



Q.R.C.C.R.A. (Inc) MEMBERS HANDBOOK and CLUB RULES

Current from Jan 2009

Welcome to the sport of model circuit car racing. We hope you will have a long and enjoyable association with the Q.R.C.C.R.A. Present members will be happy to assist you with any problems you may have with your car so please ask if you are having trouble. The following is compiled to assist you in knowing what is expected of you as a member of the Q.R.C.C.R.A. It is also here to help you enjoy this most thrilling of all radio control sports.

GENERAL RULES / MEMBERS RESPONSIBILITIES / POINTS OF SAFETY

- Members are expected to display GOOD SPORTSMANSHIP at all times. Bad behaviour, including bad language, will not be tolerated. Remember your behaviour is on display to members of the public and we wish to display a good image to prospective members. **Bad behaviour may result in a member's membership being suspended or cancelled.**
- Members are expected to assist with maintenance of the complex. Notice of working bees will be given and all members are expected to attend.
- Experienced members are asked to assist the newer members if they are experiencing trouble. Remember we were all beginners at some stage.
- The track is for On-Road RC cars and Motorcycles only. RC cars are to be driven inside the fenced racing area only, not in the pit sheds or in the car park.
- Smoking is not permitted in the covered pit area, Drivers Stand, Race Control or inside the track area. Smoking is only permitted in the signed car park area. Smokers are required to dispose of their butts in the bin and not throw them on the ground or in the garden.
- **Alcohol is not to be consumed at the track when a race meeting or practice session is in progress. This applies to all people at the track, not just competitors. Drinks are allowed after racing has finished.**
- Enclosed shoes must be worn by marshals, drivers and pit crews at all times during the days racing. Enclosed shoes must be worn by all people inside the fenced racing area.
- Due to the noise levels, exhausts etc, IC engines are not permitted to be run in the Covered Pit Area. (This rule may be relaxed depending on the number of people attending, to be decided by the race director.) IC engines can be run in the warm up area at the Western end of the drivers stand and the engine run in area behind the shed.
- During practice drivers must use the club frequency board. No radio must be turned on during practice unless the driver has checked the frequency board to be sure his frequency is not in use. If the frequency is not in use they are to place a tag on the appropriate frequency nail. The tag must be removed after switching the radio off upon leaving the track. If using 2.4 GHz type systems the use of the frequency board is not required.
- Drivers are to refrain from leaning forward on the Drivers Stand as this obstructs other driver's view of the circuit.
- Transmitters are not to be taken inside the fenced area unless placing or removing a car from pit lane. Cars are to be driven from the drivers stand only.
- Persons under 15 years of age are not to marshal NITRO or LARGE SCALE races or be inside the fenced racing area without the direct supervision of their parent/guardian (who will take responsibility for their safety).
- **Due to the possibility of contamination of the waterway behind the track, "Tyre Additives" and "Traction Compounds" are STRICTLY FORBIDDEN for all classes. This also includes tyre cleaning chemicals. Special testing equipment may be used at any time. Failure to comply with this requirement will result in membership being terminated.**
- Containers are provided for the disposal of waste fuel. Please **DO NOT** dispose of fuel onto the ground or into the gardens!
- When a member is at the track practicing, and has a key, he must on leaving make sure anyone remaining at the track has a key to lock up when they leave.
- If everybody abides by these principles then we can all enjoy our chosen sport.

CLUB DAY RACE MEETING PROCEDURE

- Each class will have a Scale Delegate who is responsible for the smooth running of his respective class race meetings. The Scale Delegates are to bring any concerns their respective members may have to the attention of the executive committee.

- All drivers must arrive at the circuit and be nominated for the days racing before the designated close-off time. A LATE FEE of \$5.00 may be imposed on members who nominate late. The imposing of the LATE FEE will be at the discretion of the Race Director. If you are going to be late owing to business or family commitments you can nominate by arranging with someone to nominate for you. This will avoid the LATE FEE. This is not intended to give members a licence to come late. Abuse of the privilege will invoke the LATE FEE. Your co-operation in this matter would be appreciated as it causes great inconvenience to the programming of the computer.

CLOSE-OFF TIMES are as follows:

Friday Nights -	6:50pm
Saturday Nights -	3:50pm
Sundays -	8:50am

- The Race Director will work out with the driver a suitable radio frequency which the driver must, if possible, adhere to for future race meetings. It is advisable for drivers not to change frequencies from one meeting to the next as this causes problems for the Race Director. Each driver should also have a backup frequency available in case of clashes for the finals. In case of a clash the lower ranked driver will be required to change. It is a good idea for drivers to have at least 2 sets of crystals - preferably 3 sets. The only frequencies to be used are 27MHz, 29MHz, 40MHz or 2.4 GHz systems. See the "Allowed Frequencies" list. Drivers with only one set of crystals may be excluded in the event of irresolvable frequency clashes.

- Type of qualifying and length of the qualifying and final to be decided by the race director. As a guide: NITRO 3 x 5 minute qualifying and 20 minute final. ELECTRIC 3 x 5 minute qualifying and 5 or 6 minute final(s). LARGE SCALE 4 x 10 minute qualifying and 30 minute final. More rounds and/or longer races if time permits. Number and duration of races will depend on number of drivers entered on the day. "A" and "B" finals are to be run over equal length of time for points scoring purposes. As a guide for finals: Top ten qualifying drivers to "A" final, next ten to "B" final, etc. Numbers in each may be decided by the race director.

- Grid positions for qualifying will be decided by the race director. (Grid positions may be decided on previous performance or time of entry)

- Practice procedure will be controlled by the Race Director. Typically each class will be given around 10 – 15 minutes track time and then the next class will be given track time.

- During practice drivers must use the club frequency board. No radio must be turned on during practice unless the driver has checked the frequency board to be sure his frequency is not in use. If the frequency is not in use they are to place a tag on the appropriate frequency nail. The tag must be removed after switching the radio off upon leaving the track. **This also applies to any time a member may be at the track practicing.** If using 2.4 GHz type systems the use of the frequency board is not required.

- A driver's briefing is held by the Race Director prior to commencement of racing. The Race Director will explain any local rules and introduce new drivers to the members. The Race Director will also explain the classes racing on the day and any combinations of classes, the race format, and class race order. The Race Director may take this opportunity to update members and guests as to news of what is happening at QRCCRA INC.

- Drivers must marshal the heat following their own or arrange for someone to do it for them (or as specified by the race director). They are to be in their marshalling position by the time the 2 minute warning sounds and marshal until the last car has finished. (See section relating to the duties of a marshal.)

- Only Drivers, Marshals and Pit Crew allowed inside the track area during a race.

- The Race Director may delay the start of a race due to failure of club timing equipment.

- The Race Director may delay the start of a race due to radio interference. Anyone not on their assigned frequency may be disqualified from that heat or final. Failure to notify the Race Director of a change of frequency will result in disqualification.

- Due to the noise levels, exhausts etc, IC engines are not permitted to be run in the Covered Pit Area. (This rule may be relaxed depending on the number of people attending, to be decided by the race director.) IC engines can be run in the warm up area at the Western end of the drivers stand and the engine run in area behind the shed.

RACING RULES

(many of the rules below also apply to non-race practice days)

- A 5 minute signal will sound 5 minutes before the start of the race and will be followed by 4,3,2 and 1 minute and 30 second signals. (The duration of this warm-up may vary and will be decided by the race director) Approximately 30 seconds before the start drivers will be called to pit lane, or to the grid depending on scale raced. From pit lane cars will be called to the grid. 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 horn will sound signalling cars are to be placed in their respective grid boxes and pit crew are to clear the grid. The race will start on the signal from the computer.

- Should a driver jump the start (grid start) he will be required to do a stop and go penalty which requires the car to driven into the pit lane and brought to a complete stop in the yellow penalty box at the end of pit lane. Once the car has come to a complete stop, the driver may recommence the race.

- Drivers are to refrain from leaning forward on the Drivers Stand as this obstructs other driver's view of the circuit.

- Should a drivers car stop in the middle of the track, the driver must notify other drivers on the drivers stand the track is obstructed by yelling loudly – CAUTION followed by the car's location EXAMPLE: "Caution: Back straight". Once the track is clear again the driver is to yell loudly – "Track Clear".

- Should a vehicle require marshalling the driver must refrain from using the throttle when the marshal is picking up the car. That is - the brake should be applied.

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

- Any car considered unsafe by the Race Director will be 'Black Flagged' (A car which has been 'Black Flagged' is disqualified from the race.) A car may be considered unsafe if it is suffering radio malfunction or if any part of the car is unattached. Cars will be considered unsafe if tyre wear or loss of a wheel makes the car hard to control.

- Drivers who 'barge' other cars will be warned only once by the Race Director. A second offence will result in the loss of one lap in that race. A third offence will result in disqualification.

- Cars being lapped by faster cars are expected to show courtesy to the overtaking driver. (If using staggered starts a car coming up behind is considered a faster car and must be shown the same courtesy as a car that is lapping). Faster and more experienced drivers should be aware that less experienced drivers may not be able to easily make way for them and overtake cautiously.

- At the end of the race time a signal will sound signifying the end of the race and the driver should complete the lap he is on, finish the warm down lap and enter the pits in the correct direction.

- Driving in the wrong direction around the track is forbidden. This includes the warm down lap. Do not drive the wrong direction into the pit lane.

- 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. (See section on Pit Crew.)

- Due to the possibility of contamination of the waterway behind the track, **"Tyre Additives" and "Traction Compounds" are STRICTLY FORBIDDEN for all classes.** This also includes tyre cleaning chemicals. Special testing equipment may be used at any at club race day or sanctioned events. Failure to comply with this requirement will result in membership being terminated.

- Transmitters are not to be turned on unless it is your race. (2.4 GHz systems exempted) Transmitters are not to be taken inside the fenced area unless placing or removing a car from pit lane. Cars are to be driven from the drivers stand only.

- Car specifications are to comply with the relevant IFMAR or AARCMCC or ORRCA or QRCCRA rules for that class. See class rules section. A driver's car may be scrutineered at any time and the car must comply. Vehicles that do not meet the appropriate class specification may at the determination of the Race Director be disqualified from the Drivers Points score on the day. Breaches must be brought to the attention of the Race Director prior to completion of racing on the day in question.

USE OF FREQUENCY BOARD

The frequency board is to be used at all times when drivers are not competing in race day heats. This includes non racing practice days. Before turning on your radio go to the board and see if there is a tag hanging on your frequency. If not place a tag on your frequency and then you can turn your radio on. It is a good idea if your name is on the tag. Make sure to remove your tag from the board immediately you stop your car. If using 2.4 GHz type systems the use of the frequency board is not required.

USE OF TRANSPONDERS

On race days you will be required to have a transponder fitted to your car. QRCCRA INC has a set of AMBrc Club transponders that drivers are able to use. Typically a Club transponder must be returned to the charging rack at the completion of your race (before you marshal). Alternatively drivers may purchase a "personal" AMBrc transponder and advise the Race Director during registration of the identification number for the transponder.

The club transponder must be mounted securely in the car and any part of the transponder must not be able to contact the ground should the car roll over. (If your chassis has a transponder mount this is ideal. A hole in the body shell, near the bottom of the windscreen with the body of the transponder on the inside is usually the next best option. The race director can help you if you are unsure.) The transponder should not be mounted over any component of the car and have clear line of sight to the track. You are required to take all care in looking after this transponder and may be liable for its replacement.

PIT CREWS

- People acting as Pit Crew must not stand in pit lane or on the track. A pitting car must be lifted over the pit wall and serviced behind the wall.

(When not involved in fuelling or servicing a car, Pit Crew will stand back behind the red line in the sunken pit so as to allow other pit crews access to the pit lane and stairs and so as not to obstruct the view of the track from the drivers stand)

- Incoming or outgoing cars have right of way. A car must not be placed back in pit lane in front of an incoming or outgoing car.

- Should a member of a Pit Crew step into pit lane or on the track surface the driver may be penalised one lap.

- Pit crew are not to marshal a car from on the track, only convey the car around the outside of the track.

- Pit Crew must convey messages to their drivers as quietly as possible.

- Pit Crew will not yell at Marshals.

MARSHALLING DUTIES

- Drivers must marshal the heat after their own (or as asked by the race director). Drivers who fail to carry out this duty may lose their best heat.

- For Safety, enclosed shoes must be worn by Marshals and all people inside the fenced racing area.

- For Safety, when not involved in marshalling a car, marshals should keep to the designated marshalling positions.

- Marshals should pay attention to the cars in their area of the track at all times.

- Marshals are expected to remove cars from barriers, fences and grassed areas and return them to the track or to the pit.

- Marshals and pit crew must perform their duty as a marshal promptly. Exercise caution if running as the ground may be uneven or slippery from rain / dew, etc.

- 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.

- Marshals should be very careful when putting a car back on the track. Ensure the car you are marshalling will not be hit by a car still racing. This is particularly important on the 'racing line' and on the faster sections of the track.

- Marshals are NOT required to marshal a car whose engine is not idling and the brakes are not applied (particularly important for nitro cars).

- Repairs to cars 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 must be conveyed from marshal to marshal around the outside of the track. A car will only be conveyed if the marshal is free of his normal duties. A marshal must show priority to cars which are still racing.

- Marshals and pit crew must not run across the track to convey a car to the pits. (Centre Marshal excluded.)

- 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.

- When marshalling ensure you are not blocking the view of any part of the track from the drivers stand (unless attending to a car).

- 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.

- NOTE: Should a Marshal experience a 'Runaway' NITRO car the preferred method of dealing with it should be:

- Push the car firmly on the grass.

- Remove the air cleaner and place finger firmly over the carburetor inlet.

- NOTE: Should a Marshal experience a 'Runaway' LARGE SCALE car the preferred method of dealing with it should be:

- Depress the kill switch which in most cases will be located either on the right hand side of the engine looking from the rear of the car, just inside the right rear window of the bodyshell OR located in the opening of the rear window cut out.

This has proved to be the most effective method of dealing with a 'Runaway' and provides the most protection for car and Marshal.

- Juniors 15 yrs and under and NOT allowed to marshal nitro races.

- Juniors 15 yrs and under are allowed to marshal for electric classes with the direct supervision of their parent/guardian (who will take responsibility for their safety). Juniors are not obliged to marshal and should only attempt this if confident. Any junior marshalling must have their parent/guardian seek permission from the Race Director.

- In order to prevent injury, it is the "marshals" responsibility to ask race officials or committee members the correct method to marshal. QRCCRA INC highly recommends that all new drivers (or those returning to racing from an extended break) seek assistance on the correct way to marshal cars before racing begins.

CLUB CHAMPIONSHIP POINTS SCORING (All Scales)

- Only current financial QRCCRA club members receive points. A grace period of 1 month from the start of the new financial year may be granted for members who do not renew their membership on time.

Points:

TQ	1
1st	15
2nd	12
3rd	10
4th	8
5th	6
6th	5
7th	4
8th	3
9th	2
10th	1

- With 1st being first placed QRCCRA member, 2nd being second placed QRCCRA member and so on. (Only current financial QRCCRA club members receive points)

- For the I.C. classes: Points positions are scored on your place in class, Most laps / Fastest time regardless of being in the "A" or "B" final. I.e: The "B" final winner could still possibly win the day overall. (All finals for a particular class should be the same length for a given round). At least one lap of the final must be completed to be awarded points for the final. The driver with TQ does not have to race the final to be given the point(s) for TQ.

- For the Electric classes: Points positions are scored on your place in class. 'A' Finalists: multi-part finals may be run, with the overall winner decided by finishing positions over the two or three parts. 'B' and lower Finalists: multi-part finals may be run but only the first part will count towards the club points score. For the electric classes the 'B' Final winner cannot score more points than the last position in the 'A' Final. At least one lap of the final must be completed to be awarded points for the finals.

- If a final is not completed for any reason (rain, computer problem etc) points will not be awarded. All finals for a particular class must be completed for that class to be awarded points for that round.

- A driver's three (3) lowest scoring rounds will be dropped. Not included in points or tie breaks. (This is in addition to any rounds dropped from every competitor's score as a result of computer problems, rainouts etc)

- End of season Tie breaks to be decided by number of 1st positions, then 2nd positions and so on.

Example: If two or more drivers had equal points at the end of the season the winner would be the driver with the most number of round wins, if equal, 2nd places and so on.

- Vehicles that do not meet the appropriate class specification may at the determination of the Race Director be disqualified from the Drivers Points score on the day. Breaches must be brought to the attention of the Race Director prior to completion of racing on the day in question.

-For a more detailed explanation of the points system contact the club committee.

ENDURO CHAMPIONSHIP POINTS SCORING (All Scales)

- Only current financial QRCCRA club members receive points. A grace period of 1 month from the start of the new financial year may be granted for members who do not renew their membership on time.

- Each lap completed by a driver in all qualifying races in a particular class will be counted. The winner will be the driver with the most laps completed in qualifying at the end of the season for that class. Laps completed in finals do not count towards enduro pointscore.

- End of season Tie breaks to be decided by number of 1st positions, then 2nd positions and so on. Example: If two or more drivers had equal laps at the end of the season the winner would be the driver with the most number of round wins, if equal, 2nd places and so on. (Same as tie break for Club Championship)

- Vehicles that do not meet the appropriate class specification may at the determination of the Race Director be disqualified from the Drivers Points score on the day. Breaches must be brought to the attention of the Race Director prior to completion of racing on the day in question.

- No rounds will be dropped from the Enduro pointscore, with the exception of any rounds dropped from every competitors score as a result of computer problems, rainouts etc (see below).

- All races in the round for a given class must be completed for that round to be included in the Enduro pointscore. Example: If the meeting is cancelled (due to rain etc) part way through a round that round would not be counted towards the enduro pointscore.

-For a more detailed explanation of the points system contact the club committee.