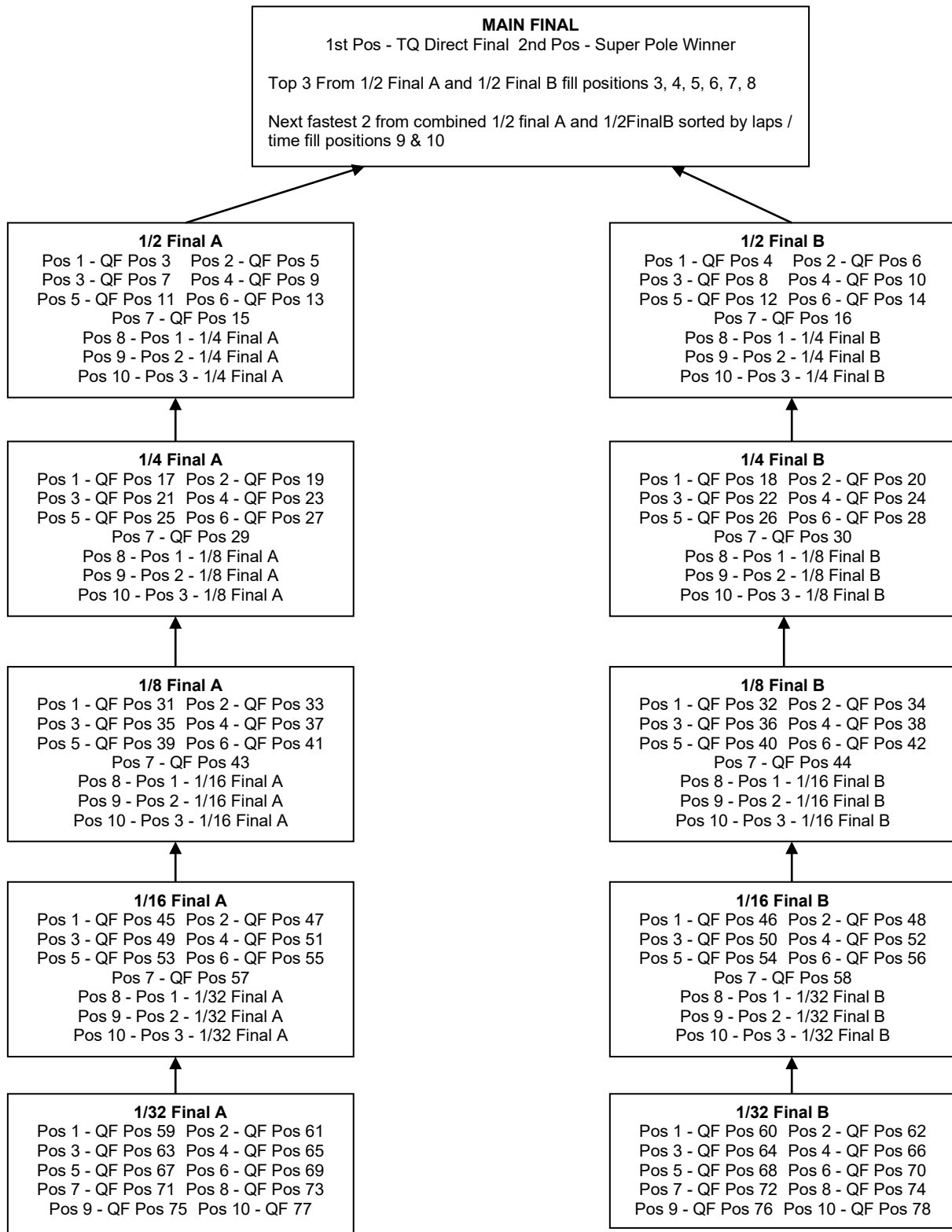
7.11.5 The State Jury may request evidence and/or presence of drivers involved or Team Managers.

8. Technical Specifications

- 8.1 Technical Specifications applicable to each AARCMCC IC On Road Class are separate from this document.
- 8.2 Technical Checklists are part of the Technical Specifications for each class.

Appendix A – Christmas Tree Finals

Points System, Super Pole and Semi Final Progression

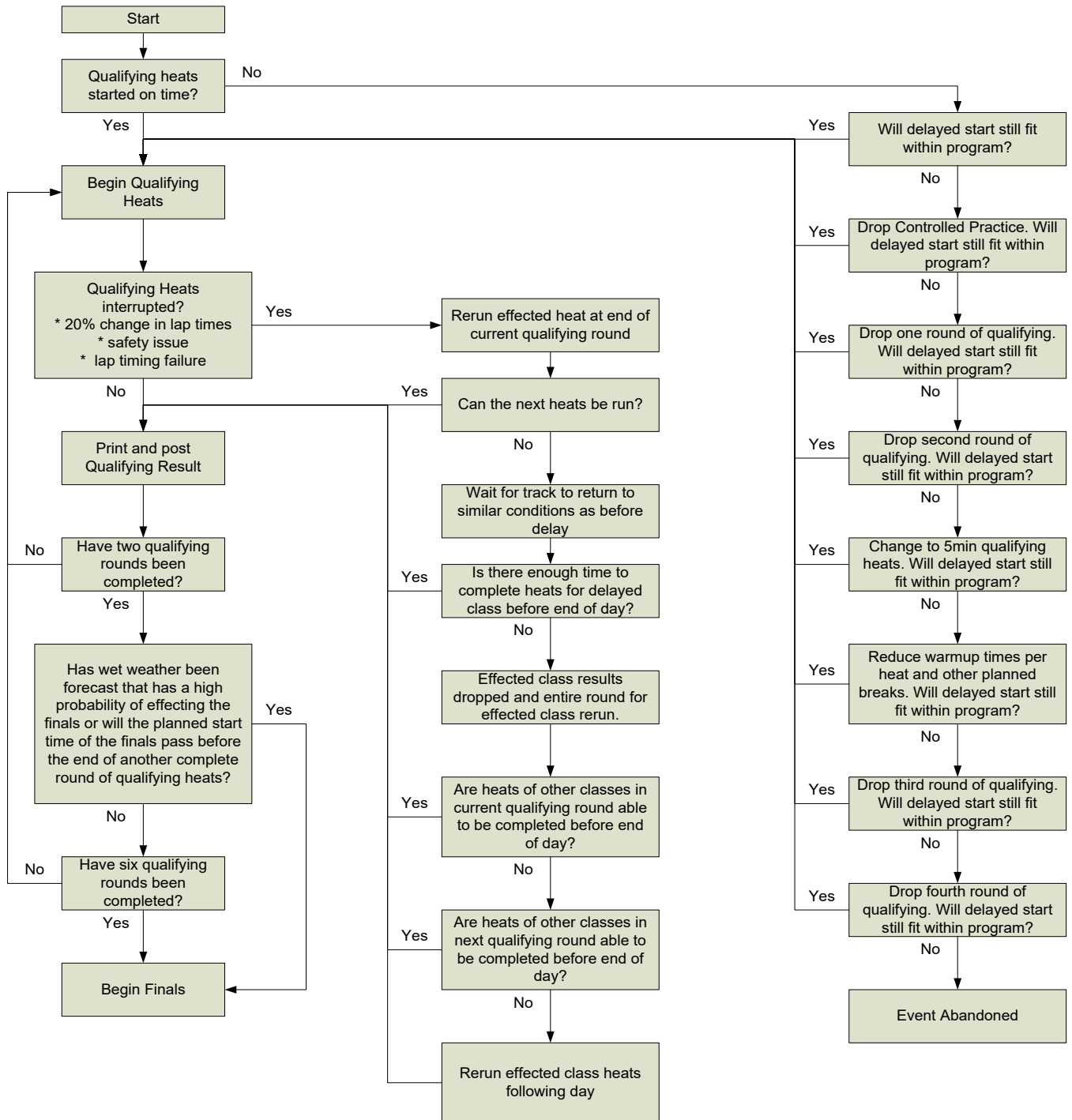


Appendix C – Sample Competitor Registration

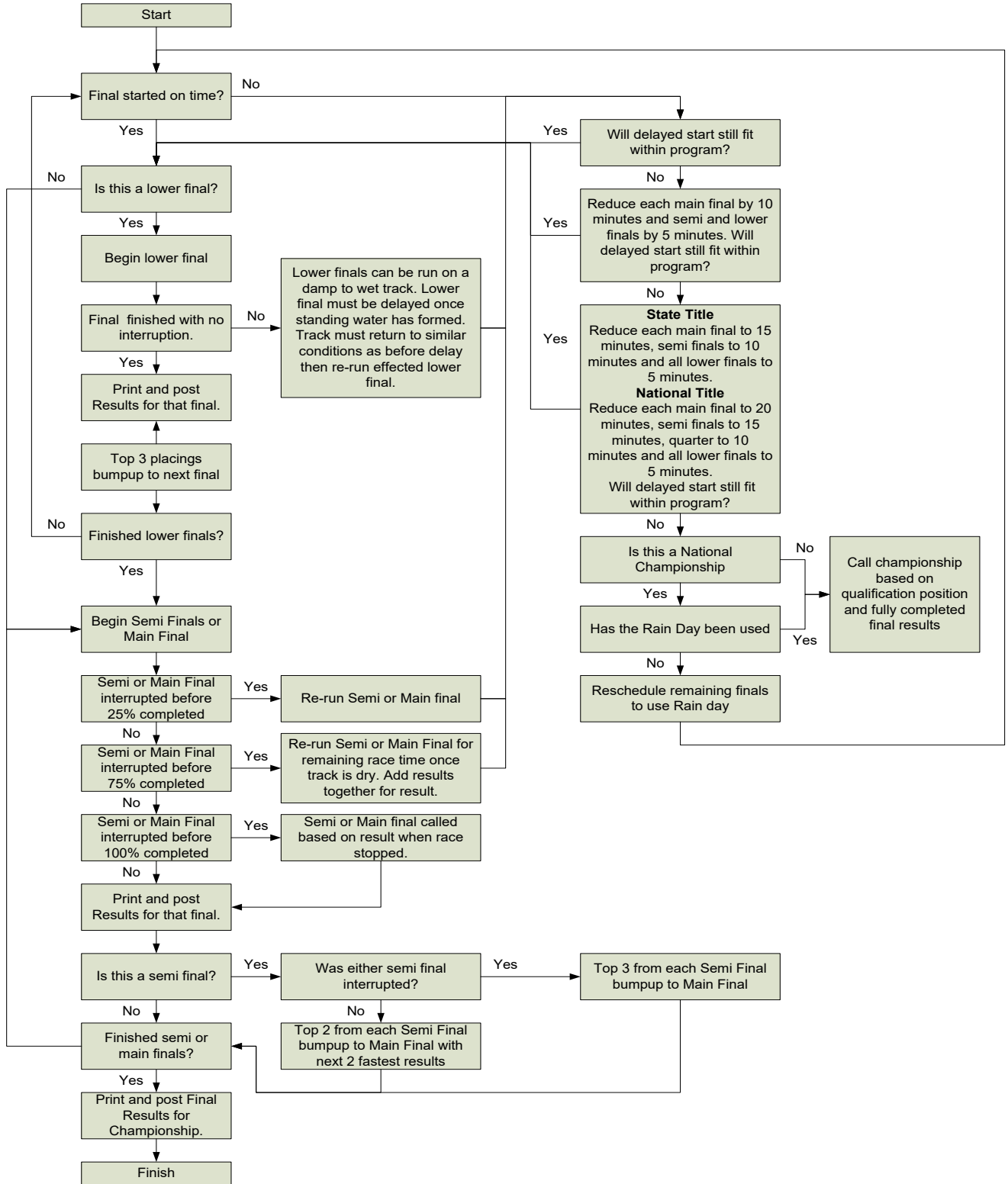
Host clubs should modify the Competitor Registration Form to suit their requirements and local rules, particularly as competitors often register online. The host club must meet any applicable privacy regulations for information collected.

20xx AARCMCC (RCRA) IC On Road <State/National> Championships						
COMPETITOR REGISTRATION						
PERSONAL DETAILS						
Full Name						
Address	Street	Suburb	Postcode			
Telephone	Mobile	Land Line				
Email Address						
Club		Member Number				
Entry Details						
Class	Transponder	1st Frequency	2nd Frequency	3rd Frequency	Car	Heat
1/8th Scale						
1/10 200mm Touring Car						
1/10 200mm Pull Start Touring Car						
1/8th GT						
COMPETITOR DECLARATION						
<p>I agree to abide by and be bound by, the local and national rules in force at the time of this Championship Event. I understand I race at my own risk. I indemnify AARCMCC (RCRA), the organising club, and its officials or agents, against any loss, damage or injury arising from my participation in the Championship. I agree to follow AARCMCC (RCRA) Code of Conduct. I acknowledge that there is a penalty system for breaches of the rules. I will marshal, or provide a substitute marshal for the subsequent race. I acknowledge that AARCMCC (RCRA), and the host club may take and use images where I may be readily identified.</p>						
Signed:				Date:		
Other <Add additional lines as required>						
Eg. Number of tickets required for BBQ including yourself: _____						

Appendix D – Weather Effectuated Flow Charts



Wet Weather Flow Chart – Qualifying Heats



Wet Weather Flow Chart – Finals