



ORRCA Victoria Manual 2012

Version – December 2011



ORRCA Victoria Affiliated Clubs

The following clubs are currently affiliated with ORRCA Victoria:

Club	Contact	Address	Website
Knox	Sue Crowe 9560 1843	Carrington Park Knoxfield	http://www.knoxelectricoffroad.org
Keilor	John Watkins 0407 306 808	Keilor Park Keilor	http://www.keilorrc.org.au
Wodonga	Peter Wooster 0418 318 132	Diamond Park Wodonga	http://www.wrccc.net/
Mildura	Simon Ryan 0408 408 897	Cnr 12 th and Riverside Ave Mildura	http://www.mildurarc.org.au
Bendigo	TBC		http://www.badrc.net/

2012 ORRCA Club Representatives

Current representatives are:

Position	Name	Contact
Keilor Representative	John Watkins	apples1@hotmail.com
Wodonga Representative	Peter Wooster	chrisandamanda24@bigpond.com
Mildura Representative	Simon Ryan	simonrhiannon@bigpond.com
Knox Representative	Paul Sims	bezerk.paul@gmail.com
Bendigo Representative	TBC	

All representative positions are held for a period of one year and are elected/re-elected at the ORRCA Victoria Annual General Meeting.

ORCCA Victoria Purpose

The purpose of ORRCA Victoria is as follows (in no particular order):

1. Promote the hobby and attract new racers to each of the affiliated clubs.
2. Finalise the annual calendar of events taking into account the AARCMCC calendar. The calendar must include the following sanctioned events as a minimum:
 - Victorian Titles (to be rotated between the affiliated clubs)
 - A Victorian Drivers Series round at each of the affiliated clubs each year
 - The Coleman Cup (to be rotated between the affiliated clubs – this will replace the clubs drivers series round for the year)
 - Interclub Shield (to be rotated between the affiliated clubs)
3. Maintain a list of approved exceptions from the AARCMCC rules for use at all ORRCA Victoria sanctioned events.
4. Arrange insurance on behalf of the affiliated clubs.
5. Assist with the running of the Victorian Titles, specifically:
 - Determine the rotation sequence for hosting the event between the affiliated clubs
 - Approve the classes to be run (including demonstration classes)
 - Undertake technical inspections at the end of racing (if required)
 - Provide support to the host club (if requested)

ORCCA Victoria Fees And Charges

Clubs affiliated with ORCCA Victoria are required to pay the following fees and charges annually:

- An equal share of the annual insurance bill (ie. if there are four affiliated clubs, each club is required to pay ¼ of the annual bill).
- An equal share of any other agreed purchases (ie. new scales etc.).
- An equal share of the cost to purchase trophies for the annual drivers series.

Clubs hosting major race meetings will be required to pay for the trophies from the revenue generated from race entry fees.

ORCCA Victoria Meetings

Meetings can take place at any event however all club representatives (or their authorised proxy) must be present in order for decisions to be made.

ORCCA Victoria Annual General Meeting

To be held each year on the Saturday afternoon before the Coleman Cup.

General Rules

Other than the exceptions listed below, AARCMCC rules will apply to all ORRCA Victoria sanctioned events.

The AARCMCC rules can be found at:

<http://www.aarcmmc.org/downloads.html>

AARCMCC approved battery lists to be used.

Motors must be on the approved AARCMCC ROAR, BRCA or EFRA lists and have an approval date which is at least 30 days prior to the date of the event.

Rule Exceptions

Exceptions to the rules listed above are:

1. At the Victorian Titles, the following classes will be run:
 - 2wd 540 (540 motors – black or silver end bell only)
 - 2wd stock (approved 17.5T brushless motors and approved ESC's)
 - 2wd modified (any motor on the approved lists)
 - 2wd seniors (approved brushless motors down to 10.5T and approved ESC's)
 - 4wd 540 (540 motors – black or silver end bell only)
 - 4wd stock (approved 17.5T brushless motors and approved ESC's)
 - 4wd modified (any motor on the approved lists)
 - 4wd seniors (approved brushless motors down to 10.5T and approved ESC's)
 - 2wd stock truck (approved down to 17.5T brushless motors and approved ESC's)
 - 2wd modified truck (any motor on the approved lists)
 - Short Course Truck stock (approved 10.5T brushless motors and approved ESC's)
2. Brushed motors may be used in the Modified Class.
3. The use of 21.5T brushless motors in the 540 class will be considered for the 2013 season.

ORRCA Victoria Offroad State Titles

This is the major ORRCA Victoria sanctioned race meeting for the year and will include the following classes as a minimum:

- 540 – 2wd and 4wd
- Stock – 2wd, 4wd, truck, and SCT
- Modified - 2wd, 4wd and truck
- Seniors – 2wd and 4wd

Demonstration classes may be run upon request from the host club but **must be approved** by the ORRCA Victoria representatives.

Race fees will be determined in early 2013.

The event will use a **controlled tyre/insert** for 2wd rear, 4wd front/rear and truck rear unless otherwise advised. The host club will select the control tyre and announce it at least three months prior to the date of the event. There will be no limit to the number of sets of controlled tyres which can be used per class. Inserts rules are as follows:

- They must be foam.
- They must be those which come with the tyres at the point of sale (no hybrid inserts allowed):
 - If a tyre comes with two types of inserts at the point of sale, the acceptable insert will be nominated prior to the race
- The insert can be trimmed.
- No other modifications to the insert are permitted (ie. covering in glue, cutting in grooves, treating with other chemicals etc.
- If a scrutineer is suspicious that the correct insert is not being used, they may open the tyre to inspect it:
 - If a scrutinised insert is found to be within specification, the host club will compensate the driver for replacement of the tyre and foam.
 - If a scrutinised insert is not found to be within specification, the host club will not compensate the drivers for replacement of the tyre and foam and the competitor will be disqualified from the race pertaining to the scrutiny.

540 drivers may cross enter into the Stock or Modified truck classes (one or the other).

Trophies will be presented to the top ten finalists as well as the TQ in each class.

Trophies for concours will also be presented for 2wd, 4wd and truck.

Rotation sequence for the next 4 years:

Year	Host Club
2012	Keilor
2013	Wodonga
2014	Knox
2015	Mildura
2016	Bendigo

Coleman Cup

The Coleman Cup is held annually in memory of Brendan Coleman. Brendan was a member of the Knox club during the mid 80's and was highly successful, winning multiple state titles as well as a national stock title. Brendan also competed at the world off-road titles held in the UK.

As a young boy, Brendan received an unscreened blood transfusion which resulted in him being infected with the AIDS virus. Even as the illness took hold, Brendan still attended race meetings and demonstrated true sportsmanship and courage, even at times being carried onto the stand by his father when he was wheelchair bound. The event is always held on the weekend closest to 13 October which marks the date of Brendan's passing.

Perpetual trophies are awarded for each class. Previous winners must either return their trophy to an ORRCA Victoria representative prior to the event or bring it directly to the event so that it can be passed on to the new winner.

The Coleman Cup itself is presented to the driver who exhibits the best sportsmanship on the day of the meet.

Rotation sequence for the next 4 years:

Year	Host Club
2012	Wodonga
2013	Keilor
2014	Mildura
2015	Knox

ORRCA Victoria Drivers Series

Will be made up of four events (the Coleman Cup cannot be one of these) held at four of the five affiliated clubs each year. The following classes will be run:

- 540 – 2wd
- Stock – 2wd, 4wd, truck and SCT
- Modified - 2wd, 4wd and truck

2wd 540 drivers may cross enter into 4wd Stock.

Any driver may enter Modified truck however they must not also be entered in Stock truck.

Points will be awarded as follows:

- 1st place (20 points) through to 20th place (1 point)
- 21st place onwards will not receive points
- An additional point will be awarded for TQ

Series winners will be determined based on the highest number of points from their best three out of four rounds. If a round of the drivers series is cancelled (due to inclement weather or inability of the host club to run it) and can not be rerun, all other rounds will count.

In the event of a tie, the following process will be used to decide the winner:

- Points from the fourth round will be counted; then

- Most number of round wins; then
- Most number of race wins (qualifiers and finals).

The host club will provide trophies for 1st through to 3rd in each class at each round. ORRCA Victoria will provide overall series trophies to 1st through to 3rd in each class at the last event of the year.

Racing Format

The following points provide guidance for how a Drivers Series Round should be conducted:

1. The track should be open for practise on Saturday for a minimum of 5 hours.
2. The track will be open for 30 minutes practice on Sunday morning (7am - 7:30am) for those drivers who could not make the practice session on Saturday (unless there is standing water on the track, in which case the host club may announce that the track is closed). The track will be closed at 7:30am sharp for the drivers meeting.
3. A drivers meeting will be held at 7:30. All drivers to bring cars for a photo and the race format for the day will be officially announced.
4. First race to start at 8am.
5. If the number of drivers in a class is 12 or less, they are to be combined into one heat (assuming the drivers stand can accommodate them). If there are more than 12 drivers, they are to be split into 2 heats.
6. The default format is 3 qualifiers and 3 finals with staggered starts (as per AARCMCC rules).
 - Grid positions random for round 1 then based on finishing position in the previous round from then on.
 - The 2 best qualifying round points count with the fastest time used in the event of a tiebreak.
7. Races are to be 5 minutes duration with 2 minutes in between them.
8. The host club will determine whether there is time to include breaks between rounds for track work. A 30 minute lunch break is recommended.
9. If the projected race time finish is after 5pm, the format for the day should be shortened to 2 qualifiers (with staggered starts) and 3 finals. This includes:
 - Grid positions random for round 1 then based on finishing position for round 2.
 - No re-grade.
 - Single best qualifying round points to count with the fastest time used in the event of a tiebreak.
10. Race format for the day to be finalised by the host club before 7:30am on Sunday morning following discussion and approval by the ORRCA Victoria representatives. In the event of a substantial delay on the race day (i.e. computer failure) the format can be changed with the consent of the ORRCA Victoria representatives.

11. If weather (or a large number of entries) forces the format to be further reduced, the following is to occur:
 - 2 finals to run with points from both to count - fastest time to be used in the event of a tiebreak.
 - A single final can be run however at least 3 rounds must be completed to declare a result (i.e. 2 qualifiers + 1 final, or 3 qualifiers).
12. Every effort will be made to give B finalists the same number of finals as A finalists.
13. As a minimum, the following scrutineering will take place:
 - All vehicles weighed after each round.
 - All vehicles through box after each round.
14. There is to be no cross entry between motor classes with the following exceptions:
 - 540 buggy entrants can cross enter into stock truck.
 - Any driver can cross enter into modified truck.
 - When a racer has submitted a paid entry to a class which is not run due to lack of entrants, they may run in an alternative motor class of the same chassis type.
15. Race fees are \$15 for the first class and \$10 for every class thereafter.
16. A minimum of 4 entries are required for a class to run.

ORRCA Victoria Interclub Shield

Is an annual event in which the ORRCA affiliated clubs compete against each other for a perpetual shield.

Race fees are \$15 for the first class and \$10 for every class thereafter (not scored).

Rotation sequence for the next 4 years:

Year	Host Club
2012	Knox
2013	Mildura
2014	Keilor
2015	Wodonga

The following rules apply for the Interclub Shield event:

1. The following **eight** classes will be run for points:
 - 540 – 2wd, 4wd
 - Stock – 2wd, 4wd, truck
 - Modified – 2wd, 4wd, truck
2. Short Course Truck (stock) will be run but only as a demonstration class – not for points.

3. Drivers **may only enter one class.**
4. There is no limit to the number of drivers who can enter each class however **only the top two finishing drivers per club in each round** can score points.
5. Each club must nominate which class each driver is running in **prior to the race day.** This information will be kept confidential by the race organiser and will not be published.
6. **6 rounds** will be held for each class time permitting.
7. A rotating grid start format will be used for all rounds. Grid positions for Round 1 will be drawn from a hat on the race day at the drivers meeting.
8. Points will be awarded in each race from 1st (8 points) to 8th (1 point).

Position	1	2	3	4	5	6	7	8
Club	Knox	Mildura	Wodonga	Keilor	Knox	Wodonga	Keilor	Mildura
Points	8	7	6	5	4	3	2	1

9. If a Club does not have two drivers nominated in a class, the **missing drivers will automatically receive 1 point each.**

For example Mildura and Keilor only have one driver in the class:

Position	1	2	3	4	5	6	DNF	DNF
Club	Knox	Mildura	Wodonga	Keilor	Knox	Wodonga	Keilor	Mildura
Points	8	7	6	5	4	3	1	1

10. At the end of racing in each class, the points scored by the top 2 drivers from each club will be tabulated. The highest tabulated score will earn the club 10 points, second will be awarded 9 points, third will be awarded 8 points and fourth will be awarded 7 points. When there is a tie, the highest finishing position in the round will be used as the tie-breaker.

Position	1	2	3	4	5	6	7	8
Club	Knox	Mildura	Wodonga	Keilor	Knox	Wodonga	Keilor	Mildura
Points	8	7	6	5	4	3	2	1

Club	Knox	Wodonga	Mildura	Keilor
Sum Of Drivers	12	10	8	7
Round Points	10	9	8	7

11. The “round points” from all 6 rounds will be tabulated with the highest score being awarded 10 points, second 9 points, third 8 points, and fourth 7 points.
12. The top four class scores for each Club will be added together to determine who will be awarded the Shield.

13. In the event of a tie, the following method will be used to determine the winner:

- Club with the most class wins; then
- Club with the most class 2nds; then
- Club with the most 3rds; then
- Club with the most 4ths
- If a deadlock still exists, the **sum of the “round points” for each round within the class** will be added together.

Example Calculation Of Overall Points

Firstly points are calculated for each class. An example of one such calculation (for the 2wd modified class) is shown below which indicates Keilor was first, followed by Knox, Wodonga and Mildura.

2WD MODIFIED				
Race \ Club	Knox	Keilor	Wodonga	Mildura
1	10	9	8	7
2	7	8	9	10
3	7	8	10	8
4	9	10	7	8
5	9	10	8	7
6	10	9	7	8
Total Points	52	54	49	48
Overall Class Points	9	10	8	7

Once the above calculation has been repeated for all seven class, points are tabulated as follows:

OVERALL POINTS										
Class \ Club	2wd Modified	2wd Stock	2wd 540	4wd Modified	4wd Stock	4wd 540	Truck Stock	Truck Modified	Total Points	Overall Position
Wodonga	8	8	10	9	9	7	9	8	37	3
Keilor	10	7	8	10	10	8	8	10	40	1
Knox	9	9	7	7	8	9	10	7	37	4
Mildura	7	10	9	8	7	10	7	9	38	2

The best four results are added together which has Keilor in first place. There is a tie between the other clubs for second so the following process is followed:

- Mildura is awarded second based on most first places; then
- Knox and Wodonga have the same number of wins and seconds but Wodonga has more thirds and is subsequently awarded third. Knox is therefore awarded fourth.