



Club Regulations and Responsibilities

WELCOME TO THE SPORT OF MODEL CIRCUIT CAR RACING. WE HOPE YOU WILL HAVE A LONG AND ENJOYABLE ASSOCIATION WITH THE M.R.C.C.R. INC.

THE FOLLOWING IS COMPILED TO ASSIST YOU IN KNOWING WHAT IS EXPECTED OF YOU AS A MEMBER OF THE M.R.C.C.R. INC. IT IS ALSO HERE TO HELP YOU ENJOY THIS MOST THRILLING OF ALL RADIO CONTROL SPORTS.

GENERAL RULES

- 1/ All drivers are asked to be at the track for the days racing before 8.30am 8.40am drivers brief. If you are going to be late owing to business or family commitments you can enter by arranging with someone to nominate for you.
- 2/ Smoking is not permitted on the Drivers Stand or in the Pit Area. Drinking alcohol is not permitted
- 3/ Drivers ONLY are allowed on the Drivers Stand, spectators and children are not allowed on the Drivers Stand.
- 4/ Enclosed shoes must be worn by drivers and their pit crews at all times during the days racing.
- 5/ Drivers are to refrain from leaning forward on the Drivers Stand as this obstructs other driver's view of the circuit.
- 6/ Should a driver's car stop on the track he should notify other drivers on the Drivers Stand that the track is obstructed.
- 7/ Only Drivers, Marshals and Pit Crew allowed inside the track area during a race.
- 8/ No cars are to be operated in the pit area. Cars must only be driven ON THE TRACK.

MEMBERS, RESPONSIBILITIES

- 1/ Members are expected to assist with maintenance of the Lilydale complex. Notice of working bees will be given and all members are expected to attend.
- 2/ Experienced members are asked to assist the newer members if they are experiencing trouble. All new members will have a committee member that will make contact before and during club days to encourage networking with other members and promote a friendly social atmosphere.
- 3/ Members are expected to display GOOD SPORTSMANSHIP at all times. Bad behavior and Bad language will not be tolerated. Your behavior is on display to members of the public and we wish to display a good image to prospective members. If a member has an issue, please bring it to the attention of a committee member so as the issue or problem can be remedied. The MRCCR operates under a constitution and it allows for members to be fined or expelled from the club for 'behavior' unbecoming of a member or actions that bring the club into disrepute.

4/ Incidents that are detrimental to the MRCCR's ethical standards or are contrary to this Code of Conduct shall, at the discretion of the committee, be disciplined as follows:

1st offence – Verbal warning.

2nd offence – Written warning.

3rd offence – Membership Suspension typically for two club days.

Offences deemed serious by the committee may result in a longer suspension or even immediate membership cancellation

5/ Due to noise restrictions the track can only be used by members between 9:00 am and 6:00 pm Monday to Friday. The track is closed on ANZAC Day, Easter Sunday, Good Friday and Christmas Day. No racing is permitted between 15 December and 8 January. On Saturdays the track is closed between 1.00pm and 4.00pm for IC engines, except for special events. The track is closed for IC engines on the 1st, 3rd Sundays. Note: Non- members cannot use the track during these hours unless registered and practicing for a sanctioned event or registered and practicing for a club event.

All, 1/8th and 1/5th scale cars must use Induction Noise Suppression devices (INS Boxes). The use of INS Boxes was mandatory from 1-November-2001. As these devices are not available for all Nitro-Tourers this decision does not apply to Nitro-Tourers, but the committee will monitor these cars and if a car is deemed to be excessively loud that car will not be able to operate.

The use of INS Boxes applies at ALL TIMES. The INS box must be fitted to the car as per the manufacturers instructions, the INS box MUST NOT BE MODIFIED. If an INS box is found to be modified the car will not be allowed to operate until the problem is rectified.

6/ CAR PARKING; No cars are to be left within the track compound or on the gravel area immediately in front of the concrete pit area. The gravel area immediately outside the concrete pit area running along the short track fence must remain clear at all times for emergency vehicle. Unloading is permitted. Note: for track maintenance or for event setup the committee will provide access by prior agreement.

7/ Annual Membership fees are due on 1st of July each year.

8/ CONDITIONS FOR POSSESSION OF A GATE KEY

MRCCR makes conditionally available to its members a gate key to its racing facility. Members who are provided a gate key agree to abide by the conditions that the key is provided and accept that any breach of these conditions will result in the key being removed and the club possibly taking disciplinary action against you. Possible suspension up to Membership cancellation.

Conditions:

- Members must not under any circumstances lend their key to any other person.
- Members must not permit any other person access to the club's facility for practice on non-sanctioned Club days.
- Individuals who are members of other clubs and already race are not permitted to use the Club's track unless the practice day or event is organised by MRCCR Inc.
- All key holders have a responsibility to ensure the gate is locked when leaving the track, if non key holders are present they must leave the track when the last key holder leaves.

Private practicing at the Club's facility is considered a member privilege.
Become a member

9/ Only Members that have been at the club for 2 consecutive years are able to vote and or nominate at any club meetings or AGM's.

10/ Interested hobbyists/ non-member

For new hobbyist that want to 'try before you buy'. We welcome all to come to two club days (at no race fee cost) and we will be able to help and make sure you have the best chance to test out our facility and the model of your choice. After two club days you can either become a member at a cost of \$150/annum and then a race fee on club days of \$15 or join in our club days as a non-member at a fee of \$30 for the day.

POINTS SCORING (All Scales)

1/ Format A

'A driver's best single heat will qualify him for grid position in the final. All drivers have an equal opportunity to qualify for points awarded for finishing position in the final. The final may be run in two or more sections owing to the number of competitors.

Format B

Best 3 of 4 heats or 4 of 5. Points awarded for each heat.

2/ Points will be awarded for an Annual Driver's Championship.

MARSHALLING DUTIES

1/ Marshals will be provided by the racers immediately after each heat or race. Marshals are expected to remove cars from barriers, fences and grassed areas.

2/ It is the drivers responsibility to provide a marshal if they are unable to marshal themselves. Drivers who fail to carry out this duty will lose their best heat.

3/ Marshals will check the track for misplaced tyres and barriers, Soil and rocks, which may cause damage, should also be removed from the track surface.

4/ Repairs are not to be carried out by marshals, they will only remove the stricken car from the track and convey it to the next marshal. The car should be conveyed from marshal to marshal around the outside of the track. Only the centre marshal may cross the track. A car will only be conveyed if the marshal is free of his normal duties. A marshal must show priority to cars that are still racing.

5/ Marshals will only marshal a car when they are in no danger. Marshals are not expected to put themselves at risk because a car has become stuck or incapacitated.

6/ Should a marshal fall on the track the race will be immediately stopped by the Race Director

7/ Marshals must be aware of the general public and make sure that no member of the public is at risk during the race. This includes activities in the pits.

8/ When placing a car back onto the track make sure you do not hinder any other car still racing.

9/ Marshalls must at all time wear hi visibility vests. Provided by the club.

PIT CREWS

1/ A pitting car must be lifted over the pit wall and serviced behind the wall. Any infringement will incur a stop go penalty.

2/ Incoming cars have right of way. A car should not be placed back in pit lane in front of an incoming car.

3/ During a heat or final, should a member of a Pit Crew step into pit lane or on the track surface the driver will incur a stop-go penalty.

4/ Pit crews are not to leave the pit area and may only receive a car from a marshal.

5/ Pit Crews should convey messages to their drivers reasonably quietly.

6/ Pit Crews should not yell at Marshals.

7/ The entry of pit crew and equipment into the pits is prohibited until the 4 minute warning for their event is given. Pit crew and equipment for the forthcoming heat have priority once the 4 minute warning is given.

RACING RULES

1/ Grid positions will be decided by the race director. (Grid positions may be decided on performance or qualification or time of entry).

2/ The mechanic should be positioned under his driver's position. During finals, positions may be selected by drivers in order of qualifying position, i.e. No. 1 qualifier has first choice, No. 2 qualifier has second choice, etc. During qualifying heats, only one (1) mechanic is allowed. During finals, two (2) mechanics are allowed per car. The use of all electronic communication devices between drivers and mechanics is banned during heats and finals.

3/ Should a driver jump the start he will incur a stop go penalty.

4/ A car losing its body or muffler should pull off immediately and only rejoin the race when the problem has been rectified.

5/ Any car considered unsafe by the Race Director will be 'Black Flagged' (A car which has been 'Black Flagged' may re enter the race if fixed and approved by a race official). A car may be considered unsafe if it is suffering radio malfunction or if part of the car is unattached (not wings). Cars will be considered unsafe if tyre wear or loss of a wheel makes the car obviously hard to control.

6/ Drivers who 'barge' other cars will be warned once by the Race Director. A second offence will incur a stop-go penalty. A third offence will result in disqualification.

7/ Cars being lapped by faster cars are expected to show courtesy to the overtaking driver. Drivers are expected to show good sportsmanship on and off the track. No bad language will be tolerated.

8/ If a driver has a non-driver as a Pit Crew, it is the driver's responsibility to make that person aware of the rules regarding Pit Crews.

9/ A signal will sound at the end of the race and the driver will complete the lap that he is on.

10/ At ALL TIMES it is the **drivers responsibility** to ensure his car meets the rules applicable to the scale being raced.

USE OF TRANSPONDERS

On race days you will be required to have a transponder fitted to your car. Personnel transponders are recommended. The transponder should be mounted securely in the car and the mounting post must not be able to contact the ground should the car roll over. All Club Transponders must be returned to the computer compound immediately after the race.

CLUB RACE EVENTS

A 4-minute signal will sound 4 minutes before the start of the race and will be followed by 3, 2 and 1 minute and 30 second signals. Approximately 15 seconds before the start drivers will be called to pit lane, or to the grid depending on scale raced and if a heat or final. For a Final, cars will be called to the grid from the pit lane. Cars not in pit lane when cars are called to the grid will start from pit lane. When the starter is satisfied that cars are ready to start a 10 second count down will begin. The starting Marshall will indicate with a flag when cars are to be released onto the ground. When the cars are released on the ground, pit crew are to clear the grid. The race will start on the signal from the computer.

MAJOR EVENTS

GENERAL STARTING PROCEDURE HEATS

There will be a five (5) minute gap between the end of one heat and the start of the next. A staggered start timing system will be used during qualifying. The cars will leave the starting line after the starting signal in the following order:

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 individual official time will start when the car passes the timing system for the first time.

SUB-FINALS AND FINALS

An audible warning will be given at one (1) minute and at thirty (30) seconds.

From thirty (30) seconds until three (3) seconds the cars may be placed in the starting boxes on the ground. If a car is not in the starting box at the three (3) second mark, it must start from the pit lane after all cars have started officially.

From ten (10) seconds until three (3) seconds, time is counted down second by second.

At five (5) seconds, the starter will lower the starting flag and at three (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 in the boxes, no part of the car touching the starting line.

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 count down from 30 seconds.

The official starting signal will be audible by means of a horn operated by the starter. This signal will also start the timing systems.

DELAYED START

As long as the starter has not called the cars to the starting line, every participant of the semi-finals and the final may request a delay of ten (10) minutes for repairs on his car. The delay will be granted only once for each semi-final and final. The track shall be closed to all cars during the delay period. The driver requesting the delay for whatever reason, except an error in frequencies by Race Control, must start from the back of the grid, six (6) metres behind the last official grid position.

NOTE; ALL ABOVE PROCEDURES ARE SUBJECT TO CHANGE DEPENDANT ON WEATHER, NUMBER OF ENTRIES OR ANY OTHER UNFORSEEN EVENT. ANY CHANGE WILL BE DEFINED AND IMPLEMENTED BY RACE CONTROL

TECHNICAL INSPECTION

Only vehicles which conform to all regulations will be accepted for racing. Cars will be examined and, if the car conforms to the rules, recorded and allowed to compete. At any time, the Race Director may ask the competitors to present their cars to the Technical Inspector. Random inspection will occur on the start line for numbers, tyres, wings and chassis. No race will be delayed because of non-compliance by a competitor. Technical inspection may take place at the finish of any heat. At the end of finals, all cars will be impounded and may be inspected for engine size, fuel tank capacity, etc. Any infringement concerning engine, fuel tank and weight will cause disqualification from a driver's best qualifying heat or a final.

PROTEST AGAINST A COMPETITOR OR THE ORGANISER

Protest must be made in writing within ten (10) minutes after the display of the result or after the incident it concerns, with a deposit of A\$50. The time of display of the result will be written on the result sheet. The deposit is forfeited if the protest is not upheld and the deposit is returned if protest is justified. Protests are processed by the Race Director

RACE DIRECTOR

The Race Director is responsible for the event. The Race Director's responsibility includes; Time-keeping - Starts - Marshalling - Display of results - Comments to the public - Comments to the drivers - Technical inspection - Frequency control