

General Rules

- 1.1 A calendar meeting should be held by the RCCAOI at the earliest possible point of the year in order to set dates for the racing season. This may also be done through the RCCAOI's website.
- 1.2 The calendar once set will not be subject to change. In exceptional circumstances change may be made only with the agreement of all clubs and with written consent to such change (e-mail is acceptable) by all clubs represented within the given class or classes affected by the date change. When the date change is made a suitable re-run date should also be forwarded and agreed before the cancellation is allowed. Note that clashes with other dates in foreign calendars will not be deemed as suitable reason for cancellation of an event. It is the host clubs responsibility to forward reason for date cancellation and proposal of the new date.
- 1.3 Host clubs running any RCCAOI event will be responsible for the allocation of all race officials.
- 1.4 Race officials should be as follows, one race director, a minimum of one race controller, a minimum of one scrutineer, a minimum of one and a maximum of three race referees.
- 1.5 Any member of the RCCAOI will be allowed to participate in any RCCAOI National rounds provided that their fees are up to date and they are a member of a club Associated to the RCCAOI.
- 1.6 Membership shall be € 10.00, excluding class fees.
- 1.7 Class Fees €5.00 per class
- 1.8 Entry fee for an RCCAOI sanctioned national championship event shall be € 10.00 or (Sterling equivalent).
- 1.9 Each driver may only have 1 entry per class.
- 1.10 Section rules take precedent over general rules.
- 1.11 For each class the section chairman shall be responsible for ensuring that suitable measuring devices are available for use at each meeting. In situations where devices are not made available for whatever reason, rules requiring such a measuring device may be waived at the race director's discretion.
- 1.12 Any clubs unable to provide the race officials will be unable to host an RCCAOI National event.
- 1.14 The RCCAOI Committee has the power to delete, amend or change any existing rule(s) or add any new rule(s) to the Rules, to accommodate any changes on legal or fiscal requirements, or change in recognised or legally required safety procedures. This action can take place at any time within the association's year without the need for a EGM or AGM. Any action of this nature will be made known to the membership by notification on the RCCAOI website. Any decision taken must be ratified at the following AGM with a 2/3rds majority.

2.0 Definition of Rolls

- 2.1 Race Controller – Person responsible for operation of timing equipment and general running of the event with regards to timing, lap counting etc.
- 2.2 Race Director – Person responsible for the overall organization and control of the event, regarding any timing interruptions, issuing of penalties etc. the race director will have the final word on the application of penalties and has the power to quash any penalties issued by the referees or scrutineer.
- 2.3 Scrutineer - Person responsible for the technical inspection of cars throughout the race day.
- 2.4 Race Referees – Officials responsible for driving standards, interpretation of the rules. Referees are responsible for watching the days racing and issuing warnings and penalties when required. The referees are responsible for the control of driver behaviour on and off the track.

3.0 The Running of an RCCAOI National Event.

- 3.1 Booking In – Booking in shall take place the morning of the event, pre-booking is allowed a minimum of 72 hours before the event. It is up to the Race Director's discretion whether to allow drivers arriving after official registration to register.
- 3.2 The following areas must be clearly defined. Race control, scrutiny and the pit stop area.
- 3.3 All transmitters should be kept at the scrutinizing point and should only be released for use in the correct heat. If at any time a driver required to check radio operation he / she should ask the permission of the race director to have his transmitter released for testing. (Where this is not possible rule 3.3 may be waived at the race director's discretion).
- 3.4 At the end of each heat all cars and transmitters should be left into the scrutiny area. All drivers should then marshal the following heat. (Where this is not possible rule 3.3 may be waived at the race director's discretion).
- 3.5 At no point will there be practice on the track between rounds or between rounds and finals. At the discretion of the race director a driver may use the main straight to test radio or engine/motor problems, any such testing should be restricted such as not to allow the driver to gain practice on the track.
- 3.6 Scrutiny – Cars should not be realised from the scrutiny area until the scrutineer is satisfied that a car has passed or failed. If at any point the scrutineer is unsure or the use of illegal equipment he / she should be allowed to remove the part at the end of the round in order to fully inspect the part. If a driver refuses to allow the scrutineer to do this car will be deemed to be using illegal equipment and the driver automatically disqualified
- 3.7 At the end of each qualifying round the race controller should post the end of round positions for all drivers. Where possible the timing of each qualifying heat should also be posted.
- 3.8 There should be at least one race referee watching each race at all times. The race referee should notify back markers when they are being lapped by race leaders, and issue any penalties they feel necessary. These penalties should be issued in the form of "CAR NUMBER X PENALTY" e.g. "CAR NUMBER 4, 10 SECOND PENALTY FOR CORNER CUTTING" etc.
- 3.9 In the event of a local "Club" rule being in contradiction to an RCCAOI rule, Agreement must be reached at a 'Team Managers' Meeting before the event takes place and the resulting rule / agreement advised to drivers at the driver briefing.
- #### **4.0 'Teams Managers'**
- 4.1 If at any time during the meeting a rule definition is required to be clarified then a 'Team Managers' meeting should be called. This should be made up of the race director; all referees and one representative of each RCCAOI affiliated club represented in the event.
- 4.2 If at any point in the event the race director or the race referees feel that weather conditions become too severe to continue racing then a 'Team Managers Meeting' (See section 4.1) should be called. If the meeting is abandoned the rules regarding this matter should be applied.(See section 6.5 & 6.6)
- 4.3 Regardless of the subject matter at a 'Team Managers' meeting the race director will have the casting vote when required to provide a decision.
- 4.4 At the end of each race event the race director on the day should make a brief report of the days event making record of any penalties issued, and the final results of the meeting. If possible a disk copy of the results of the meeting should be made from the race programme used. The race director should sign the report. This report should then be forwarded to the section chairman responsible for the class of the meeting within 7 days.
- 4.5 If for some reason a dispute cannot be resolved on a race day, race officials must submit within 24 hours a report to the RCCAOI outlining the unresolved issues.

RULES

5.0 RC Equipment

5.1 Only commercially available RC equipment may be used. In competition, all drivers must have a minimum of three frequencies available.

5.2 Reversed crystals are prohibited.

5.3 No change may be made to the allocated frequency, without the approval of race control. Only changes notified by race control will be official.

5.4 Power supply for the transmitter must not exceed the designed voltage for the transmitter.

5.5 For finals and in the event of crystals clashes, it is the responsibility of the lower qualifier to change crystals as is required.

6.0 Race Procedure & Scoring

6.1 All heats and finals shall consist of no more than 8 cars.

6.2 At the end of each heat cars should be scrutinized at the scrutineers discretion. All cars should be scrutinized at least once during the heats and all cars should be scrutinized at the end of the finals.

6.3 At the end of round 3 or 4 there will be a 30 minute lunch break. To be announced at the driver briefing.

6.4 For all qualifying heats a stagger start system will be used, cars leaving the start at a minimum of one second intervals as directed by race control.

6.5 Each event shall be planned for 4 rounds and 1 leg of finals. A minimum of 3 rounds must be completed before a result can be declared. In the event that it is necessary to abandon the event prior to the end of round 3 the round shall be deemed not to have taken place. The round shall be run again at a later date (if possible).

6.6 In the event of a round been abandoned after the completion of 3 rounds, the result shall be obtained as follows:

If all heats in round 4 in a class are completed, then the final result shall be deemed to be the final positions after round 4.

Any class not completing a full round of heats in round 4, then the result shall be deemed to be the final position after round 3.

If all finals in a class are completed the results will stand as normal. Any class not completing all finals i.e. A, B, C...etc. All results for that class including finals ran, shall be taken from qualifying positions at the end of round 4.

The score will be as follows: -

1st place 100pts, 2nd place 99pts, 3rd 98pts,....etc.

6.7 Best 4 rounds from 6 to count, the championship winner will be the person with the highest number of points. In the event of a tie for any position then the 5th round shall be included. If this still results in a tie then the 6th round shall be included. If this still results in a tie then the best placing shall be used i.e. Most 1st places, 2nd places, etc.

If in the event of a round being cancelled and not re-run, the best 4 from 5 shall count for the purpose of calculating results. If in the event of 2 rounds being cancelled then the best 4 rounds shall count. If less than 4 rounds have been completed then they shall be deemed null and void for that class.

6.8 At the race directors discretion the choice of using FTQ or round by round qualifying may be used. If in the event of round by round is used points will be calculated from the drivers best two rounds, in the event of a tie subsequent best rounds will be counted.

6.9 Only RCCAOI members can race in a national race series.

7.0 Conduct Of Competitors & Race Officials

7.1 Drivers shall at all times practice good manners and sportsmanship. It is understood that on occasion a marshal's attention may need to be drawn to an incident and that also a mechanic may need to be advised as to a problem. If in the opinion of the race officials a driver(s) talking or calling out is interfering with other drivers on the rostrum, then penalties may be issued.

7.2 The use of abusive language or aggressive behaviour will not be tolerated. Consistent abuse of this rule will result in penalties.

7.3 It is the drivers responsibility to ensure that his / her car has the correct numbers properly displayed. No delays will be allowed because of incorrect crystals or numbers and a car with incorrect numbers displayed will not be permitted to start.

7.4 A driver may nominate a competent person to marshal on his behalf, race control should be informed of this prior to the thirty second mark and that driver will be penalized in the event that the stand in marshal incurs penalties for bad marshalling.

7.5 If it is felt that a race official has conducted themselves in an unfair manner, a report must be submitted within 24 hours to the RCCAOI with signatures from at least 50% of the racers and €100.

7.6 Any driver who ignores directions from any of the race official's can be asked to leave the event.

8.0 Penalties

8.1 Failure of scrutiny, this will be represented by use of equipment contrary to any of the specification rules for the given class or failure to comply with any request of the scrutineer regarding the technical inspection of the car, will result in the loss of time for that race, if scrutiny is failed in a final, automatic last place in the relevant final.

8.2 Approaching race control before the posting of results, inquiring or complaining about positions and times, driver may be penalized. Approaching race control on behalf of a driver inquiring or complaining about positions and times, driver may be penalized.

8.3 Leaving the rostrum while the race is still in progress.

8.4 Corner cutting, will be deemed when all 4 wheels of the car leave the track area. It is expected that drivers WILL return to retake the corner. If this is not done and an unfair advantage is gained then penalties will be applied.

8.5 Deliberately impeding faster cars (during heats), and failure to allow lapping cars past.

8.6 Reckless/careless driving.

8.6.1 Reckless, implies a deliberate action with lack of regard to the consequences.

8.6.2 Careless, implies a lack of action which might have prevented a situation, i.e. impeding other cars as you re-enter the race after a crash.

8.6.3 Collisions, a car hitting the car in front. Slippery condition, no breaks, wrong line, or whatever excuse, shall be deemed in breach of this rule.

8.7 A jump start will be deemed to have taken place if the front wheels cross the line before the car should start. In the event of a car jump-start occurring, a 10-second penalty will apply. If in the event that the car crosses the 1M lines during a jump-start. 1 lap will be deducted from that cars time for the race.

8.8 Not leaving the start line when instructed. If a car fails to leave the start line in sequence in accordance with the stagger start system 1 lap will be deducted from that cars time for the race.

8.9 Unfair or careless marshalling may be penalized.

8.10 All penalties should be issued via the race controller and after the race has finished, with the exception jump start penalties which should be issued immediately.

8.11 Any complaints or appeals should be made to the race controller by the driver only, these complaints will then be passed on and dealt with accordingly. Any complaints from mechanics or other persons on their behalf may result in penalties issued against that driver.

8.12 Drivers will be held responsible for any unpartisan like behaviour on the part of their representatives and may be penalized accordingly.

8.13 For all above offences, unless otherwise stated the following penalties will apply:

1st offence Warning.

2nd offence 10 Second penalty.

3rd offence loss of FTD
4th offence Disqualification

Warning: Official warning given by race directors of unsatisfactory behaviour.

10 Second Penalty: 10 Seconds added to the first lap time of your race and recalculated from that point.

Loss of FTD: Loss of your fastest qualifying time of the day for that class.

Disqualification: disqualification from that class for the remaining duration of the event, no points shall be awarded.

NOTE THESE PENALTIES WILL NOT APPLY TO THE SAME OFFENCE I.E. BEING PENALISED ON ANY FOUR SEPARATE OCCASIONS WILL GET YOU DISQUALIFIED. THE RACE DIRECTORS WITHHOLD THE RIGHT TO IGNORE ANY OR ALL ABOVE STAGES OF PENALTIES AND MOVE STRAIGHT TO DISQUALIFICATION IF THEY DEEM THE SEVERITY OF THE OFFENCE REQUIRES THIS ACTION.

8.14 Under extreme and exceptional circumstances drivers behaviour may be referred to the RCCAOI by race officials. This will involve the RCCAOI making a judgement on an appropriate sanction if required.

9.0 Qualification For Worlds & Euros Events

9.1.1 The top ten or number of allocated places for the given event plus 50%(whichever is the greater) finishing drivers in the given class will be offered places as available. In the event that not all places are filled then they will be handed back to EFRA. All drivers competing in European or World championships will be required to pay the first € (on request) per place.

Or

9.1.2 Places for the Worlds and Euros will be offered to the top 10 drivers in each class. In the event of less than 10 places being available then the places will be offered to drivers on the basis of their results of last seasons qualifying. Refusals will be offered to the next driver in line and so on, In the event of all available places still being available, they will be offered to drivers in the previous years championship, whose times in at least 2 of their finals have been within 110% of the average times of the first 4 A-Finalist. I.e. the sum of the average lap times of the first 4 drivers of the A-final divided by 4 and 10% added on.

10.0 Club Remuneration

10.1 Clubs pay an annual fee of €150. Each club keeps 50% of the total race fee for each RCCAOI round hosted by the club.(not required 2009)

11.0 Driver Classification

11.1 Drivers are to be classified into formula in accordance with their previous year's results as follows:-

F1 drivers who have won a notional round in their respective class.

F2 drivers who reached at least 4 A Finals in the previous year in the respective class.

F3 drivers who have competed in the class in the previous year.

F4 drivers who have not competed in the class in the previous year.

Note: - Classes to be modified & standard for electric racing.

11.2 The qualifying heats to be seeded using the current championships positions. For the first round of the championship, last years championship positions are to be used for seeding the heats. A driver who has not raced in the previous season should be given a seeding of rank 99 for the first round of racing.

12.0 **APPENDIX A 1/10TH ELECTRIC OFF ROAD** (see section following)

13.0 **APPENDIX B 1/10TH ELECTRIC TOURING CARS** (see section following)

14.0 **APPENDIX C IC CIRCUIT ON ROAD** (see section following)

1/8TH IC CIRCUIT

1/10TH 200MM IC CIRCUIT

15.0 **APPENDIX D 1/8 IC OFF ROAD** (see section following)