

## General Rules

### Constitution

#### Name

- 1.1 The name of the Association formed under this constitution shall be 'Australian Association of Radio Control Model Car Clubs'.

#### Objects

- 2.1 To foster, promote and co-ordinate the sport of model radio controlled car racing in all its branches.
- 2.2 To promote the interchange of ideas between clubs which will be of benefit to all.
- 2.3 To regulate car standards.
- 2.4 To set track standards.
- 2.5 To ensure uniformity in race rules.
- 2.6 To co-ordinate race programs between clubs of State and National status, and if necessary allot specific dates and venues for championship events.
- 2.7 To affiliate with the appropriate overseas organisations.

#### Membership

- 3.1 Membership of the association is open to all effective radio controlled model car clubs operating in Australia.
- 3.2 Each such club shall appoint two delegates to attend the annual general meeting of the Association. Such delegates to have full voting power for their club and any decision resulting from such voting to be binding.
- 3.3 Any member club may appoint proxy delegates, such proxy delegates to be financial members of their own club and bound by the conditions of clause 3.2 preceding.

#### Organisation

- 4.1 The Association will consist of sub groups as necessary for each branch of the sport (eg IC, Electric Racing, Large Scale).
- 4.2 Each sub group will be responsible for co-ordination of clubs and activities associated with that group.
- 4.3 The I.C Section Secretary and Sectio Head will act as National Secretary and President respectively for the purposes of contact with overseas organisations and co-ordination of Association sub groups.

#### Officers

- 5.1 Office bearers shall be Section Head (President) and Secretary/Treasurer for each sub group. State delegates may be appointed/elected if necessary by the respective State at the direction of the Office bearers of each sub-group.
- 5.2 Office bearers for subgroups shall be elected annually at the AGM of the relevant sub group at the completion of all other business.
- 5.3 Such office bearers to have no voting rights, but to retain their voting power if appointed delegates of their respective clubs.

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### Annual General Meeting

- 6.1 An annual General Meeting for each sub group shall be held at the time and place of the relevant National Championship every year. It should be noted that in the case of the Electric Section the AGM will alternate between the On-road and Off-road events on a yearly basis.

### Quorum

- 7.1 Delegates representing 50% of member clubs of the relevant sub-group will constitute a quorum.
- 7.2 Each State will have an equal number of votes. ie: If one State has eight member clubs all other states must have the same number of votes ie 8 to be distributed through the other States clubs evenly.

### Subscriptions and Levies

- 8.1 Levies on member clubs to be decided by each sub group such as is required to meet the necessary expenses of the year.
- 8.2 The National Secretary shall levee each sub group to fund affiliation fees for appropriate overseas organisations.
- 8.3 The Association will recognise other State/Organising bodies but only individual clubs can be affiliated to the AARCMCC.

### Banking

- 9.1 A Bank account in the name of the Association will be opened by the Secretary/Treasurer of each sub group (account name eg: ' Association of Australian R/C Model car clubs- Electric Section). The accounts to be operated on the Secretary/Treasurers signature only.
- 9.2 An annual financial report for each sub group shall be presented to the relevant AGM.

### Appeals

- 10.1 Appeals against any decision made during an Association approved event may be submitted to any delegate to the Association. Such appeal to be handled by the State Jury made up of one delegate from each State represented at the event.
- 10.2 Such to call together each State delegate, who will after discussion, by majority vote decide the issue in question.
- 10.3 The findings of such committee to be binding on all parties to the dispute.
- 10.4 No frivolous protests will be entertained.

## Section 2

### Sanctioned Events

- 2.1 Events may be sanctioned upon application to the AARCMCC by a club affiliated with the Association.
- 2.2 Applications for sanctioning (including a completed sanctioning form see appendix B) must reach the Secretary six (6) months prior to the event for state titles and nine months prior to the event for Nationals.
  - 2.2.1 Nationals will be run on a rotational basis per State and if more than one club in that state applies for the event a postal vote of that states member clubs will determine the winning club. In the event of a tied vote the Section Head and/or the State delegate has the casting vote.
  - 2.2.2 The Venue for the next Nationals will be announced at the previous years AGM. A member of the hosting club must be at this AGM with a detailed submission on how the event will be run. Failure to comply with this will cause the Nationals to be offered to the next State in line.
  - 2.2.3 If one State elects not to take their turn it will be passed on in turn until a State is found to host the event.

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- 2.2.4 The State missing their turn must wait a full cycle before another chance.
- 2.2.5 The following years Nationals will be offered to the original next in line even if this club refused the pass on offer the year before.
- 2.2.6 Only one State Title per State per class per year can be run.
- 2.2.7 Venues for State title events, if more than one application is received, will be decided by a postal vote of that States member clubs. The Section head and/or State delegate has the casting vote in the event of a tie.
- 2.2.8 No club can hold their State Championship two years in succession if another club from their State has applied and this club has equal facilities.
- 2.2.9 Each State and National Championship should be held at the same time of the year every year, so that a standard calendar becomes accepted. A National title should never clash with another categories National titles.
- 2.2.10 All AARCMCC Sanctioned events are to be promoted as per the following; Year, AARCMCC, Section Description, Australian Championships OR Year, AARCMCC, State, Section Description, Championships. Sponsors Names may be included.
- 2.2.11 No AARCMCC affiliated club shall hold an event called an Australian or State Championship, or similar named event without prior approval of the AARCMCC. Penalty for non-compliance shall be disqualification from holding any sanctioned event for two (2) years.
- 2.2.12 No driver will be accepted for inclusion in a World Championship without AARCMCC qualifying points. Nationals are worth half points see rule 2.8.3.
- 2.2.13 A top qualifying trophy is to be given at sanctioned events for every class.
- 2.2.14 Drivers in the main final must receive trophies larger than those in the lower finals.
- 2.2.15 Entry forms for sanctioned events must be received by the relevant section head four months prior to the event. These entry forms must be distributed to the member clubs. 50 entry forms for IC and Large Scale and 100 entry forms for Electric Section.
- 2.2.16 All entry forms and monies are to be returnable to the hosting club of the event. The hosting club once selected is totally in charge of all monies and organisation for the event to AARCMCC rules.
- 2.2.17 A confirmation of entry must be sent out to each competitor at least one week before the events starting date.
- 2.2.18 Heats should be graded so that drivers of similar ability are placed in the same heats. Preferably no regrades will be necessary, however one (1) will be allowed if deemed necessary.
- 2.3 For sanctioned events, track specifications and other rules laid down in this book will apply.
- 2.4 Entries will only be accepted from members of clubs affiliated with the AARCMCC. Overseas entrants will be accepted if the entrant is a member of an accredited organisation eg: JMRCA, ROAR, BRCA etc. Drivers competing in sanctioned events must be able to produce an acceptable membership card eg: AARCMCC, BRCA, EFRA etc.
- 2.5 Prizes and trophies may be presented however cash prizes will not be allowed.
- 2.6 Only one entry per driver per class will be accepted.
- 2.7 All state title events must be sanctioned by the Australian Association. Failure to have an event sanctioned will deem the meeting to be an unofficial event and therefore an invalid state championship.
- 2.8 All sanctioned events should take place over a minimum of four (4) days. A rainday must be set aside and used if necessary.

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- 2.8.1 Some form of covered pit area must be supplied for competitors. The use of individual site sheds should be discouraged.
- 2.8.2 Classes with less than sixteen entries will count for double points in the AARCMCC World Championship Qualifying system.
- 2.8.3 The pointscore system for qualifying is in 1/2 point increments ie: TQ = 0.5, 2nd = 1 etc.  
For the final order, points equal your finishing position. Qualifying and final position are then added together.  
A Nationals is worth half points ie: standard addition qualifying + final position divided by 2.
- 2.8.4 A minimum of eight entries per class must be received for the event to be classified as an official sanctioned event.
- 2.8.5 Sanctioned events in the same category must be a minimum of four (4) weeks apart.
- 2.8.6 A club or State who regularly holds their sanctioned event at a set time in the year is allowed one (1) years grace before they can lose this weekend to another Club or State.
- 2.9 Format for Sanctioned Events** (Note: does not include Nationals)

### IC Section

#### Onroad

- 2.9.1 Heats  
There must be a minimum of 4 maximum 6 Ten Minute heats.  
In the event of 5 minute heats being run there must be a minimum of six (6) rounds with the exception of weather interruptions in which case with the agreement of the State jury this can be cut to four. Best single heat score to count.
- 2.9.2 Finals  
Xmas tree finals must be run, 15 min for 1/8 or below and 20 min for the 1/4 and 1/2 finals. The Main final will be 30 minutes.

#### Offroad- IC Section

##### Heats and Finals

There must be a minimum of 4 maximum 6 Ten Minute heats. Pointscore system is used as per IFMAR Rules. At the end of Qualifying the top three drivers advance straight to the Main Final. The top three drivers from the Odd Semi and the top three from the Even Semi, then the next fastest driver from either semi make up the main final which will consist of ten drivers. The final duration at a State Title is 45 Minutes.

### Electric Section

- 2.9.3 Heats  
There must be a minimum of four (4), maximum six (6) rounds of qualifying. Best single heat score to count.
- 2.9.4 Finals  
There must be A,B,C etc Finals with 3 Legs of the A-final.

#### Large Scale

- 2.9.5 Heats  
Minimum (4) maximum (6) ten minute heats. Best single result to count.
- 2.9.6 Finals  
As per I.C Section.

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### Australian Championships

- 2.10 Clubs holding the Australian Championships must be able to meet the following requirements and must follow the guidelines below.
- 2.10.1 The said club should have held a major sanctioned event in the period between the previous years Nationals and the current years event.
- 2.10.2 Automatic lapscoreing equipment (AMB or AARCMCC approved equivalent) capable of providing an individual lap time for each competitors car to allow for easy checking for missed laps, plus a backup system.
- 2.10.3 The track site must be available for competitors use to allow at least two (2) full days of practice before the event.

### I.C Section Nationals

In addition to those requirements specified in 2.9.1 and 2.9.2

There must be a minimum of six rounds of ten minute qualifying heats, (with the exception of rain in which case with the agreement of the State Jury this may be reduced to four), and for the finals the 1/2 finals will be 30 minutes and the main finals 45 minutes.

In the case of IC Of-road the above applies in regards to number of heats. Pointscore system is used as per IFMAR Rules. At the end of Qualifying the top three drivers advance straight to the Main Final. The top three drivers from the Odd Semi and the top three from the Even Semi, then the next fastest driver from either semi make up the main final which will consist of ten drivers. The final duration at a National Title is 60 Minutes.

### Electric Section

The only addition to 2.9.3 and 2.9.4 is that a minimum of six (6) rounds of qualifying heats must be run with the exception that in the event of rain this can be reduced to four (4) with the agreement of the State Jury.

### Large Scale

The only addition to 2.9.5 and 2.9.6 is that a minimum of six (6) rounds of ten minute qualifying heats must be run with the exception that in the event of rain this can be reduced to four (4) with the agreement of the State Jury

### Event Times

#### I.C Section

The Australian Championships shall be run in October (preferably the 2 or 3rd weekend)so as not to clash with the 1/5th Nationals.

#### Electric Section

The Electric On-road Australian Championships will be held in November (preferably the 2 or 3rd weekend). The Electric Off-Road will be held in September (preferably the 1st or 2nd weekend).\*

### Large Scale

The Australian Championships will be held in October after the I.C Championships run in the same month.

### Section 3 Safety

- 3.1 The safety of spectators is of prime importance and must take precedence when laying out tracks and spectator areas. A positive means of stopping a car must be provided between the track area and any other accessible to spectators.  
The selection of this barrier shall be the protection of spectators and not of the cars.  
Permanent features of a race site such as curbs, grassy areas etc. may be utilised. Additional spectator barriers shall be established a minimum distance of one (1) metre from the outside barriers.
- 3.2 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 or near spectator areas.

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- 3.3 The safety of officials, entrants and mechanics is of equal importance, however it is assumed they are more aware of potential dangers.  
Barriers similar to those described above shall be placed between the racing area and the areas used for pits, driver's stand, officials' area etc.
- 3.4 Closed toe shoes must be worn by everyone within the official race area ie: track and surround, pits, officials area etc.  
Under no circumstances will sandals, thongs etc. be allowed.
- 3.5 Brakes on cars are a contributing factor to safe operation. All cars must have brakes as described in car specifications and a demonstration of operating brakes shall be part of the scrutineering and starting procedure.
- 3.6 Bumper specifications are designed to reduce the potential danger to people and other cars and must be adhered to.

### Section 4 Track Specifications

#### 4.1 On-road

- 4.1.1 The track surface for IC Onroad and Large Scale racing shall be unsealed asphalt or coarse finished concrete with a minimum track width of four (4) metres .
- 4.1.2 The track surface for electric on-road shall be unsealed asphalt, coarse finished concrete or static free carpet with a minimum track width of 3 metres.
- 4.1.3 Track design and length should be such that lap times are kept in excess of 15 seconds per lap.
- 4.1.4 The boundary (inner and outer) of the track should be marked by a line (preferably white or yellow) at least 10 cm wide.
- 4.1.5 Corner cutting must be discouraged. For purpose built tracks a kerbing and grass infields will suffice. For tracks on carparks etc. tapered boards, 'dots', plough discs etc. can be used. Barriers should be firmly anchored onto the racing surface.
- 4.1.6 In areas where cars must cross onto an oncoming part of the track positive barriers must be provided to stop this from happening.
- 4.1.7 Safety barriers: additional barriers as described in Safety (Section 3) shall also be provided.
- 4.1.8 A driver's stand shall be provided and positioned so that all drivers are given essentially an equal view of the track. A stand or rostrum of 2 metres minimum height and a minimum space of 80 cm per driver is recommended.
- 4.1.9 Refuel or Pit area: an area outside the main racing surface must be provided for refuelling and restarting and trackside repairs to cars. This pitlane must provide a clear path for cars entering and leaving the area without conflicting with pit personnel.
- 4.1.10 The track design will consist of both left and right hand turns with one or more straights.
- 4.1.11 Direction of travel shall be at the discretion of the organising club.
- 4.1.12 Coarse length shall be the length of the infield boundary line.

#### 4.2 Offroad Racing

##### 4.2.1 Surface

Packable rock free dirt - preferably sifted top soil/clay compound with minimum amounts of sand. Surface should be able to be easily broken and repaired to ensure a consistent and wide racing line. Such conditions have shown to yield excellent racing due to width and consistency of the racing line. Additionally qualifying is fairer as the ability to maintain a consistent surface gives all competitors an equal track that can be enjoyed by those in heats before as well as after his own.

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### 4.2.2 Layout

The track design should employ the following basic components that are found on real off-road circuits from which 1:10 scale racing has been modelled after.

a: Main straight should be between 80ft to 100ft.

b: Jumps should be liberally used throughout the circuit. These jumps should include single, double as well as triple jump sections.

c: Bumps, either a series of "stutter bumps" or moguls should be employed to enhance the overall personality and challenge of the circuit.

d: Additional aspects such as drop-offs, elevation changes, berms etc. may also be utilised to further enhance the personality of the circuit.

e: In determining the physical location of the track layout it is recommended you consider the following:

1. Location of the drivers stand and rising/setting of the sun should be utmost importance. Additionally shadows cast upon the racing surface is also of great concern as not all the drivers may have to endure such conditions throughout a single round of qualifying.

2. Track location should also offer exceptional drainage should inclement weather be even a remote possibility.

3. Proximity to power, water and other such necessities is also essential to insure adequate maintenance, lighting (as necessary) and similar elements needed for a sanctioned event.

4. The drivers stand should be located at least 10 feet back from the racing surface.

### 4.2.3 Maintenance Procedures

To ensure that a consistent and fair track is made available to all entrants regardless of heat number or round run, regular maintenance is absolutely essential. Perhaps the most important aspect of this maintenance is the use of a single crew that will be responsible for the track throughout the complete event. This should ensure consistent track conditions for practice, qualifying and main events.

4.2.4 Watering of the track surface should be done on a pre-determined schedule based on the needs of the track and the atmospheric conditions. Any schedule should be conceived in such a way that no one heat or only a few heats race on a just-watered track. This way any advantage/disadvantage will be shared by all entrants equally.

4.2.5 Track repairs should be made between heats as needed. This should prevent "extreme" deterioration of the racing surface throughout the event. Once again, if a schedule is set up for regular maintenance it should be staggered so that all drivers enjoy any advantage or disadvantage such maintenance may offer. Attention to jumps as well as turns and straight sections is equally important.

4.2.6 Minimum track width is three (3) metres for Electric Off-Road and 4 metres for IC Offroad.

4.2.7 Track design and length should be such that lap times are kept in excess of 15 seconds per lap.

4.2.8 The boundary (inner and outer) of the track should be marked by a line (preferably white or yellow) at least 10 cm wide.

4.2.9 Corner cutting must be discouraged. For purpose built tracks a kerbing and grass infields will suffice. For tracks on carparks etc. tapered boards, 'dots', plough discs etc. can be used. Barriers should be firmly anchored onto the racing surface.

4.2.10 In areas where cars must cross onto an oncoming part of the track positive barriers must be provided to stop this from happening.

4.2.11 Safety barriers: additional barriers as described in Safety (Section 3) shall also be provided.

4.2.12 A driver's stand shall be provided and positioned so that all drivers are given essentially an equal view of the track. A stand or rostrum of 2 metres minimum height and a minimum space of 80 cm per driver is recommended.

4.2.13 Refuel or Pit area: an area outside the main racing surface must be provided for refuelling and restarting and trackside repairs to cars. This pitlane must provide a clear path for cars entering and leaving the area without conflicting with pit personnel.

4.2.14 The track design will consist of both left and right hand turns with one or more straights.

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4.2.15 Direction of travel shall be at the discretion of the organising club.

4.2.16 Coarse length shall be the length of the infield boundary line.

4.2.17 Conclusion

A track layout utilising the suggested components and construction should very closely emulate a real off-road circuit that the full scale counterparts race on. Additionally track conditions should prove to be consistent and offer equal and fair opportunity for all competitors. The restriction of straight length, use of jumps, moguls etc. will also reduce the impact of exceptional batteries, motors etc. which once again yields an extremely fair and equitable yet competitive atmosphere.

### Section Five Concourse

5.1 Concourse judging should be based upon realism, presentation and workmanship. Cars entered for concourse must be entered in the racing events and must compete.

A basis for concourse judging is:

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

**These Rules must be read in conjunction with each individual sections rules.**

**These General Rules can only be changed at the AARCMCC Executive AGM.**