



W.C.R.C.M.C.C.

Westcoast Radio Control Model Car Club Inc.

www.westcoastrccarracing.asn.au

DRAFT

Drivers Handbook 2010

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1. Car Classes

1.1 Electric 1/10th, 190mm

Electric Novice



Electric Mini



Electric 540 Pro



Electric Stock (Brushed & Brushless)



Electric Super Stock (Brushless)



1.2 Nitro 1/10th, 200mm

Nitro Novice Tourer



Nitro Pro Tourer



NOTE: The rules in this handbook can be changed by the committee as the need arises. Changes will be listed in committee meeting minutes, newsletters and at drivers meetings. Up to date versions will always be available on the website www.westcoastrccarracing.asn.au.

2. GENERAL RULES

2.1 Race Director

A Race Director and an Assistant Race Director will be rostered from the W.C.R.C.M.C.C. Committee to run club meetings. The Race Directors have the authority to impose any penalty they see fit within these rules, and may consult with the committee as necessary, their decision is final.

2.2 Disputes

The Race Director will be responsible for the resolution of any rule dispute. The WCRCMCC, VORTEC, AARCMCC and IFMAR rulebooks will be consulted if required.

2.3 Behaviour

Undue rough driving, un-sportsman like behaviour, bad language, abuse of marshals and officials, interference or abuse of other competitors will not be tolerated. Inappropriate behaviour on the drivers stand, in the pits or on the track can incur a penalty of up to disqualification from the meeting. Continued bad behaviour will result in your ejection from the club.

2.4 Footwear

Closed toe shoes MUST be worn by everyone within the race track area. No sandals, thongs or bare feet are allowed. If you cannot wear the appropriate footwear for a medical reason, you can compete, but under no circumstances can you enter the race area.

2.5 Marshalling

Drivers are to marshal the race immediately after their's, they must take a marshalling position at least one minute prior to the start of the next race. Marshalling positions are to be filled in number order on the witches hats (i.e. 1 1st, 2 2nd, 3 3rd and so on). Marshals must not sit on the track, eat, drink, smoke or talk on the phone while marshalling. Marshals are responsible for placing cars back on the track after a crash, if a car is broken and can no longer compete, it should be returned to pit lane by the marshal via the boundary of the track. Marshals are not to attempt repairs on broken cars. They should also make sure all track boards, hoses, fences and disks are in position before and after each race. Marshal 1 will be responsible for the scrutineering table, which will be to make sure all cars and transmitters have been placed on the tables from the previous

race, ensure all transmitters are turned off, check that frequency pegs and transponders have been returned, ensure all cars remain on the table until the race has been completed, keep careful watch over the cars to make sure they aren't stolen (listed on the scrutineering table). Discrepancies are to be reported to the race director, and penalties will be awarded at the discretion of the race director. Marshal 2 is responsible for opening the cut through in the track barriers at the start of each race, and closing it once each race has started. Marshals are to remain in position until the computer calls "All drivers finished". Failure to marshal or provide a substitute marshal (Race Director must be informed) will result in being ineligible to compete in the next final, or losing the result of the last final, if the infringement occurs during the last round.

2.6 Control

Reverse must be disabled in all cars, if it cannot be disabled the driver is not to use reverse during the race. Any car using reverse will lose their best final time of day. At no time during a race are transmitters to be taken onto the track.

2.7 Tyre Treatment

Tyre treatment is allowed, but no visible marks are to be left on the track surface. The use of any tyre treatment containing oil or wintergreen is forbidden.

2.8 Scrutineering

A club appointed scrutineer will make random checks.

2.9 Car Weight

A car when ready to race must weigh no less than:-

Mini	1275 g (1300g with Transponder)
540 & 540Pro	1400 g (1425g with Transponder)
Stock & Super Stock	1400 g (1425g with Transponder)

2.10 Driver Aids

Traction control (including slipper clutches and fluid clutches), active suspension and steering control by gyroscopes are not allowed. Sensors fitted to the car for the purpose of measuring suspension movement, wheel speed or tyre slip are not allowed. Venom Speed Meter (part# VEN-0615)

and on board temp sensors (any brand) may be used. Only 2 channels may be used for control in the receiver.

2.11 Body Shells

No part of the chassis and drive train including wheels, tyres, axles and bumpers may protrude outside the body shell when viewed from above (excluding F1). Body Shells must be fitted at all times when a car is on the track.

2.12 Battery

Four cell AA receiver packs that come standard with most radio systems are banned in all classes. Receiver packs must consist of cells that are soldered together. A means of disconnecting the main battery or receiver battery from the speed control/receiver must be used on all cars.

2.13 Radio Equipment

It is highly recommended that all drivers have at least 3 different radio frequencies available for each car they enter. Otherwise if a frequency clash cannot be resolved, priority will first go to club members and then the higher qualifying driver. The frequency number stamped on the transmitter crystal (metal case) must be able to be checked at any time without the use of tools. All radio equipment must conform to the Australian Government regulations.

2.14 Scrutineering Tables

After each race all cars (and transmitters) that start the race must be placed on the scrutineering table whether they finished or not. All cars and radios are to remain on the table until end of next race for scrutineering. Failure to do so within 1 minute after the “All drivers finished” call from the computer will result in being ineligible to compete in the next final, or losing the result of the last final, if the infringement occurs during the last round.

2.15 Transponders

Transponders may only be picked up from race control at the 2 minutes remaining warning of the race prior to your own. All transponders must be returned immediately after your race finishes. Failure to return transponders within 1 minute after the “All drivers finished” call from the computer will result in being ineligible to compete in the next final, or

losing the result of the last final, if the infringement occurs during the last round. AMB personal transponders may be used, and need to be registered when entering.

2.16 Transponder Mounting

The transponder must be mounted in a way so that it is completely protected by the car body, it will not be easily dislodged in a crash, and the mounting post will not scrape on the ground during a rollover. If the transponder does fall out during a race or your personal transponder fails to register, your car will not be manually lap counted and any damage to the transponder caused from due care not being taken will be paid for by the driver. Transponders should be mounted as close to the front of the car as possible and as far away from receivers, speed controls, carbon fibre and aluminium as possible.

2.17 Radio Frequency Peg Board

The frequency peg board must be used at all times except for those drivers using 2.4Gig Radio Systems. A peg of the appropriate frequency must be obtained before any transmitter is turned on. Pegs can only be collected when the race before yours has finished, and must be returned immediately after your race. Pegs can be collected at anytime during practice, but during racing can only be used if it is your race, or with permission from the Race Directors. If a car is grided for a race with the incorrect frequency according to the grid listing, it will be excluded from that race. Failure to return pegs within 1 minute after the “All drivers finished” call from the computer, ask permission to use pegs or turn off your transmitter will result in being ineligible to compete in the next final, or losing the result of the last final, if the infringement occurs during the last round.

2.18 Excessive Noise

Nitro cars must have their muffler attached at all times, if it comes off the car must be shut down immediately. Nitro cars are not to be started before 9:00am.

2.19 Car Numbers

All cars are to have a number displayed on the front windscreen and the left hand side window, according to the grid listing. To allow easy identification of cars and drivers.

2.20 Race Day Format

2 x Qualifying Rounds (*IFMAR Start*)

- Best single result (5 minutes plus last lap) determines starting grid in finals.
- There will be a maximum of 10 cars per race.
- 11 or more cars per class, class will be split into A and B qualifying heats. Cars in B qualifying heat can qualify for A final, depending on results.
- Cars in each class will be split evenly between heats. For example, if there are 13 cars in a class there will be 7 in heat A and 6 in heat B.

3 x Finals (*Grid Start*)

- Best 2 rounds count towards end results, worst round dropped, only used to split ties.

All qualifiers and finals will be 5 minutes plus last lap for all classes.

2.21 Championship Points

- For 540Pro Class Silver Can Brushed & 21.5T Brushless powered cars will be awarded points separately.
- For Stock Class, 27T Brushed & 17.5 Brushless Motors are treated as equivalent for the allocation of points.
- For Electric Super Stock Class, Brushless 13.5 & 10.5 powered cars will be awarded points separately.
- 1 point awarded to TQ in each class (junior and senior separately).
- 1st place at the conclusion of the meeting receives 20 points, 2nd 19, 3rd 18, 4th 17, decreasing by 1 point for each additional place for each class (junior and senior separately).
- Cars in B final can only finish as high as 9th if there are 8 cars in the A final. If a car qualifies 8th in the A final, it will still get 8th overall even if it doesn't complete a lap in a final.
- If a car does not complete a single lap in any race for the day, it will not receive any points.
- Non members will not receive championship points, and there will not be a count back after memberships have been paid.
- If members finish 2nd, 3rd and 5th at the conclusion of a race day and visitors finish 1st, 4th and 6th, the members will receive championship points for 1st, 2nd and 3rd.
- There will be 17 championship rounds this year, with the worst 4 rounds dropped, these 4 rounds will include rain days.

- Juniors are classified as being under 16 on or before June 30th of the championship year. If turning 16 after June 30th (eg. July 2nd) then you are a Junior.

2.22 Gaps

Gaps between races will be set at the start of the day, this gap is generally 5 minutes. These gaps may be extended depending on entries, but once they are set they will not be extended or delayed for drivers who aren't ready.

2.23 Rain Cancellation

The race meeting will be declared a Rain Day and cancelled if the first race hasn't started by 11:00am. Entry fees will be held over for the next race meeting. If it rains part way through a meeting, results will be decided from placing's up to and including the last fully completed round. If the 1st round of qualifying isn't completed for all classes it will be declared a rain day.

2.24 Class Assignment

Cars will be assigned to classes that they are most suited. If they do not meet all the specifications for that class, then they will be able to compete, but will not receive championship points. Cars may be entered up a class, for example Electric 540 Pro cars may enter Electric Stock and Nitro Novice Tourer cars may enter Nitro Pro Tourer. The aim will be to let all types of cars compete, however the final decision will be up to the Race Directors (1/8th scale and monster trucks excluded). Generally juniors and seniors will be placed in the same group in each class. However if there are 4 or more junior and senior entries, then that class will be separated into junior and senior groups, upon all drivers agreeing.

2.25 New Classes

If there is enough interest, new classes will be added as necessary. This would mean 4 or more competitors wishing to compete on a consistent basis (4 out of 6 meetings in succession) for it to be added to the championship. The final decision will be up to the committee.

2.26 Pit Lane

There will be no more than 2 people per car in the pit lane area at any one time. No person is to stand in or enter pit lane, cars must be refuelled or

repaired on the grass, teams are to use their pit box only, and drivers must give way to pit lane traffic and not use excessive speed. Club members, registered drivers and registered pit crew are the only people allowed in pit lane.

2.27 Entry and Membership Fee

Memberships are \$50.00 for Adults, \$35.00 for Juniors (under 16 on or before the 30th of June in the year of membership application or renewal), \$65.00 for a Family (1 Adult & 1 Junior) and \$10.00 for Social Members (Don't Race), a \$15.00 joining fee applies to all new members (Adult, Junior, Family and Social). Entry fees are \$5.00 per class for W.C.R.C.M.C.C. members (membership badges or proof required), \$8.00 for the 1st class and \$5.00 for each additional class for members from other VORTEC affiliated clubs (proof required) and \$10.00 for the 1st class and \$5.00 for each additional class for non members (visitors). A late entry fee of \$10.00 for the 1st class after entries have closed (9:30) will apply, entries cannot be taken after racing starts. Entries can be refused by the Race Directors without a reason being given. Entry fees will not be refunded once the grid listings have been printed.

2.28 New Drivers

New Drivers (visitors) and Members to the Club are responsible for making themselves aware of the rules of the Club. They will receive a grace of 2 meetings, where they will receive a total of 2 warnings for not complying with rule 2.5, 2.14, 2.15, 2.17 in any combination.

2.29 Safety

Safety is paramount at all times. Members and drivers must not run on or jump off the drivers stand, and fences must not be jumped over. Club members, registered drivers and registered pit crew are the only people allowed in the racing area. Drivers should also be aware of where spectators are, and ensure they stay behind the fences and are not in any danger. The "Safety Check List" must be completed by a committee member before any car can go out onto the track.

2.30 Practice

During practice times all drivers must use the drivers stand, frequency pegs and their car must have its body attached. Drivers must also be aware of other drivers that want to practice who have the same frequency

and limit the use so that everybody gets a fair chance. Caution should also be taken when approaching other cars from different classes on the track.

2.31 Racing

During racing the race director may impose warnings, drive through, stop go, and loss of lap penalties for jumping the start, cutting corners, pit lane infringements (See 2.26), and rough driving.

2.32 Alcohol and Drugs

All club members, visitors, pit crew, marshals and drivers, are strictly prohibited from consuming or being under the influence of alcohol or illegal drugs at any time whilst at a race meeting. Non compliance with this will result in immediate disqualification and ejection from the event.

2.33 Track Direction

At all times cars must travel around the track and pit lane in a clockwise direction. A cut through will be provided in the track barriers for all classes so that cars can be placed down in pit lane and driven around to their grid positions for the start of each race. At the end of each race when a car is called finished, it will continue around the track at reduced speed to the marked "Pull In Area". Where it can be collected after the computer has called "All drivers finished".

2.34 Code of Conduct

In the event that a club member's behaviour gives sufficient cause for the club to terminate that member's current membership status, then that member shall also be deemed ineligible to join any other club that is part of VORTEC for a period to be determined by the VORTEC committee.

3. Race Day Procedure.

3.1 Race Day Timetable.

- 8:00 – 9:15 Track Setup (all members to help).
- 9:15 – 9:30 Complete Safety Checklist (committee & club member).
- 9:15 – 9:30 Scrutineering (new members and visitors cars).
- 9:15 – 9:30 Entries (no late entries will be accepted).
- 9:15 – 9:30 New memberships and renewals taken.
- 9:30 – 9:45 Electric practice.
- 9:45 – 10:00 Nitro practice.
- 9:35 Qualifying grid listings posted.
- 9:40 Drivers meeting.
- 10:00 First race.
- 5 Minute Gap Between previous race and the start of each Electric race.
- 5 Minute Gap Between previous race and the start of each Nitro race
- 15–45MinGap Between the 2nd round of heats and 1st round of finals, to allow for number and frequency changes in accordance to Finals grid listing and also to have lunch (A BBQ maybe provided on some race days)
- 2.30pm Approximate finishing time of race meeting (all members to help disassemble track)

Nitro Cars: No car is to be started prior to 9:00am.

Rain: The race meeting will be declared a Rain Day and cancelled if the first race hasn't started by 11:00am. Entry fees will be held over for the next race meeting.

Minimum Round Time: There will be no minimum round time and drivers are to be aware that if only 1 race class is competing then they will need to be ready to race again 5 minutes after their previous race. If this is an electric powered class they will need to have sufficient charged batteries to accommodate this scenario.

3.2 Track Setup

8.00am – 9.15am Unfortunately the track needs to be setup before the start of every meeting and there are quite a few things to do. Such as setting up the boards, hoses, disks PA and computer timing system as well as blowing down the surface. If you are able to get to the track early and help with setup it is a huge help to everyone involved.

3.3 Scrutineering

9.15am – 9.30am If you are new to racing or unsure whether or not your car is legal to race, then this is the time to bring it up and have it scrutineered or checked over. We can let you know what changes may need to be made and what class it fits into.

3.4 Entering

9.15am – 9.30am This is the only time entries will be taken, entries after 9:30 will incur a late entry fee. When entering you need to know what class or classes you are competing in (see scrutineering if unsure), have your entry fee ready (See 2.27), your transmitter crystals for each class and membership badge. The crystals need to be removed from the transmitter and any plastic casing or have the outer sticker removed so that the frequency (eg. 27.145) stamped on the crystal itself can be read. All of the frequencies you have available should be presented at this time. You should have 3 frequencies available for each car, to avoid clashes (See 2.13).

3.5 Memberships

9.15am – 9.30am New membership applications and renewals will only be taken at this time. Someone will be available to help with your application and to answer any questions you may have regarding the club and memberships.

3.6 Practice

9.30am – 9.45am Electric

9.45am – 10.00am Nitro

The track will be open for free practice during these times. The conditions are that all cars have their bodies on, the drivers stand is used and the peg board is also strictly used. Drivers should be aware that there may be slower cars on the track from different classes and due care must be taken.

3.7 Racing

10.00am – 2.30pm The race meeting will consist of 2 rounds of qualifying, with the best single result determining your grid position for the finals. There will be 3 rounds of finals with the best 2 results counted, the third will decide equal points. Grid listings will be posted on the notice board at 9:35. You must check this to see what race you are in, what number you

need to put on your car, the transponder number and colour for your race and what frequency crystal you need to have in your car. All races will be 5 minutes plus your last lap. Basic driver etiquette should be used at all times. In the gap prior to your race you need to get your peg and transponder, turn your transmitter and car on and place it on the grid for the start of the race. If you are racing a nitro car then you can use this time to warm up the engine on the track. The car needs to be on the starting grid and ready to start the race at the 10 seconds to go call. After your race and the computer has called "All drivers finished" you can leave the drivers stand and quickly turn off your car and transmitter, return your peg and transponder, place your car and transmitter on the scrutineering table and take up a marshalling position on the track.

3.8 Gaps

There is a 5 minute gap between the end of a race and the start of electric races, and a 3 minute gap for nitro races. This isn't a lot of time so you need to be prepared. Unfortunately the start of races cannot be delayed due to a very tight race schedule. There is also a 15- 45 minute gap between the 2nd round of heats and the 1st round of finals to allow car numbers and frequencies to be changed for the finals in accordance to the Finals grid listing.

3.9 Grid Position

Your grid position will be the same as the number on your car, except for the second round of qualifying, which will be your finishing position from the first race. Your car number will be found on the grid listing at the start of the meeting and will change according to the new grid listing printed after the 2nd round of qualifying.

3.10 Marshalling

Every driver is required to marshal the race immediately after theirs. Marshalling positions are indicated with numbered witches hats. The positions need to be filled in numerical order, as they are set out to indicate the most crucial marshalling positions to the least. Marshals need to quickly and safely return cars to the track after a crash. Care must be taken not to run out into oncoming traffic and not to put cars into the path of oncoming traffic. Marshals shouldn't be eating, drinking, smoking or sitting down whilst on the track. When marshalling on the infield of the track you need to crouch down to minimise obstructing the driver's view of the track (See 2.5).

3.11 Peg Board (transmitters)

The frequency peg board is designed to ensure that there is only one person using each frequency at a time. Otherwise you will get severe interference and your car will most likely go out of control. Pegs must be used by all drivers (except those drivers using 2.4Gig Radio Systems) when there transmitter is on. During practice if you are using your car you must use the appropriate peg while your transmitter is on, if your frequency is taken then you either need to change your frequency to one that isn't being used or wait until it is free. During racing you can only have your transmitter on in the gap before your race and during your race once you have obtained the appropriate peg. Once your race is over, you must promptly turn off your car and transmitter and return the peg. Transmitters can only be used at other times with permission from the race director.

3.12 Scrutineering Table

After each race all cars that start the race must be placed on the scrutineering table whether they finished or not. The cars need to remain there until the next race has been completed. This is to allow the cars to be scrutineered, to check that transmitters are turned off, and that pegs and transponders have been returned.

3.13 Transponders

Transponders are small devices that are placed in each car for lap counting. They are fitted prior to your race and removed immediately after the race. The transponder colour and number are specified on the grid listings.

3.14 Computer and P.A. System

The computer system runs the race meeting and is fully automated, delays and race times are pre set and will not be altered or paused. You need to pay close attention to the announcements on the P.A. system to know what race is being run and how long there is to the start of your race. The time remaining, positions, leading gaps and A final positions will also be announced throughout each race. At 2 minutes before the end of each race the computer will call up the next one, and after each race it will call the results and the marshals for the next race (previous race drivers).

4. Rules for 1/10th Electric

4.1 Electric Novice

- Cars must meet specifications for Mini, 540, 540 Pro, Stock or Super Stock.
- Juniors and seniors can compete in this class for as long as required, to gain experience in racing, the rules, and to gain confidence on the track.
- This class does not receive championship points.

4.2 Electric Mini

- Tamiya M01/2/3 or M03L series “Front Wheel Drive” chassis only.
- 540 Johnson/Mabuchi or Tamiya Sport tuned only.
- ESC, bearings and Tamiya Hot ups permitted (NO speed tuned gears).
- Small size Mini wheels only, with any tyre and insert.
- Bodyshells are open (no post 1980 4 door touring Sedan and or 12th scale wedge/Can-Am sports bodies)
- Batteries – Any 6 Cell pack, stick, saddle or side by side configuration or any ROAR approved 2 Cell Lipo battery.

4.3 Electric 540 Pro

- Any brand IFMAR legal Touring car chassis 4WD/2WD 190mm max width.
- 540 Silver can, metal end bell Johnson/Mabuchi motor only.
- 2010 Season Trial – Any ROAR Approved 21.5 Brushless Motor (no Championship Points Awarded)
- Motors may not be modified or tampered with in any way.
- Unrestricted body shells.
- Unrestricted gearing.
- Rubber tyres only.
- Batteries – Any 6 Cell pack, stick, saddle or side by side configuration or any ROAR approved 2 Cell Lipo battery.

4.4 Electric Stock

- Any brand IFMAR legal Touring car chassis 4WD/2WD 190mm max width.
- Any body shell except Sports/GT bodies e.g. Ferrari F50/Porsche 911/Honda NSX etc.

- Commercially available 27 turn bushed single wind Rebuildable Stock motor, ROAR approved motors only (NO modifications allowed to motor, no hybrid motors)
- Any ROAR approved 17.5 Brushless Motor with choice of Brushless Speed Controller
- Rubber tyres only.
- Batteries – Any 6 Cell pack, stick, saddle or side by side configuration or any ROAR approved 2 Cell Lipo battery.

4.5 Electric Super Stock

- Any brand IFMAR legal Touring car chassis 4WD/2WD 190mm max width.
- Any body shell except Sports/GT bodies e.g. Ferrari F50/Porsche 911/Honda NSX etc.
- Any ROAR approved 13.5 or 10.5 Brushless Motor with choice of Brushless Speed Controller.
- Rubber tyres only.
- Batteries – Any 6 Cell pack, stick, saddle or side by side configuration or any ROAR approved 2 Cell Lipo battery.

4.6 Supplemental Regulations

Li-Po batteries are legal for all Electric Classes, these rules are to specify class differentiation for the state of Victoria only. For all other technical specifications, cars and batteries must meet guidelines as per determined by AARCMCC.

5. Rules for 1/10th NITRO

5.1 Nitro Novice Tourer

- Juniors and seniors can compete in this class for as long as required, to gain experience in racing, the rules, and to gain confidence on the track.
- Drivers will be promoted into Nitro Pro Tourer or other Sanctioned Nitro Classes when they have attained specified lap times and driver awareness.
- Kit engine (pull-start only), OR any .12ci size engine (pull start or non-pull start)
- Tuned pipe allowed.
- Single speed or Two Speed Transmission
- Rubber tyres & inserts, (27mm max width/24mm min width), (any brand/profile),
- Foam rubber tyres (front 26mm/rear 30mm max width/24mm min width),
- Kit body shell, after market sedan / GT style (no wedge bodies),
- Any fuel (30% nitro max.),
- Shock & Diff oils open,
- Any suspension upgrades, including chassis and radio plate,

5.2 Nitro Pro Tourer

- Kit engine (pull-start only), OR any .12ci size engine (pull start or non-pull start)
- Tuned pipe allowed.
- Two speed transmission,
- Rubber tyres & inserts, (27mm max width/24mm min width), (any brand/profile),
- Foam rubber tyres (front 26mm/rear 30mm max width/24mm min width),
- Kit body shell, after market sedan / GT style (no wedge bodies),
- Any fuel (30% nitro max.),
- Shock & Diff oils open,
- Any suspension upgrades, including chassis and radio plate,

5.3 Technical Specifications

1. The classes run will be “Nitro Novice Tourer, Nitro Pro Tourer” which will be 4WD. Only one brake, working on the central power transmission, is allowed. No second or individual brake system(s) for front and/or rear axles or single wheels is allowed.
2. Maximum 2 speed Gearbox Allowed.
3. All cars must have a de-clutching device and have an operating brake capable of stopping the car and holding the car motionless with the engine running.
4. The use of .12ci engines & kit engines up to .16ci only will be permitted. They shall be air-cooled, with front rotary valve, two-stroke induction. Only glow plug ignition is allowed. No modifications to Kit spec. engines in Stock, and Pro Stock.
5. Engine capacity is to be aftermarket maximum .12ci (2.11cc) only. Or kit up to .16ci (2.62cc) applicable to Nitro Tourer and Nitro Pro Tourer.
6. An effective muffler must be fitted at all times. Open exhaust or excessive noise is not permitted.
7. Fuel tank capacity to be 75.00cc including all fuel tubing, filters, etc. No loose inserts allowed inside tank.
8. The front bumper must follow the body contour and must be constructed so as to minimize injury that may result from being hit by a car. The bumper must be made from foam rubber or a flexible plastic material.
9. The body must be made from a flexible material and be painted properly, all windows should be clear.
10. Bodies are not to be cut above the lower bumper line at the front or the back, or above the bottom line of the doors.

11. Only the following AIR HOLES and sizes are permitted in the body shell:
- One (1) cooling hole may be cut in the front windscreen to a maximum size of 50% of the front windscreen.
 - Access holes for glow plug and refuelling access in the roof are allowed.
 - Both front side windows and the rear window can be removed for ventilation, rear side windows must remain intact. Or both front and rear side windows on one side.
 - Small holes can be made for the exhaust pipe, transponder, body post and radio antenna.
 - No other holes are permitted.

12. Roll-bars (*roll-over bars*) must be kept under the body.

13. No parts of the car, except the muffler outlet may protrude outside of the body shell when viewed from above. Tyres may protrude past body shell provided that 200mm is not exceeded)

14. Under body/chassis aerodynamic aids of any nature are not allowed.

15. General Dimensions

	Minimum	Maximum
Wheelbase	230.00mm	270.00mm
Width (without body)	170.00mm	200.00mm
Width (with body)	175.00mm	205.00mm
Length (<i>including body and wing</i>)	360.00mm	460.00mm
Height (<i>to top of roof</i>)	110.00mm	160.00mm
Wing width inclusive	125.00mm	(ref #17)
Wing chord	40.00mm	50.00mm
Wing endplate equal size	35.00mm x 50.00mm	
Wing overhang (<i>at rear</i>)		12.00mm
Wheel Diameter (<i>excluding tyre bead</i>)	46.00mm	50.00mm
Front wheel width including bead		26.00mm
Rear wheel width including bead		30.00mm
Front tyre width (<i>across sidewalls</i>)		26.00mm
Rear tyre width (<i>across sidewalls</i>)		30.00mm

16. One wing and one spoiler may be mounted to any car (*if the original full-size car had more, it is allowed to do the same*). Wing and spoiler must be made from a flexible material. Wing and spoiler must not be fixed to body with piano wire. Basically, they must be mounted to body directly. Wing and spoiler may not protrude outside the maximum height and width of the body (*including the side dams*). Rear wings must be mounted in the same place as was intended by the

body manufacturer. The overhang at rear must not exceed 12.00mm at the furthest point, to be measured from boot lid.

17. The height of the wing may be adjusted but the wing, including endplates must not extend higher than 3mm above the roofline. Wings (*excluding endplates*) are to be of single moulded construction (*no flat-packs/bend your own*). Gurney strip (*if allowed*) may not exceed the width of the wing and have an edge not more than 5.00mm high. Total cord of wing, plus the strip is 55.00mm.
18. Fuel will only contain methanol (*methyl alcohol*), lubricating oil and a maximum of 30% nitro methane in volume. Any fuel judged to be dangerous by the Organizer or Race Director may not be allowed.
19. The aerial support must be flexible. Carbon, steel, etc. are not allowed.
20. Only two (2) servos are allowed. Frequency must be legal as specified by Race Director. Drivers must have more than one (1) frequency available.
21. The use of gyroscopes is not allowed.
22. All measurements referred to in these rules are maximum or minimum values. Illegal measurements will be to ISO norm. All figures in the rules should be two (2) decimal digits.

6. Race Day Calendar for 2010

Sunday January 17th
Sunday January 31st
Sunday February 14th
Sunday February 28th
Sunday March 14th
Sunday April 11th
Sunday May 23rd
Sunday June 13th
Sunday June 27th
Sunday July 25th
Sunday August 8th
Sunday August 22nd
Sunday September 12th
Sunday October 10th (date could be changed)
Sunday October 31st
Sunday November 14th
Sunday November 28th
Sunday December 12th (Fun Day – No Championship Points)

* There will be 17 championship meetings for the year, the 4 worst results will be dropped, which includes rain days and non attendance. Each race day will consist of 2 rounds of qualifying and 3 rounds of finals.

* Please visit our website at www.westcoastrccarracing.asn.au for details of any changes to the calendar due to unforeseen circumstance, (eg. Easter) and also for additional meetings at other clubs.