



# **Stoke**

**Radio Control**

# **Model**

# **Car Club**

# **Club Handbook**

# **2015**

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## 1. Introduction

Stoke Radio Control Model Car Club (SRMCC) handbook is aimed at helping all club members get the most out of club racing in a safe and enjoyable way.

This club is affiliated with the British Radio Control Association (BRCA).

## 2. Mission Statement

To provide a fantastic club racing experience for all levels and ages of racers with electric radio controlled racing cars sized 1/10<sup>th</sup> and smaller.

## 3. Venue/Schedule.

Racing takes place every Tuesday evening inside Fenton Manor Leisure centre sports hall with doors open to the pit area and track assembly at 7pm with racing commencing at approximately 7.50pm. Booking in to race must be done by 7.30pm but this is acceptable by text to race control listed in the contacts section. Approximate meeting ends at 10pm. Venue map available on the back page of the handbook.

## 4. Club Constitution

SRMCC is a non-profit organization and all committee members are helping to run the club on a free voluntary basis elected by senior members. All money goes to paying for facilities and equipment.

The Club shall operate with at least three committee members; Chairman, Secretary and Treasurer. There will be an AGM open to all club members where nominations, votes, financial records and more detailed club constitution are all available.

## 5. Race meeting

SRCMCC operates a league system dividing different competitor experience and abilities to give everyone the best chance of having fun competition. Off Road and Touring Cars are also split into their own races with different routes for both classes around a flat track or over jumps where appropriate.

The racing schedule for the night is displayed after booking in is closed at race control. It is the racers responsibility to be aware of their race and marshalling number displayed here.

Races are started either by a line adjacent to the drivers rostrum steps or on a grid start on the main straight. This is described in more detail in section 5.4 lap counting.

After each race there is time provided for equipment to be returned to the pitting area then all racers must take a turn marshalling as detailed in the next section.

Racing during a standard league night consists of 4 races of 5 minutes duration, with the first three qualifying style races started with a staggered delay so that each competitor is effectively racing against the clock with the aim of getting a grid position for the final race which is run with a formula 1 style start.

Points are awarded with a maximum of 150 for the top qualifier after the first three rounds in the class they are racing, then second gets 149 and so on. For the final race there are extra bonus points awarded for each class from first down.

$1^{\text{st}}=8 / 2^{\text{nd}}=7 / 3^{\text{rd}}=6 / 4^{\text{th}} \& 5^{\text{th}}=5 / 6^{\text{th}} \& 7^{\text{th}}=4 / 8^{\text{th}} \& 9^{\text{th}}=3$

$10^{\text{th}}, 11^{\text{th}} \& 12^{\text{th}}=2 / 13^{\text{th}}, 14^{\text{th}} \& 15^{\text{th}}=1$

The League runs for a total of 14 weeks using 2 different tracks. Each track is raced for 7 consecutive weeks to give chance to compare races and lap times from previous weeks and attempt improvement. On the last week of each

track the league night is slightly altered for a different experience with each of the 4 races being started in a grid based upon the previous 6 weeks results.

Points are awarded with 1<sup>st</sup> place getting 161, 2<sup>nd</sup> place 158 3<sup>rd</sup> place 155 , 4<sup>th</sup> place 152, 5<sup>th</sup> place 151 and 6<sup>th</sup> place down get 149, 148 etc.

Final league positions are calculated per class with the driver on the most points winning. These points are taken from a driver's best 10 of 14 races to allow for people that have to miss racing on the odd occasion.

A popular addition to this clubs racing calendar is the clubs Christmas fun team event where teams are drawn out of the hat after basic seeding to do their races with a quick pit stop change endurance style race.

### 5.1 Marshalling

A marshal in radio controlled races primary aim is to help any crashed or stuck cars back into the race at the same point that they left the track or were running before being unable to continue unaided.

Marshal points corresponding to your car number are positioned round the outside of the track. You must be stood ready here for the next race after your own to start. Make sure you are aware of any car number changes throughout the meeting, changing your marshalling position accordingly. Do not return to the pitting area leaving your duties until race over is called.

To help everyone enjoy their nights racing it is important to know how to marshal well. Here are some guidelines and safety tips explained in more detail.

- The most important part of marshalling is first of all be aware of your own safety first, radio controlled racing cars are capable of great

speed and before stepping out into the track during a race make sure you are aware of the cars still racing to avoid injury.

- As well as for your own safety be aware of the other cars still racing because it is a priority not to hinder the cars still moving while getting to the car requiring help. A large amount of damage can be caused standing on or in front of someone's car.
- Time lost due to slow marshalling can be very frustrating for the driver, please try to move as swiftly as possible to help cars but remember the first two points and only move at a pace you feel safe to do so.
- Before placing a car back onto the racing track it is advisable to check and not position the car or your own hand holding the car inadvertently in the way of another car at racing speed.
- Always place the crashed car back to the point where it left the track.
- Make sure not to handle cars by any moving parts for safety.
- Be careful not to cause any damage to a car in an attempt to marshal it quickly, for example kicking a car back into place or throwing a car onto the track.
- Move back to your marshalling point as soon as possible preferably crouching or kneeling if physically possible while not moving on the track to minimize the interruption of the drivers view.
- If a car needs repairing it is not your responsibility to repair it, place the car on its roof in a safe place near your marshalling point.
- Do not take drinks onto the track or use your phone on the track. Distractions are dangerous to yourself and bad manners to the drivers racing.
- It is your responsibility to aid a racer to the best of your ability as you would wish to be marshalled on your own race.
- Please wear any provided high visibility clothing as this helps race control identify if marshals are correctly in place and racers identify you, should avoidance be required.

Anyone who has any physical limitations should advise Race Control before racing starts so that they can make arrangements to help replace you.

### Racers responsibilities

There are a few things necessary for the racer to do in order to safeguard those marshalling from injury and not to cause other drivers difficulty during the race.

- Make sure that all sharp points on external bodywork for example wheel arch endings and wing end plates are rounded off.
- All cars with external gearbox housing not covered by a body shell must be fitted with a gear box cover.
- Do not operate the throttle of your car while being marshalled as this is very dangerous to the marshal's hands and fingers wait until the car is placed back on the track.
- When retrieving a broken car during the race do not disturb those still racing on the rostrum and go round the track not across it avoiding blocking drivers views or marshals access to the track.
- Remind friends and family attending the race meeting they are not to go onto the track at any time during racing or practice.

Anyone wishing to visit other model car clubs or race some competition meetings should find that these rules are the same for all clubs and competition to the highest level.

## 5.2 Driver etiquette

Remember everyone is here to have fun and hopefully do some winning; here are some tips towards this aim.

### Passing

- If you are an obviously slower car, or are being lapped, don't fight the position to a faster car, hold your line until you can get to a safe place at which you can go to the outside line and let the faster driver through.
- If you didn't realize a faster driver was coming behind you until too late, stay on your line and let him/her make the pass!
- If your car is handling so poorly that it is unpredictable (e.g. weaving down the straight) chances are you may have a problem or you are using too much throttle.
- On the back stretch hold the inside line (the same side as the inside of the next turn).
- If you are a faster driver passing a slower car:
- Get a feel for the abilities of the driver or the handling of their car (you don't want to attempt a pass and have them knock you out because they got nervous or their car was handling poorly!).
- Wait for the appropriate time if the driver is a beginner or their car is not handling well.
- Otherwise make the pass as safely as possible and remember everyone is racing!
- If you and the other driver are competing for position hold your line and whoever's nose is ahead of the front doors has the line. If you don't have it back-off and wait for the next opportunity to pass. Don't push the other car out of the way.
- A clean overtaking manoeuvre is ideally one with no contact between cars. A car which has been beaten to the racing line can be expected to leave half the corner width for the overtaking car.



- Due to the high speed of the cars collisions often happen with the car being overtaken usually coming off worse. The pass can only be considered good if the overtaking car had been entitled to the line, was on the inside half of the track and moving at a speed that without collision the car could still exit the corner in control.
- Any collision on the outer half of a corner and the overtaking car will not be considered to have left enough room.
- It is always considered polite that if you attempt a move that involves a collision or contact that causes the car being overtaken to be 'pushed' out of the way, the position should be returned and both cars can then continue to race again for the position.

### Mechanical

- If you have something broken that prevents your car from handling predictably, pull into the pits if possible. Otherwise pull the car out of the way, preferably close to a marshal. Don't take out another driver's car if you are trying to limp a car home.
- Remove all sharp edges from your car. Some particular nasty ones are badly trimmed zip ties. DE burr any damage and trim any sharp edges on the body.
- Check all links on the car. If they are too loose, they will most probably become undone during the race.
- Clean your car and inspect it for damage--sometimes you may miss hairline cracks in suspension parts until you wipe them clean.

### Radio Control and Rostrum behaviour

- Do not turn your radio on in the pits unless you have let the race director know and he has approved. Reasons for needing to turn on your radio are mostly limited to checking radio performance and/or adjusting servo centring after repairs.

- Don't turn off your transmitter until your car has been turned off.
- Turn off the transmitter immediately after turning off car.
- Be courteous to the other drivers on the rostrum
  - Allow enough space.
  - Don't lean forward and obscure the view of the track
  - Swearing is never acceptable
- If you make a mistake it is a good idea to let the other driver know you're sorry, otherwise it looks like you did it on purpose!
- If for some reason your car fails in a bad spot and there is no marshal immediately nearby then make a nice loud announcement such as "DEAD CAR ON THE (E.g. "STRAIGHT"!)"
- Sometimes the marshal might have missed your car, or may be distracted watching the race. Shouting may get their attention but most probably if there are other cars around the marshal may not hear you at all. Unfortunately this can happen to anyone, it's recommended to politely make the marshal aware of their mistake and do your best not to repeat it yourself.
- The "cut-throat" sign is probably a good one to use if you feel your car is done for the race or too unsafe to drive. When you do this, make eye contact with the marshal, remember the marshal most probably does not know who the car belongs to and is looking for some sort of indication to figure it out.

### 5.3 Safety

Radio controlled model car racing at a size of 1/10<sup>th</sup> and below using electric power is a very safe hobby however no matter how rare there can be small accidents.

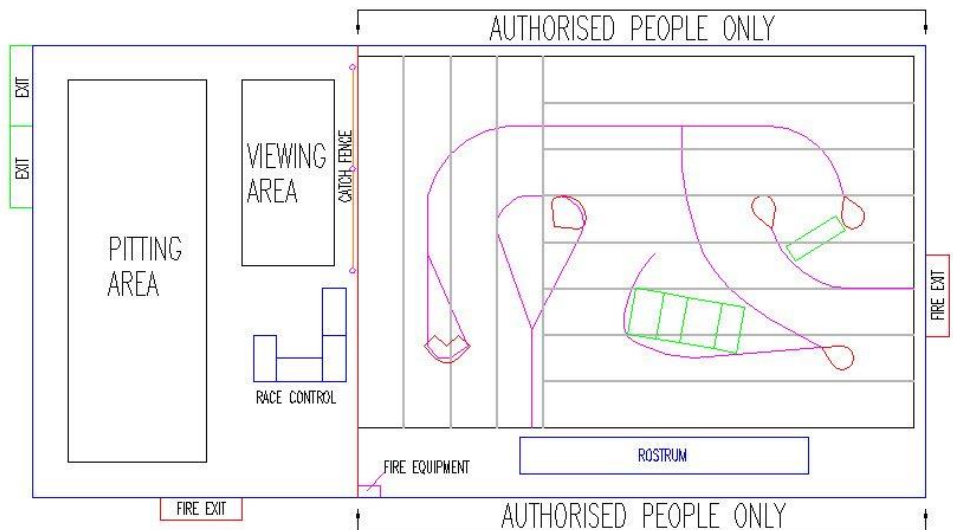
The BRCA organisation provides to affiliated clubs and individual members insurance against accident and our own club insurance requires that all club members have BRCA memberships, which can be taken out either independently or with our own club membership.

It is important to read the whole of this handbook as in previous sections general good codes of safe practice are detailed.

This club takes place in a Staffordshire County Council controlled building with disabled access.

We have provided additional safety equipment with trackside catch fencing and additional fire equipment on top of the excellent facilities in the building.

Fire exits and off limit areas are marked on the facility diagram below



#### 5.4 Lap Counting

To keep track of all the cars racing this club uses the mylaps RC3 transponder monitoring system in conjunction with Alycat pc software. All cars are required to have fitted an amb, mrt or mylaps hybrid personal transponder. Our system may be updated to Mylaps RC4 sometime in the near future and

we recommend getting either an MRT RC4/RC3 compatible or a mylaps RC4 Hybrid transponder to ensure compatibility.

The club can provide a clip in transponder at our discretion to new members while available. This requires a hole to be cut in the cars body shell to fit.

In order for a lap to be counted the car must pass over the wired mounted under the track marked on the safety diagram on the previous page.

At the start of a race in qualifying heats the computer will call out competitors names indicated for them to drive forwards and start running. Laps will start counting as the car crosses the timing loop.

On a grid start the timer will start as soon as the race buzzer goes.

The computer will again always call out by name when you have finished your race please pull in safely without interfering with anyone still finishing their race.

## 6 Online forums and Media

The Main website for the club with club news and online results is

[www.stokercmcc.co.uk](http://www.stokercmcc.co.uk)

A fantastic way to share ideas, problems and anything else of interest is using the online world. The club has a very popular facebook page which can be reached at

[Facebook.com/groups/stokercmcc](https://www.facebook.com/groups/stokercmcc)

Other online resources include

Twitter [@stokercmcc](https://twitter.com/stokercmcc)

Youtube [Stoke RCMCC](https://www.youtube.com/channel/UCStokeRCMCC)

Instagram [@stokercmcc](https://www.instagram.com/stokercmcc)

To keep our members' safe online, especially with this hobby attracting very young participants with older family, the SRCMCC Committee reserve the right to remove anything deemed unsuitable for all ages or defamatory immediately and without warning.

## 7 New member information

For insurance purposes, potential new members to the club are covered for up to 6 weeks (maximum of 3 meetings in those weeks) by the clubs BRCA membership (as long as you have never previously been a BRCA Member or raced at another club). After this introductory period you are required to have your own BRCA membership, which can be obtained through the club for those becoming club members, or direct from the BRCA at [www.BRCA.org](http://www.BRCA.org).

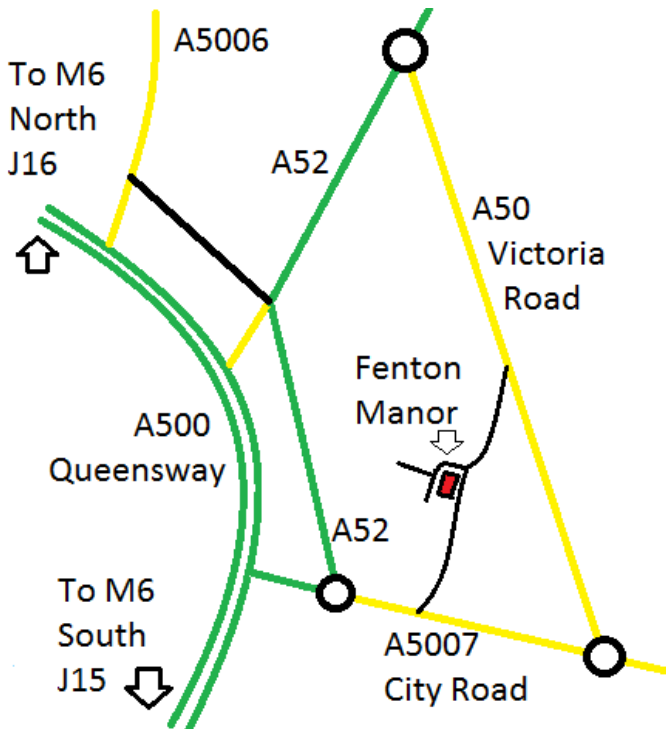
### 7.1 Parents and Guardians

For Parents or Guardians that might want to enter the track area to help retrieve cars you will also require a BRCA membership for insurance purposes but we do not require club membership.

### 7.2 Club membership and race fees

Membership runs from January 1<sup>st</sup> to December 31<sup>st</sup> of any given year.

For up to date membership prices and race fees please ask at the club or check out our [About](#) page at the club web site, [www.stokercmcc.co.uk](http://www.stokercmcc.co.uk).



## 8 Committee and Thanks

Chairman, Steve Ball                      07909966636    [steve@stokercmcc.co.uk](mailto:steve@stokercmcc.co.uk)

Treasurer, Duncan Rist                    07969693455    [duncan@stokercmcc.co.uk](mailto:duncan@stokercmcc.co.uk)

Secretary, Andrew Kilgariff              07917817476    [andy@stokercmcc.co.uk](mailto:andy@stokercmcc.co.uk)

Thanks to regular committee

Adam Mullock, Scott Cadman

Driving Etiquette content care of <http://gomcc.weebly.com>

[rc\\_racing\\_etiquette.pdf](#)