

Race Format

The nightly race format comprises 2 races per division. At the start of a race, a three minute warm-up session will be held. At the one minute warning, bring your car into pit lane and have it refueled by your pit man. All cars must be on the grid with 10 seconds remaining or you need to start from pit lane. Either drive out to the grid, or have your pit man place your car on the grid. Drivers starting from pit lane must wait for the starting field to pass before joining the race. Cars must be in the correct starting box and stationary at the 3 second call. When the buzzer sounds the race has started. When the race has finished, your car will be called finished by the race computer. Return to pit lane, remove your car. Stop the motor, turn off the receiver and transmitter. Return your car to race control for scrutineering, then return your frequency peg and loan transponder. **Immediately head out to marshal.** Your car can be picked up when you have finished marshaling.



Driving

There is a saying – “To finish first, first you must finish.” For beginners, take it easy the whole time. Drive in the centre of the track as the barricades are unforgiving. Learn to develop good, clean lines as you get faster. For those in a racing division, take the first few corners easy, especially in the warmup and the race to turn #1. Be a sportsman and if you jump the track, please get back to your correct race position asap. Also learn the corner numbers or descriptions. If you have a problem call it out so other drivers know where the problem is as race control won't necessarily see all problems. There is no point in driving out of control and damaging yours or another car in the warmup. Also give way to faster traffic. If you are being lapped, it is best to go wide, ie, outside the racing line, in a corner and let the faster traffic through, although don't mix this up with racing for position. When racing for position, keep it clean and attempt clean passes. Shunting, pushing or blocking can result in driving penalties.

If you loose or disconnect an exhaust pipe, come into pit lane immediately so it can be repaired. Cars who do not immediately repair a disconnected exhaust pipe may be black flagged.

If you are rejoining a race, either from pit lane or you required marshaling, you **MUST** give way to racing traffic. If you crash **OUTSIDE** the track area, immediately apply brakes. Don't forget we are on an island and the water is not far away.

It is acceptable to call for a marshal, but remember you crashed, they didn't. Don't yell at them for your mistakes (and you will be out there for the next race). Do not rev your car if a marshal is handling the car. They have every right to not marshal your car if you are revving it.

Marshaling

Marshaling is a requirement for all drivers. Once you have finished your race and put your car at race control, head out to the positions indicated by the safety vests. Wear the orange safety vest provided. Monitor the section of track near you and not the race. Be careful when entering the track area as racing cars will be traveling at speeds sufficient to break bones if they hit you. A car requires a marshal when it is not able to participate in a race through damage or misadventure. Never place yourself in danger when marshaling. If the car is upside down or stuck, remove it from harm first, and then place it back on the track pointing the correct direction near to where the misadventure took place. Do not place cars directly on the racing line in front of race traffic. If the car has jumped a barricade, place it back on the correct side of the barricade. If the car is being revved while you are trying to marshal it, do not pick up the car. Unless you are experienced, do not try to repair a broken car, but return it to the pit area around the outside of the track.

Runaway!

A runaway is a car that is no longer under the control of the driver. These are dangerous and can result in injury to spectators or marshals and/or severe damage to the car. If you are marshaling and a runaway occurs **DO NOT PICKUP** the car. Instead push the car hard onto the ground to stop the wheels from turning. Stop the motor either though blocking the exhaust pipe with a rag or shoe, pinching a fuel line, or block the air filter.

Wet Weather

In the event of inclement weather, PDNR reserves the right to call off a race meeting. If registrations have already been taken, and that division has not raced, PDNR will honor the entry fee by carrying it over to the next nightly race meeting. If it rains once racing has commenced, those divisions who have finished their race will have championship points awarded.

Pitting

If you need to pit, please ensure your pit man does not work on your car while the car is in pit lane, including refueling in or over pit lane. Remove your car over the timber barricade for any work.



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Information for Drivers, Members and Visitors

Welcome to Penrith District Nitro Racing Inc, also known as PDNR. PDNR is an Incorporated Association whose aim is to educate and foster the hobby of radio control racing in a fun and friendly environment. PDNR is an affiliated member of the Australian Association of Radio Controlled Model Car Clubs, or AACRMCC for short.

The majority of races run by PDNR are held every Tuesday night, weather permitting, at the Sydney International Regatta Centre (SIRC), Old Castlereagh Rd, Penrith. Enter through gate A. This document concentrates mainly on Tuesday night racing and what most of the various procedures, roles and responsibilities are. Different procedures are used for other events that PDNR run, and at other clubs.

A document called *PDNR Competition Rules and Racing Guidelines* is available from the club website or race control. This explains in detail the rules and guidelines for racing with PDNR.

Membership

Memberships are available to join PDNR. This is important as many other races, such as state and national titles, require membership to an AACRMCC affiliated club. A full member is entitled to vote at club meetings and may be eligible for reduced race fees with PDNR. Members are also able to pay an up-front championship to cover an entire racing championship which also secures a radio frequency. To reduce the cost to families, a full membership can include a spouse or partner and any children under 16 years of age, however they do not have voting rights. Annual membership is \$30, with a \$10 administration fee for new members. Memberships are renewed 1st October every year.

Committee

The PDNR Management committee comprises 13 annually elected members. They can be found wearing a fluorescent green safety jacket and should be able to assist you with questions about the club and radio control car racing.

Conduct

PDNR will not tolerate any verbal or physical abuse or harassment at race meetings. PDNR has guidelines in place to deal with these situations.

Under no circumstances are illicit drugs or alcohol to be used or consumed on the premises. Be aware that SIRC is a non smoking venue.

When arriving or departing SIRC, observe the speed limit of 20km/h and be sensible. Do not park on any grassed areas. Video surveillance cameras are used on all roadways and car parks.

Safety

All model cars must have a working clutch and brake. It is recommended to have a throttle return mechanism fitted, as well as a radio "Failsafe" device. Plastic or foam bumpers must be fitted. Homemade metal rollcages, bumpers or braces cannot be used. Cars may be scrutineered to check for safety features. Cars are not permitted to be driven outside of the marked track area.

Clothing

NO thongs or sandals or open footwear to be worn by anyone within the marked track area. This includes all drivers, pit people and marshals. The track area is marked with bunting.

When you are marshaling, wear one of the provided fluorescent orange safety vests so drivers can see you better.

Registration

Race registration opens between 6:15pm and 6:30pm. Registrations will close at 7:00pm. If you have not raced in a current championship, you will be required to fill out an entry form. Registration priority is given to those who help to setup the track, followed by those members who have paid an upfront championship (this is all the "magnets" on the whiteboard) followed by casual nightly entries. Entries are grouped into racing divisions of 10 entrants, and up to 15 entrants for novice. Places are **limited** and often fill very quickly, so be early.

Drivers and Marshals from the last race of the evening are expected to help packup the track. Just bring in all the track parts and place them near the large club trailer.



Drivers Brief

It is a requirement for any driver at any race meeting to attend the Drivers Briefing. Penalties may be applied for not attending. It is normally held in the area near Race Control, or at the front of the Driver's Stand. Information about the club, the night, issues and other events is given at the drivers briefing.

Terminology

A simple guide to terms that are often used;

Driver: The person with the radio control.

Pitman: The drivers second set of hands and eyes. Helps the driver by refueling, repairing, restarting the car etc. Also helps by calling out cautions and other things the driver may not be aware of eg. "Race Leader behind you" or "Faster car behind".

Marshal: This is what drivers become after their race has finished. Identifiable by wearing an orange vest. They too help the driver by putting their car back on the track, or the right way up. Returns broken cars to the pitman.

Race Control: Race control is always busy. They call the race and issue cautions and driver penalties as the need arises. Pickup and return your loan transponder and frequency peg here. Leave cars here for scrutineering at the end of your race. Race results are posted on the nearby clipboard.

Track: The area where the cars should be racing. Indicated by lots of white timber barricades. Do not hit them. They feel nothing. Your car will be broken... You have been warned.

Track Area: The area inside the bunted off area, of which the track is the big bit in the middle.

Pit Lane: The area immediately in front of the drivers stand. This is where the pitman lives. Drive slowly in pit lane. Remove cars out of pit lane to refuel or work on them. Always give way when leaving.

Driver Stand: Duh. This is where the drivers stand to get a better view of the track. It can be cosy if there are ten drivers.

Pit Area: The area where people work on their cars, gossip, watch the action etc.

"CAUTION!" followed with a track location. If you are approaching that area of the track – SLOW DOWN - as there is a problem ahead and you may damage your car or collide with a marshal or other object. See also "stop and go" and "black flag" if you don't understand "CAUTION".

Penalty Box: Sort of like the sin bin. It is in Pit Lane. Drive your car into the marked box when a "Stop and Go" penalty is issued.

Stop and Go: It means the driver or their pitman did something wrong. On your NEXT lap, come into pit lane and bring your car to a full stop INSIDE the Penalty Box. Race control will advise you when to go. Depending on the penalty your sin bin could be a quick stop, 3 second or 10 second stop. Race control will advise when to leave the penalty Box.

Black Flag: On your NEXT lap come into pit lane and remove your car from the race. It is a disqualification. The driver did something really wrong or there may be a major problem with the car.

Radios

Radio Control cars operate on several different frequency bands. The common bands are known as 27MHz and 29MHz. The other bands used for RC cars are the 40MHz band and 2.4GHz spectrum type radios. Race registration will only accept frequencies in these bands. 36,70,75MHz are not to be used and will not be registered as this is against the law. Be aware that many CB radios operate within the 27MHz band and can cause problems. If you are unsure of your frequency, please bring your transmitter with you when you register.

UNDER NO CIRCUMSTANCES are radios to be turned on without a frequency peg attached. Pegs are located on the frequency peg board near race registration. They are available 2-3 minutes prior to your race. If the peg is not there, then it is probably in use by another driver. Check the registration board of the previous race to see who is using it. Return your peg at the completion of your race so others drivers can use it. Do not use your own peg or transmitter tag, use only the PDNR ones.

PDNR have 27MHz and 29MHz AM crystals for sale at \$18 each.

Transponders

PDNR loans transponders to record lap times and race results. They are available from race control 2-3 minutes before the start of your race. They must be securely fitted INSIDE your vehicle, either in a dedicated mounting, or through a 7mm hole in the body and securely fastened with an R clip. It is the drivers responsibility to check they have the correct transponder. Always check colour and number. Always return the transponder immediately at the end of your race, as the next race may not start until all transponders are returned.

PDNR have personal transponders for sale @ \$155 each.

Preparation

Preparation is important to ensure you make your race. Before attending the race meeting check your car for any loose screws, bolts or nuts, badly worn gears, pulleys and belts. Charge radio transmitter batteries and car radio receiver batteries, as this is the most common cause of radio problems. Cars can be started from 7pm to check motors and must be turned off for the Driver's Brief. Keep the car clean as this keeps the weight down, makes it much easier to work on and problems easier to find and repair. Fill the fuel tank before the start of your race.

Cars can only be driven on the marked track. Do not test drive your car in the pit area.

At the conclusion of racing, many drivers empty their fuel tanks. A fuel drum is provided to dispose of waste fuel. Do not tip it on the ground. If you spill fuel on the ground, please wipe it up so you do not damage the surrounding lake environment.