

RULE BOOK



2017

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1/32nd

NB: For 1/32nd scale refer to NZSCA 1/32nd Rules.

Subscriptions

Juniors \$30:00 for full year subscription.

A Junior Member is a dependant child up to the age of 18 year unless earning a full time wage. Juniors may apply to move up to seniors from the age of 15 years.

Seniors \$95:00 for full year subscription.

Family \$105:00 for full year subscription.

A Family Membership is One Senior + Partner + Dependent children not earning a full time wage.

All membership subscriptions and any other Annual charges or levies shall be due and payable in full by the first official calendar race event for the New Year.

Financial membership automatically ceases if subscriptions are unpaid two (2) calendar months after the AGM.

Anyone wishing to pay off their yearly subscription must approach the committee to arrange an appropriate time period, this cannot be approved by just one committee member.

There is no provision to pay a full years race fees in advance.

Membership includes use of all HMMRC facilities both circuit and drag racing.

If joining the Club between the start of the financial year, 1st October and the 31st March the full years membership subscription is payable.

If joining between 1st April and the 30th June two thirds of the full years membership subscription is payable.

If joining between 1st July and 31st September one third of the full years membership subscription is payable.

Race Fees

Juniors All Race Meetings \$2.00 per meeting.

Seniors All Race Meetings \$5:00 per meeting.

Casual All Race Meetings \$6.00 casual fee plus the normal race fee of \$5:00 Senior or \$2.00 Junior per meeting. I.e. senior \$11:00, Junior \$8:00

Race Fees are for all meetings – circuit racing or drag racing and Hard Body (RTR)

Casual rates will apply to all people who are not financial members and have used their free introductory nights.

People participating as Casual racers, can only race for Four (4) nights in the calendar year before having to join the club as a normal member.

People who race Hard Body (RTR) only, are excluded from the conditions in the clause above.

Practice / Track Usage Fee These are for track use on non club nights, \$5:00 for club members and \$10:00 for non club members.

A racer competing as a casual racer or a racer competing using their free introductory nights will **NOT** be allegeable for any points in any Championship competition up to the time of becoming a financial member.

Visitors who are a member of a NZSCA affiliated club and wish to race need only pay the normal race fee applicable to the meeting and not the casual rate of \$5.00.

New Members

The first three (3) race nights are free, that includes car, controller, and race fees.

After the three (3) free nights, if he / she wish to continue to race they may join the Club and must pay race fees as per the current schedule. Car hire of \$2.00 per night and Controller hire of \$3.00 per night must be paid if required.

Non members may continue to race on a casual basis by paying the casual race fee as per the current race fees schedule.

The member must after six weeks of racing have purchased his / her own car, or be in the process of. Controllers may still be hired at \$3.00 per night.

Club Rules

NO SMOKING inside the Clubrooms at any time.

NO ALCOHOL is to be brought onto or consumed in the Clubrooms or on the grounds, as per the Council Community Lease Requirements.

Members are to keep away from the Railway Lines.

Members are to drive slowly around the Clubrooms.

It is the responsibility of all members to keep the Clubrooms tidy.

A member may only enter the canteen with a committee member's permission.

Soldering Iron is to be turned down when not in use.

Members who race are not to leave until racing is finished without permission from the Race Controller or Chief Steward. **(If you race, you must turn marshal! Turn marshals may be assigned to corners by the Race Controller or Chief Steward)** Failure to do so may result in forfeiture of all points gained on that night.

All cars, when on the track, must be to HMMRC rules while racing or practice is in progress.

Tyre goo is to be applied to the cars tyres only. Under certain circumstances the Chief Steward or Race Controller may authorise the application of goo to the track.

Tyres are not to be sanded on the track.

The track is not a work bench or table top, please don't use it as such.

Keep all food and drink away from the track.

A Controller may only draw power from a single driver stand controller point.

A Controller may not supply a higher voltage to the car than is available from a single driver stand controller point.

Cellular phones are not to be used by marshals or competitors while racing is in progress.

Lane Changes

The time allowed for lane changes will be 45 (Forty Five) seconds. It is the driver's responsibility to ensure their car is on the correct lane with the correct coloured sticker. Cars may be oiled, braids reset and bodies adjusted during lane changes.

Lane Rotation



Track calls

Braid up

Power failure (one or all lanes)

Debris in slot

Irretrievable car

A car on the floor is **not** considered irretrievable.

A car in the infield or under the track **is** considered irretrievable.

Lap counter or track equipment failure.

Rider (Car in other than assigned lane).

Between markings in front of drivers stand.

From marking In front of race controller to bridge.

Under the bridge.

On top of the bridge.

Track calls are NOT work breaks but Braid may be reset and bodies straightened during track calls.

Any form of track maintenance including adjustments can only be undertaken with a committee member present.

Normal Wednesday night racing format (Non Trophy Nights) *Only one scale will be run.*

The classes will be as per the race calendar decided by the committee. The heats will be 6x2, more than one set can be run depending on attendance and time.

No personal form of electronic device such as cell phones or USB may be plugged into the club computer unless a committee member is present. This is because the computers we use have no form of up to date antivirus installed and the club has no need to go online. The computer is purely used to run track events.

Any hard body / RTR racing is to be run on the track in the direction of right to left standing on the driver's podium facing the track. This is to reduce adjustment of the track joins and prevent 'fluffing' of the track braid thereby minimizing track damage.

General Car Rules

Applies to ALL classes unless specific class rules state otherwise.

TO BE ELIGIBLE FOR POINTS, CARS RACED ON A TROPHY NIGHT MUST COMPLY WITH HMMRC RULES.

MOTORS May use the following motors in Falcon motor classes:-

TSR / Falcon 7
JK Hawk Retro JK-HR
JK Hawk 7 JK30307
Fast Ones Demon FO 7
Trinity Evil 9 EP701
Proslot 4002 FK Motor

Armature shafts may be shortened (pinion and com ends) and can maybe notched to allow for axle clearance. **NO** other modifications permitted. They must remain sealed as manufactured.

Brushes & springs may be changed. Brushes cannot be timed, drilled, friction cut or fitted with shunts. Brush hoods must remain standard & in the standard horizontal position

Any new releases that supersede the listed motors will automatically replace them.

Width - 82.55mm (3.25"), measured across any part of the chassis, body, and the front and rear axles. Excluding the body pins.

Clearance - minimum clearance is 0.5mm (0.020") under the rear axle and gear at the beginning of each race. **The gear may not protrude below the chassis**

The scrutineer's decision on width and clearance is final and any car deemed to be at risk of damaging the track during a race will be immediately black flagged

Front wheels may be run if preferred, they do not have to touch the track.

Stick on front wheels are permitted providing they are an accurate representation of a wheel and tyre and they must represent the scale of the car with a clear archway around them. **Front wheels must be run if specific class rules require them.**

Front Axles If used must be soldered to the front wheel tower uprights.

Axle bushings oilite or brass only, may solder or glue axle bushings into place.

Gears any 48 or 64 pitch gears allowed.

Bracing may add bracing to support the rear axle uprights

Pin tubes Floating pin tubes may be used.

Guide Flag No projections capable of guiding the car are allowed beneath it, other than the actual guide and pickup. Only one guide flag allowed, with a blade not more than 25mm long.

Guide Tongue Brace Any guide tongue brace allowed.

Spacers nut etc Guide nut, spacers, clips, lead-wire and earring backs are free.

Tape and Lead may be applied to the chassis in all classes.

Blueprinting Pressed steel chassis may be flattened and straightened, wheel towers straightened to ninety degrees, guide tongue levelled and doubled, rear bearing holes filed out to enable rear axle to be set level and at ninety degrees to direction of movement, sharp edges rounded to avoid track damage, and chassis assembled to allow pans to move freely

May not alter chassis movement by removing chassis material, except as specified above. The original manufacturer's method of joining the chassis pieces together and articulating their movement must be retained.

Motor Mounting must be mount in the original manufactures position, fixed to the chassis by screws or soldering, or a combination of both. May brace the motor to the chassis.

Motor bracket The existing motor can-bearing slot may be enlarged to allow for a proper motor fit and gear mesh. But the full bracket outline must remain.

Bodies must be a reasonable representation of a full size car. Body shape is to remain as manufactured apart from necessary alterations needed to clear the guide and wheels. The front of the body may not be cut so high as to lose the shape and detail of the front. Cutting out the rear of the body is OK on GTP and LMP cars. Bodies must be available from a commercial manufacturer and available to all club members. Bodies must be fully painted and sufficiently opaque so that no chassis or components can be seen through the body when viewed from above. Windscreens and windows must be left clear. ***A clear strip may separate the wing from the main body***

Trimming & cut outs Cars are to have only portions cut out from the body which are normally cut out on the full sized cars i.e. air intakes, engine grilles etc. The windows may not be cut out unless proof is provided that the car raced in such a form. No mechanical components may protrude through the bodywork (with exception of guide flag).

Wheel arches front wheel arches must be clear, or cut to at least the horizontal centreline of the front wheels. Trimming for front or rear wheel clearance may not extend into the top surface of the body.

Saloon Bodies Saloon cars must be mounted un-raked, i.e. with the lower side door and sill lines parallel with the track surface. Saloon cars must retain the rear of the body intact, to include the rear bumper area.

Body Mounting Bodies may be fixed to the chassis by any combination of tape, clips or pin tubes. Where pin tubes are used they must be located in the existing body fixing chassis holes.

Cover chassis The chassis and guide must be completely covered by the body when viewed from above; the only exception to this is front suspension arms and lead wires for Formula One cars

Driver A non-transparent three (3) dimensional driver, consisting of at least head / shoulders / arms and steering wheel, with at least two (2) colours is to be securely fixed in the driving position of the car at the commencement of every race.

Numbers All cars must have at least two readable numbers, of the same numeral. Cars shall have easily read numerals in two (2) different locations. These numerals must be the same.

1/24th FLEXI (Sports / Classic / Saloon)

Sports

Chassis Any commercially manufactured two or three piece pressed steel 4" chassis. Lightweight pans are allowed.

Body LMP (Any LMP body allowed)

Classic / Vintage

Chassis Type - Champion Turbo Flex chassis – standard and light weight pans allowed.

Bodies

exclude any high downforce body (higher than 28mm) or those with rear side-dams, regardless of the period they represent.

Body

Lola Sunaco
69 Ferrari 612
McLaren M8a
Matich SR3
Lola T163
Lola T160

Blueprinting – Chassis may be flattened and straightened, wheel towers and cotter pin upright straightened to ninety degrees, guide tongue leveled and doubled, rear bearing holes filed out to enable rear axle to be set level and at ninety degrees to direction of movement, sharp edges rounded to avoid track damage, and chassis assembled to allow pans to move freely. May remove chassis material from the rectangular slot in the rear pan cross piece to allow pans to move freely. May remove chassis material from the underside of the front hooks above the front pan cross piece to allow pans to move freely and equalize pan roll.

Motor Mounting - May enlarge motor bracket holes to clear the motor bushing, but the full bracket outline must remain. May solder motor in place, and brace it to the chassis. May space the motor back from the motor bracket to achieve desired gear mesh.

May not alter chassis movement or remove chassis material, except as specified above (*the original manufacturers method of joining the chassis pieces together and articulating their movement must be retained*)

No chassis modifications other than those detailed above will be permitted.

Front wheels and tires must have two front wheels with black rubber or plastic tires, not O ring fronts.

Minimum width 6mm, Minimum diameter 15.9mm (nominal 5/8").

Front wheels may rotate independently.

Front wheels need not support the chassis

Must have both front wheels at all times.

Front Axle must have a front axle

Front axle must pass through the upper set of .063" holes in the turboflex front axle uprights without modifying those holes.

Front axle may be soldered in place, or braced to prevent it revolving.

Front axle may be straight, or bent to achieve a negative camber.

Front width and side-play the width across the front wheels when extended against the outer axle wheel retainers may not exceed 82.5mm, and the front wheel side-play may not exceed 1.0mm.

Body height maximum body height including rear spoiler from track surface is 35mm, when the body is measured with the car on a recessed board.

Body trimming and cut outs must retain rear body detail as per full sized car

Where there is a cut line moulded into the rear of the body, the body-work above the cutline must be retained.

Where there is no cut line, or the moulded cut line is higher than half the body height, all body work behind the rear wheels must be cut to no less than half the height (17.5mm) from the top of the rear spoiler to the track, when the body is measured with the car on a recessed board.

Saloon

Chassis Any commercially manufactured two or three piece pressed steel 4” chassis. Lightweight pans are allowed.

Interior All cars must have a 3D driver figure painted with at least two colours, and a sufficiently full interior so that no chassis or components can be seen through the windows.

Bodies The allowed bodies to be used for the Saloon Trophy Championship rounds are in the following list.

<u>Body</u>	<u>Manufacture</u>	<u>Part #</u>
VE Commodore	Hobbies Plus	VE 24830A
VE Commodore	Hobbies Plus	VE 24830B
FG Falcon	Hobbies Plus	FG 24660A
FG Falcon	Hobbies Plus	FG 24660B
VS Commodore	Sunset	SS 2430
EL Falcon	Sunset	SS 2420

DTM (These bodies are for HMMRC Club racing only, are an alternative to the current Saloon list and are covered by the same setting up/cutting rules as the Saloon)

VW	BPA	011
Peugeot 406	BPA	054
Honda cup	BPA	078
Toyota Coupe ISRA	BPA	087

Saloon & DTM bodies must be cut to the manufacturer’s body line at the base of the body and can not be cut above this. **Maximum rear height is 41mm.**

1/24th F1/ Indy Grand Prix

Chassis

JK 4" Indy / F1 Cheetah 7 chassis kit Part No JK25117 or
JK 4" Indy / F1 Cheetah 21 chassis. Part No. JK 251171.

Rear and Front axle bushings oilites or brass only, may solder or glue axle bushings into place.

Front wheels must have two front wheels, JK F1/Indy Plastic Rim Part No JK8745PF, width min 9mm, maybe ground down in diameter to allow front ride height adjustment, may rotate independently of each other, and must support chassis and touch and roll.

Front axle 3/32" diameter, may solder front axle bushes to front wheel towers.

Front Axle Height the minimum distance from the top of the front 3/32" diameter axle and the underside of the chassis shall be 9.45mm minimum.

Motor See General Rules 5.

Bodies Any formula 1 or Indy car body can be used.

Numbers Only 1 (one) number is required to be displayed.

1/24th Group 12 GTP

General Specifications Must comply with all General Car Specifications.

Chassis Type Free.

Axle Bearings Free.

Gears Free.

Front Wheels Front wheels are optional, but must use realistic looking stickers if front wheels not used.

Bodies GTP

Motor

Set Ups Any unmodified commercially available BOW, Cahoza, Camen, Champion (*Force or Xterminator*), Kamen, Kelly, Koford, Mura, Proslot, RJR, TWP, Red Fox or Viper full size 'C' can set up is allowed (*no strap cans*).

Armature Any production tagged Group 12 or Group 15 Armature with a minimum of 50 series wound turns of 29 gauge (AWG) wire may be used. Tags must be attached to the armature and readable at the time of scrutineering. Minimum Armature diameter is 0.500".

Endbell 'C' can endbell only may be used – no aluminium endbells. Endbell hardware, screws, and endbell to can mounting screws may be added or substituted, but the endbell may not be modified in any other way.

Can Can material may not be removed except the can and magnet may be grooved to achieve axle clearance, and plating or paint may be removed to facilitate soldering. No other can modifications are allowed. Can dimensions: length 23.5mm, width 21.2mm, height 14.2mm.

Magnets Any full can height, single piece ceramic magnets may be used. No quads or multi segment magnets allowed except Proslot SMQ.

Brushes and Springs – Any brushes and springs may be used, and heat sinks, buss bars, shunt wire and spring insulation may be used.

Bearings Oilite type bushings or ball bearings are allowed and these may be soldered or glued in place.

Blueprinting Can may be straightened, bearing hole centered, magnets honed, & armature spacers used.

No motor modifications other than those detailed above will be permitted.

Circuit Club Night Points Allocation

Point's allocation for normal club night racing, not trophy meeting nights which has it's our points system.

These points are applied no matter the number of entries on the night, but they do have to race to be awarded any points.

If there is two sets of races per night then each race gets point based on the below schedule.

Place:	Points:	Place:	Points:
1 st	40	11 th	20
2 nd	38	12 th	18
3 rd	36	13 th	16
4 th	34	14 th	14
5 th	32	15 th	12
6 th	30	16 th	10
7 th	28	17 th	8
8 th	26	18 th	6
9 th	24	19 th	4
10 th	22	20 th	2

Circuit Trophy Meeting Race Rules

These rules can only be amended at an Annual General Meeting/Extraordinary General Meeting of the Henderson Miniature Motor Racing Club.

There will be two Circuit Club Championships, one for the juniors only which will be run on Friday nights, and one Senior Circuit Club Championships run on Wednesday nights which both seniors and juniors can compete in to give the Circuit Club Champion and Circuit Class Champion's.

See "CIRCUIT CLUB CHAMPIONSHIP and CIRCUIT TROPHY MEETING RACE FORMAT" for both Senior and Junior Circuit Championship formats for the current year.

The final circuit trophy meeting for the year shall be the "Grand Final". Points in any championship gained from this meeting MUST be added to the points gained from the other trophy meetings during the year i.e.

The Grand Final points cannot be counted as the worst round.

Minimum number of drivers required for racing is eight (8).

The Race Controller & Chief Steward are to run the meeting as they interpret the rules.

The Chief Steward has control of the meeting.

The Race Controller has control over the race being currently run.

The Chief Steward will decide on the eligibility of cars for a particular event. Only cars conforming to this specification may race.

Entries close at 8 pm sharp, the track will be turned off and cars are to be presented for scrutineering.

Qualifying will start at 8.15 pm.

No car may qualify if it has not been scrutineered.

No car or driver may race if they have not qualified.

A driver may only race a car that they have qualified.

The starting procedure for races shall be.

Race controller to call

"Marshals" then "Drivers ready"

If no response from drivers that they are not ready then the computer countdown will start.

If a driver(s) respond "Not ready" wait a reasonable time for driver(s) to get ready then call "Drivers ready" and start the computer countdown. Do not wait for a second time

A driver may race in only one of the following classes with a car conforming to the HMMRC rules for that class. Class 1 – Open, Class 3 – Open GP, Class 4 – Standard, Class 6 – Standard GP.

In each race there shall be up to three finals, these being the Class 1/3, and Class 4/6 finals. Up to the top six (6) qualifiers in each class will race in the class final, with lane choice according to qualifying times. Further finals in each class will be run for as many multiples of Six (6) drivers in each class. The balance of drivers will firstly make up the class finals, and secondly their own mixed finals according to overall qualifying positions.

Each class will have their own final race. According to the numbers of cars racing in each class there will be an "A" final, "B" final, "C" final etc for each class. The qualifiers in the individual classes will have lane choice according to their qualifying positions i.e. fastest to the slowest. In the event there are three or less in a class to form a final for that class, the remaining cars from another class can fill the remaining positions. These cars have lane choice on the remaining positions only.

If there are less than six (6) cars competing in Class 4/6 in any trophy race fill in cars will be permitted to make up the numbers to six (6). The cars are to be class 4/6. Drivers of the fill in cars will not score points in the class 4/6 championship or overall championship. Should there be more fill in cars to race than positions available the fill in drivers will be drawn from a hat.

Should the Chief Steward of the meeting consider the above format for composing heats inappropriate, he may alter it after consultation with the committee.

The Chief Steward will inform those racing, prior to racing of the format for that night.

During finals cars may not be worked on while the power is off. Drivers working on their cars when the track is turned off between runs will be eliminated from the remainder of that race.

The track is closed between the end of qualifying and racing, and between all qualifying and finals.

During racing cars will be changed from lane to lane by the drivers themselves or if agreed by track marshalls.

Drivers are responsible to ensure that their car is in the correct lane and has the correct sticker on it at all times.

The maximum time between runs during heat/finals shall be one minute from after lane segments are recorded, and two minutes between heats/finals.

The maximum time between qualifying and finals is ten minutes.

Once a final has started, drivers not at the starting line at the correct time, for any reason will not be waited for.

The track **MUST NOT** be cleaned in the week preceding a Trophy Meeting; it must have at least one (1) senior club night of racing on it before a Trophy Meeting.

Race Controller decision is final and cannot be disputed.

If at least half the field de-slot before the end of the first corner the run will be re-started. There will be a maximum of two (2) re-starts per run for de-slotting.

A concourse competition will run at each round. Points will be awarded on the basis of 25, 20, 17, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1 for all others. 25 points being for 1st place. Concourse points are awarded for overall positions only. Cars must race as presented for concourse judging. Any car that does not race in a final will forfeit any concourse points gained.

Points for Trophy Meeting Qualifying will be awarded on the basis of 10, 7, 5, 4, 3, 2, and 1 for all others. 10 points being for 1st place.

Points for Trophy Meeting Races excluding the Grand Final will be awarded on the basis of 50, 40, 34, 30, 28, 26, 24, 22, 20, 19, 18, 17, 16, 15, 14, 13, 12, 10, 9, 8, 7, 6, 5, 4, 3, 2 and 1 for all others. 50 points being for 1st place.

Points for the Grand Final Qualifying Race will be awarded on the basis of 25, 20, 17, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2 and 1 for all others. 25 points being for 1st place.

Points for the Grand Final will be awarded on the basis of 50, 40, 34, 30, 28, 26, 24, 22, 20, 19, 18, 17, 16, 15, 14, 13, 12, 10, 9, 8, 7, 6, 5, 4, 3, 2 and 1 for all others. 50 points being for 1st place.

Driver/s competing with cars that do not comply with requirements of the round e.g. a non-GP car at a GP round or an incorrect body, will be given a placing after all complying cars have been placed.

All cars must finish all races under their own power.

Any car which the Race Controller or Chief Steward deems to be damaging the track or constitutes a hazard to other cars must be removed from the track immediately. The car may only be returned to the track after it has been fixed

The race in progress must be finished before any dispute is discussed. Disputes will be handled by the officials of the meeting, (Chief Steward, Race Controller, in consultation with the committee if deemed necessary). All parties have the right to consult/appeal with the committee in writing before the start of the next committee meeting only.

The winning cars in **Class 2/5 and Class 4/6** will be inspected and possibly stripped if the need for further inspection is required. If the winning car is found to be illegal, the driver will be disqualified from the race and the second place car will then be inspected and so on.

In the event that there is a tie on the total points for the meeting (points from qualifying, race one and race two), the higher place will go to the driver who has the highest points in the main race.

At the start of each heat and final all drivers to get 1 minute warm up on the lane that they have chosen to start their race, the Race Controller will switch off the red light at the commencement of the 1 minute and when the red light is switched back on each driver must line up ready to start racing. No car may pass the start/finish line while the red light is showing without the Race Controllers permission. Any driver breaking this rule may be disqualified by the Race Controller for the current run.

11. Circuit Club Championship, Circuit Class Championships & Trophy Meeting Race Format

Circuit Club Championship

Senior Circuit Club Champion and Junior Circuit Club Champion will be

The driver who gains the most points from the overall placing in all Trophy Night Meetings minus their single worst round over the Trophy Meetings plus their Grand Final Points.

Drivers earning points counting towards the Circuit Club Championship **WILL** drop their single worst round over all the Trophy Meetings. A round in which a driver did not enter or did not start may be counted for this purpose. The Grand Final **CAN NOT** be counted as the worst round.

Circuit Class Championships

There will be the following Circuit Class Championships.

Class 1/3 Open Circuit Champion
Class 4/6 Standard Circuit Champion

Circuit Class Champions will be

The driver who gains the most points from their Circuit Class Trophy Night Points minus their single worst round over all the Trophy Meetings plus their Grand Final Points.

Drivers earning points counting towards any of the Circuit Class Championships **WILL** drop their single worst round over all the Trophy Meetings. A round in which a driver did not enter or did not start may be counted for this purpose. The Grand Final points **CAN NOT** be counted as the worst round.

Circuit Concourse Championship

Senior Circuit Concourse Champion and Junior Circuit Concourse Champion will be

The driver who gains the most points from their Trophy Night Concourse Points minus their single worst round over all the Trophy Meetings plus their Grand Final Concourse Points.

Drivers earning points counting towards the Concourse Championship will drop their single worst round over the Trophy Meetings. A round in which a driver did not enter or did not start may be counted for this purpose. The Grand Final Concourse points **CAN NOT** be counted as the worst round.

Circuit Trophy Meeting Race Format

Each trophy must be competed for twice to win. i.e. over the two rounds for each class.

Senior 1/32nd

Saloon	Schedule A	6 x 3 minute	Trophy
GP	Schedule A	6 x 3 minute	Trophy
Sports	Schedule A	6 x 3 minute	Trophy
Saloon	Schedule A	6 x 3 minute	Trophy
GP	Schedule A	6 x 3 minute	Trophy
Sports	Schedule A	6 x 3 minute	Trophy

Senior 1/24th

Saloon	Schedule A	6 x 3 minute	Trophy
GP	Schedule A	6 x 3 minute	Trophy
Classic	Schedule A	6 x 3 minute	Trophy
LMP	Schedule A	6 x 3 minute	Trophy
Saloon	Schedule A	6 x 3 minute	Trophy
GP	Schedule A	6 x 3 minute	Trophy
Classic	Schedule A	6 x 3 minute	Trophy
LMP	Schedule A	6 x 3 minute	Trophy

Grand Final Any body type. Qualifying and Grand Final to be held on the same night.
Qualifying Schedule B
Grand Final Race Schedule B 6 x 3minute

Schedule A

Qualifying runs will be drawn in a random manner; each driver is to have 1 (one) single one (1) minute run on any lane of their choice. A driver's quickest single lap time posted within either one (1) minute period will determine the qualifying order. Ties will be broken firstly by the number of equal times a driver records, then by the next best time and so on.

A drivers best single lap will count towards their qualifying position, unless the driver has qualified two (2) cars or in 3 classes. In this instance the driver must nominate which car and class they will race.

This cars best time then becomes the drivers qualifying time for the race.

RACE: all finals will consist of six (6) consecutive runs on six (6) different lanes. The winner is the driver covering the greatest distance, regardless of which final they were racing in. In the case of a dead heat, a drivers highest three (3) runs added together in the final will decide the position.

The points received in Qualifying and the Race will be added together, these total points will determine a drivers finishing position in each class as well as the overall position

Points will be awarded in each class and overall on the following basis:

Qualifying	1 st	10 points
	2 nd	7 points
	3 rd	5 points

4 th	4 points
5 th	3 points
6 th	2 points
7 th	Qualifier and below will all be awarded 1 point each.

Race	1 st	50 points	15 th	14 points
	2 nd	40 points	16 th	13 points
	3 rd	34 points	17 th	12 points
	4 th	30 points	18 th	11 points
	5 th	28 points	19 th	10 points
	6 th	26 points	20 th	9 points
	7 th	24 points	21 st	8 points
	8 th	22 points	22 nd	7 points
	9 th	20 points	23 rd	6 points
	10 th	19 points	24 th	5 points
	11 th	18 points	25 th	4 points
	12 th	17 points	26 th	3 points
	13 th	16 points	27 th	2 points
	14 th	15 points	28 th	place and below will be awarded 1

point each.

Schedule B

Qualifying runs will be drawn in a random manner; each driver is to have 1 (one) single one (1) minute run on a lane nominated by the Race the controller and Chief Steward. A driver's quickest single lap time posted within either one (1) minute period will determine the qualifying order. Ties will be broken firstly by the number of equal times a driver records, then by the next best time and so on.

A drivers best single lap will count towards their qualifying position, unless the driver has qualified two (2) cars or in 3 classes. In this instance the driver must nominate which car and class they will race. This cars best time then becomes the drivers qualifying time for race one.

Grand Final all finals will consist of six (6) consecutive runs on six (6) different lanes. The winner is the driver covering the greatest distance, regardless of which final they were racing in. In the case of a dead heat, a drivers highest three (3) runs added together in the final will decide the position. The points received in Qualifying, Qualifying Race and the Grand Final will be added together, these total points will determine a drivers finishing position in each class as well as the overall position. Points will be awarded in each class and overall on the following basis:

Qualifying	1 st	10 points
	2 nd	7 points
	3 rd	5 points
	4 th	4 points
	5 th	3 points
	6 th	2 points
	7 th	Qualifier and below will all be awarded 1 point each.

Race	1 st	25 points	10 th	9 points
	2 nd	20 points	11 th	8 points
	3 rd	17 points	12 th	7 points
	4 th	15 points	13 th	6 points
	5 th	14 points	14 th	5 points
	6 th	13 points	15 th	4 points
	7 th	12 points	16 th	3 points
	8 th	11 points	17 th	2 points
	9 th	10 points	18 th	place and below will be awarded 1 point each.

Grand Final	1 st	50 points	15 th	14 points
	2 nd	40 points	16 th	13 points
	3 rd	34 points	17 th	12 points

4 th	30 points	18 th	11 points
5 th	28 points	19 th	10 points
6 th	26 points	20 th	9 points
7 th	24 points	21 st	8 points
8 th	22 points	22 nd	7 points
9 th	20 points	23 rd	6 points
10 th	19 points	24 th	5 points
11 th	18 points	25 th	4 points
12 th	17 points	26 th	3 points
13 th	16 points	27 th	2 points
14 th	15 points	28 th	place and below will be award 1 point each.