

# **RACING RULE BOOK**



# **2025**

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## Annual Subscriptions

Individual = \$60. Family = \$75

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 year's 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.

Note – members that have been financial and regular attendees for a full season of racing are eligible for nomination at the time of the AGM to become elected officers of the HMMRC.

## Race Fees

*All racers at any meeting or practice session where the track is used pay a \$5 Track Fee*

Non Member levy is an additional \$5, i.e. **\$5+\$5=\$10 (Includes casual racers, gear hire may apply)**

HMMRC Members and NRSRG Can-Am racers - no additional levy is required.

Casual Racers: all race meetings \$6 casual fee plus the normal track fee of \$5 per meeting. i.e.  $\$6+\$5=\$11$

Casual racer rates 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.

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

## New Members

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

After the three (3) free nights, if he / she wishes to continue to race they may join the club and must pay race fees as per the current schedule. Car may be hired for \$2 per night and Controller may be hired for \$3 per night if required.

The member must after six weeks of racing have purchased his/her own car or be in the process of doing so. Controllers may still be hired at \$3.00 per night. Non-members may continue to race on a casual basis by paying the casual race fee as per the current race fees schedule.

## 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 to be considerate of others present (age, gender, visitors etc.) at all times regarding language, manners and temperament.
- Members are to keep themselves and others away from the Railway Lines.
- Drive slowly around the Clubrooms and whilst arriving or departing along Rangeview Rd.
- 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 participate where requested may result in forfeiture of all points at the event.
- All cars, when racing, must without exception comply with HMMRC motor/chassis class rules. And in the spirit of the racing of club events must make reasonable effort to comply with all rules for the class of car being used. Cars that fail to comply may be disallowed from racing according to correct interpretation the HMMRC rules by committee members present.
- In the case of Trophy or open events hosted by HMMRC only fully compliant cars of correct class for the event may be on the track prior to racing. In an open invitation multi-class event all relevant classes may be used in an open practice session. But pre-class warm ups will be for only that class of car. If a class has already been run then cars of that class may not be operated again in any open practice session or pre-race warm up during the remainder of the event.
- Additional tyre goo may only applied directly to the car's tyres not the track surface.
- Under certain circumstances the Chief Steward or Race Controller may authorise the application of additional spray goo to the track. This is normally only done once after a full track clean.
- Full track clean and respray of goo may not be done immediately prior to a trophy event. The track must be used for at least one full club meeting prior to any trophy meeting being held on the track surface.
- The track is not a workbench. No tyre sanding, oiling etc. to be done while car is on track.
- Keep all food and drink away from the track.
- Cellular phones are not to be used by marshals or competitors while racing is in progress.

- 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 only used to run track events.
- Any form of track maintenance including adjustments can only be undertaken with prior approval of the committee and with a committee member present.
- All racing to be run on the track in the direction of right to left standing on the driver's podium facing the track. This eliminates the need to adjust track joins and prevents 'fluffing' of the braid.

### Lane Changes

The time allowed for lane changes will be 60 (Sixty) seconds. During club racing the cars will normally be lane changed by turn marshals and overseen by the race controller who may pause the timer for any reasons of difficulty completing the task. However if a driver leaves the stand to attend their own car the restart sequence does not pause for their return to the stand. 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 - European

**WHITE – RED – YELLOW – BLACK – BLUE – GREEN – WHITE**

### Track Calls

Track calls are NOT work breaks but braid may be reset and bodies straightened during track calls. Drivers calling "TRACK" or "RIDER" as an appeal to the race controller incorrectly more than once may result in a 5 lap penalty. This is to prevent the continuity of the race being affected for others.

Track call button is operated by the race controller for the following reasons only:

- In response to "TRACK" or "RIDER" being called by anyone in the room (race controller discretion applies if they happen to witness why the appeal is being made and can see if it qualifies as a legitimate call).
- Irretrievable car(s) under the track in the infield area or any car that has left the track surface i.e. fallen to the floor.
- 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.
- Braid up.
- Power failure (one or more lanes).
- Debris in slot.
- Lap counter or track equipment failure.

As soon as a marshal has possession of an irretrievable car racing will resume immediately. i.e. normal marshalling can now take place, the track call will be cleared and the restart sequence will occur. If a car(s) has been retrieved from under the track some time may be taken to ensure that they are returned to the correct part of the track before clearing the track call.

### **Controllers**

- A controller may only draw power from a single driver stand controller point.
- A controller may not boost the voltage available from a single driver stand controller point.
- Internal components that require standby battery (or any power storage) must have that power source isolated from delivering power to track wiring and / or car.

### **Track Records**

Any race in which the track record is claimed must have been contended for by a minimum of four drivers (legitimate mechanical retirements will not affect this criteria). Exceptions to this minimum number will be qualifying records and other such events that normally have a reduced number. The claim to the record will then be verified by confirming the eligibility of the driver (membership of a club) and the car in contention shall be fully scrutineered (it must be found to be fully compliant to the class rules for track records to be verified, even if on a club night) by both the Chief Steward and the Race Controller. (One of which, minimum, must be a committee member or a committee member will be appointed to check the car).

A new schedule of track records shall be used for brushless motor classes, previous records for mini-can production racing shall not be overwritten unless by mini-can motors (typically the PS4002FK).

### **Track Damage**

Any car deemed to be at risk of damaging the track during a race will be immediately black flagged. The car may re-join the race after inspection by scrutineer, steward or race controller; whichever is appropriate for the race event.

### 1/24<sup>th</sup> FK FLEXI LMP

**REFER TO THE NZSCA RULEBOOK FOR PRODUCTION LMP.  
PLUS, THE FOLLOWING IS ALLOWED FOR CLUB RACING AT THE HMMRC;**

The WestRock WR24BL chassis may also be used complying with the brushless motor rules and fixed gear ration only (i.e. it may only be a brushless car). Th WR24BL may not have any modifications other than the removal of the central pan cut out only. No lead, tape or other restrictions to chassis articulation may be made. It must be a 100% production chassis.

**Body Type & Height** – Any commercially available LMP body may be used. *Minimum thickness 0.005”.*

### 1/24<sup>th</sup> FK F1 / INDY GRAND PRIX

**REFER TO THE NZSCA RULEBOOK FOR PRODUCTION F1.  
PLUS, THE FOLLOWING IS ALLOWED FOR CLUB RACING AT THE HMMRC;**

**Body** – Any commercially available F1 / Indy Grand Prix body may be used. *Minimum thickness 0.007”.*

**Motor** – KC Racing 1106 4500KV using a fixed gear ratio of 9/36 (NZSCA Rules and local track gear ratio set by HMMRC)

**OR** a brushless motor of specification 1204 3750Kv, using a fixed gear ratio of 12/36 - 9 stator/12 magnet (HMMRC Specification, for club racing only)

### 1/24<sup>th</sup> FK FLEXI SALOON (DTM/GT3)

**REFER TO THE NZSCA RULEBOOK FOR PRODUCTION SALOON.  
PLUS, THE FOLLOWING IS ALLOWED FOR CLUB RACING AT THE HMMRC;**

The WestRock WR24BL chassis may also be used complying with the brushless motor rules and fixed gear ration only (i.e. it may only be a brushless car). Th WR24BL may not have any modifications other than the removal of the central pan cut out only. No lead, tape or other restrictions to chassis articulation may be made. It must be a 100% production chassis.

**Body** – Any commercially available DTM/GT3 style body may be used.

### 1/24<sup>th</sup> GTP/ES24 & WING CLASS

**REFER TO THE NZSCA RULEBOOK FOR G12 EUROSPORT, ES24 AND G12 WING.  
PLUS, THE FOLLOWING IS ALLOWED FOR CLUB RACING AT THE HMMRC;**

**Motor** – May use any brushless motor up to 6500KV

**Bodies** – Any commercially available bodies of the correct class type may be used.

## OTHER CLASSES

Unless specified per event, other classes not listed here will default to current published NZSCA Rules.

## CLUB NIGHT RACING & POINTS ALLOCATION

Normal Wednesday night club racing format will consist of two heats of **6x2 minutes** and may include two classes. Classes run will be as specified on the race calendar. LMP may be run in all class races but will score points after the last placed car of the correct class.

The classes will be as per the race calendar decided by the committee and published on a calendar. Each round contended for by heats of **6x2 minutes**, lane choice issued at random by timing system, European lane rotation used.

Points are awarded no matter the number of entries on the night, but they do have to race to be awarded points. Two heats of races per night get points awarded based on the below schedule :

PLACING	POINTS	PLACING	POINTS
1ST	10	11TH	1
2ND	9	12TH	1
3RD	8	13TH	1
4TH	7	14TH	1
5TH	6	15TH	1
6TH	5	16TH	1
7TH	4	17TH	1
8TH	3	18TH	1
9TH	2	19TH	1
10TH	1	20TH	1

All placings after 9th shall be awarded 1 point. Seeing as the race is based on a laps per time allowed format DNF's still receive points based on lap total. DNS's do not receive points.

## TROPHY SERIES MEETING RACE RULES

Minimum number of drivers required for racing is eight (6).

- The Chief Steward & Race Controller are to run the meeting as they interpret the rules.
- The Chief Steward will inform those racing, prior to racing, of the format for that meeting.
- 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 8pm 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.
- Lane changes will be done in a segment correct manner and cars that are on or under the bridge will not be advanced for retrieval.

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

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 marshals. 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 heats during finals shall be one minute. The maximum time between qualifying and finals is ten minutes.

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 and checked by the Race Controller or Chief Steward.

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 car 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 placed 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 final all drivers 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.

*Note – No work may be carried out on cars after scrutineering has taken place as they are mechanically impounded from that moment (including qualifying and one minute warm up) until the start of the first race. i.e. the car must start the race exactly as it is presented for scrutineering. Cars may be oiled, braids reset and bodies adjusted during any time the driver has control of their car and track power is on i.e. qualifying, warm up, any race time or lane change time. Any changes such as tyres, gearing, replacement braid etc. may only be done after the race has commenced or during race or lane change time.*

**Start Procedures** - The starting procedure for Trophy events (includes Grand Final) 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 responds, “Not ready” then 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.
- Once a final has started, drivers not at the driver’s stand at the correct time, for any reason, will not be waited for.

## **TROPHY SERIES MEETING FORMAT**

**Trophy Classes - F1/Indy GP. DTM Saloon, LMP**

**Trophy Meeting Schedule of Events:**

- Open Practice.
- Scrutineering then cars impounded.
- Cars presented for Concours (still are effectively impounded).
- Qualifying lane selected and announced by Meeting Steward (all qualifiers use same lane).
- Qualifying random order list issued.
- Each qualifying driver is called and race control places their car on designated qualifying lane.
- The start position will be the exit of the final turn prior to the start line.
- With driver confirmed ready, track power turns on for 30 seconds.
- Fastest recorded lap during 30 second run is qualifying time.
- During qualifying under power-on conditions cars may be oiled and braid reset.
- Laps and segments will be recorded during qualifying and added to final race total.
- Car is impounded again until warm up of final.
- At the commencement of warm up for a final the race controller places all cars on the chosen lanes.
- 1 minute warm up time is given (cars may be oiled and braid reset).
- The 6x3 minute final is run. Laps and segments are recorded.
- Cars remain impounded again until close of meeting or class.

The top qualifier will have starting lane choice for the A final according to the qualifying times. Finals will have full lane attendance (6 racers) if competitors number in multiples of 6. Otherwise they will be split evenly between A final, B final, C final etc. The remainder, with no less than 3 racers, will occupy the lowest final.

i.e. 13 racers would split: A 5 racers - B 5 racers - C 3 racers. In the example given the 1st, 6th, and 11th qualifier will have full lane choice. Finals shall be raced from lowest to highest. E.g. C, B, A.

## **TROPHY SERIES CONCOURS POINTS ALLOCATION**

Points for Concours will be awarded on the following basis:

1st	2nd	3rd
3	2	1

## **TROPHY SERIES FINAL POINTS ALLOCATION**

Points will be awarded after 6x3 minute heats on the following basis:

PLACING	POINTS	PLACING	POINTS
1ST	10	11TH	1
2ND	9	12TH	1
3RD	8	13TH	1
4TH	7	14TH	1
5TH	6	15TH	1
6TH	5	16TH	1
7TH	4	17TH	1
8TH	3	18TH	1
9TH	2	19TH	1
10TH	1	20TH	1

All placings after 9th shall be awarded 1 point. Seeing as the race is based on a laps per time allowed format DNF's still receive points based on lap total. DNS's do not receive points.

In the event of tied points the placings will be ordered by a countback of lap and segment totals achieved in all classes. This applies to open invitation meetings with more than one class such as The North Island Championship event if an overall total points winner is to be determined. Or, if there is a tie in points for total Trophy Meeting points for the year when determining the club champion.

## **GRAND FINAL FORMAT**

The Grand Final is to be convened in the same way as any other Trophy Event excepting that it is the only Trophy Event for which the points, whether contended or not, may not be dropped as your worst round in the Trophy Competition for that year. The allocation of points for The Grand Final are double those for a normal Trophy Event. The class of car will normally be LMP (due to it being the class of highest patronage in the club thereby encouraging participation).

Points for Concours will be awarded on the following basis:

1st	2nd	3rd
6	4	2

Points for Trophy Race Finals will be awarded after 6x3 minute heats on the following basis:

PLACING	POINTS	PLACING	POINTS
1ST	20	11TH	2
2ND	18	12TH	2
3RD	16	13TH	2
4TH	14	14TH	2
5TH	12	15TH	2
6TH	10	16TH	2
7TH	8	17TH	2
8TH	6	18TH	2
9TH	4	19TH	2
10TH	2	20TH	2

All placings after 9th shall be awarded 2 points. Seeing as the race is based on a laps per time allowed format DNF's still receive points based on lap total. DNS's do not receive points.

### **CLUB CHAMPIONSHIP TITLES**

**1/ HMMRC Club Champion** - is decided by the total points earned across all classes of club night points racing. Only paid-up club members will accumulate points toward this title. Non-members may race class correct equipment in the mix but do not earn points.

The title of Club Champion shall be awarded to the driver with the highest total points.

**2/ HMMRC Open Trophy Series** - (7 Trophy Events + Grand Final) this is an open invitation series for which any racer (including non-members) may compete and collect points. A concours competition runs concurrently with the Open Trophy Series.

Refer to information on pages 17-21 for all relevant information regarding the format and rules relevant to the Open Trophy Series.

## **DRIVER'S RIGHTS, PROTESTS AND PENALTIES**

Any protest or appeal must be made prior to the close of the meeting within which the matter has arisen. If possible a protest should be made in the immediate instance directly to the Race Controller. Protests must be accompanied by a fee of \$10.00. The fee is refunded only if the protest or appeal is upheld. In the event of a protest, a Protest Committee will be convened and chaired by the Chief Steward (If no Chief Steward is appointed for the event the Race Controller shall fulfil the role for the purpose of convening the Protest Committee). They will request the assistance of two committee members that are non-competing at the time. This committee of three will deliberate and determine the outcome of the protest. Competitors losing a protest have the right of appeal to the HMMRC Committee.

The Chief Steward has the right to apply penalties to competitors in the event of bad behaviour, or unsporting conduct. Penalties may also be applied in the event that a car is found to be non-compliant at post-race scrutineering. Penalties may involve the deduction of laps, or disqualification, as deemed appropriate by the Chief Steward. Competitors receiving a penalty have the right of appeal to the Protest Committee. The Chief Steward has the right to determine how best to deal with behaviour issues for a particular race meeting. He may form a three person behaviour group to determine on any issues, or determine these matters himself, or with the Race Controller. In the event of bad behaviour problems arising, the Chief Steward will apply the following consequences:

- First instance – issue a verbal warning and a reminder of next consequence.
- Second instance – deduction of five laps from the competitor's current heat. Or if competitor is not currently racing, deduction of five laps from their most recent, or next heat.
- Third instance – the competitor must step outside for a cooling off period until the end of the current heat, and the laps lost as a result are not reinstated. Or if a competitor is not currently racing, step outside to cool off, and deduction of fifteen laps from their most recent, or next heat.

Competitors receiving a penalty have the right of appeal to the Protest Committee.