

L.R.C.C.C. Club Rules

Adopted 23-Oct-2011

Updated 28-Apr-2013 (changes to timing system)

General

It is the intent of the club to conduct all races in a clean sportsman like manner.

Members should make every effort to promote in good faith the hobby of the club. The following code of conduct is required of all active members. A failure to comply with this code of conduct and the responsibilities therein will be subject to possible suspension of membership.

Members will make every effort to respect equipment owned by the club or club members. Club members are not allowed to operate or handle privately owned radio controlled vehicles without advanced permission of the owner.

Professional and courteous behaviour is expected of all members and their pit crews/entourage at all times while attending club functions. Any disagreement between two or more members should be handled by those involved outside of the regular club meeting time and facility. No personal issues or conflicts shall be imposed on other club members through vocal argument, inappropriate physical contact, or other nonprofessional behaviour.

Club members will make every effort to share the desired location of events with others in cases where numerous members wish to operate radio controlled vehicles at the same time.

At club events, and/or meetings, keep the venue clean and pick up your trash and dispose of it properly.

Prior to operating a vehicle, all drivers must sign in and give the race director the radio frequencies that will be used. Except in the case of a driver using a 2.4GHz spread spectrum system, the Race Director must approve any changes to these frequencies.

All racers are expected to help set up and pack away the track. Drivers should arrive at the venue at least 30 minutes before the scheduled race start time to help set-up the track and register for racing. Registration will close at the race director's discretion. Late arrivals will only be allowed to register at the race director's discretion.

The track will be closed to practice, and vehicles are not allowed on the track at any time that track maintenance is being performed.

Safety:

Open toe footwear or bare feet will not be permitted on or near track, drivers stand or in pit area. Failure to wear adequate footwear will prohibit competitors, pit crew or marshals from participating in the event.

Cars are to be driven only within the confines of the track and may not be driven in the pits.

All cars must travel in the direction of the racing at all times, racing or practice.

Cars will not be permitted to race in an un-drivable or dangerous condition.

Marshalling:

Marshalling shall be done by drivers or a substitute who has been authorized by the race director. The race director must be told of a substitute marshal prior to the marshal being required. All marshals shall be at their designated point by the end of 30 seconds to the start warning. Marshals must not perform repair on vehicles in place of their normal duties.

Driver must as a minimum marshal the race following theirs as directed by the Race Director unless they have been asked to cover race control. Drivers with valid health issues will be excused from turn marshalling but will be expected to help in other ways.

Only race Officials and Marshals are allowed on the track while a race is in progress.

Failure to marshal during a qualifying heat may result in a 1 lap penalty from the drivers best qualifying score of the day and a warning will apply to the driver.

Your race day is not finished until the end of the final main event race. Racers with broken vehicles are still expected to corner marshal as well as help with taking down the track at the end of the day.

Guidelines for Marshals:

Marshals are to assist with the smooth operation of the race. They must constantly watch cars in their sector of the racetrack. Marshals should:

Stand – do not sit, unless standing in the designated position obscures the view of the track from the drivers stand.

Look - before stepping onto the track ensure that you will not obstruct any oncoming race cars. Check the track for any obstructions – e.g. parts from damaged cars and remove them without disrupting the race.

Care – use care in handling all race cars. Be careful of hot motors, keep hands away from wheels, and do not pick up cars by the spoiler.

Remove a stalled car – where a car is damaged or otherwise inoperable, remove it from the track and TURN OFF its electronics. Look to the cars driver to indicate that you are doing this, as the driver will then turn off their transmitter. At the end of the race return the car to the driver.

Distractions – do not use mobile phones, take any food or drink nor talk with others so as to impair you from marshalling effectively during the race.

Race Procedure:

The race program will normally consist of the following as a minimum. If the weather does not permit the entire race program to be run, standings will be determined based on qualifying order and points awarded accordingly.

1. Qualification
2. Main Events

Point System:

Drivers will score points towards a championship points score. Points received are added together for each meeting and then totalled for a championship season, and the lowest two scoring rounds are “dropped” from this total. In this way, a driver who misses one or two rounds could still get enough points to win a Season Championship. Points are awarded for Main Event final positions.

- 1st 100
- 2nd 98
- 3rd 97
- 4th 96
- 5th 95
- 6th 94
- 7th 93
- 8th 92
- 9th 91
- 10th 90

...and so forth until all competitors in the class have been awarded points.

To be awarded points for a race the car must cross the starting line under it own power.

One point will be awarded for TQ for that day. The one additional point will only be awarded if the driver runs in the A main.

The total points awarded for a race meet will consist of a total of points earned from qualifications and main events. The maximum points attainable from any race meet are 101.

Points standing will be maintained for all club members, these points will be used for official club point standing.

Separate points will also be maintained for each specific race class.

A driver starts earning points once he or she becomes a club member.

Members do not move up in points if a non-member finishes higher in the race.

For purposes of qualifying and racing, the driver is scored, and not the vehicle. A driver must race the vehicle that he/she presents for technical inspection as applicable. Unless supplemented by event rules, a driver or a vehicle may not be changed during a qualifying run or during a main event. Qualifiers and Mains are deemed to start with the starting signal or flag.

Vehicles may not be pushed across the finish line. Vehicles must cross the line under their own power. Non-operating vehicles will be removed from the track. In fuel classes cars are not allowed to be restarted once the master clock has expired.

Transponders:

LRCCC uses the MYLAPS RC4 Timing System, previously known as the AMBrc System and is compatible with all transponders manufactured by MyLaps (Formerly AMB). MRT (Model Racing Technology) transponders are NOT supported by the MYLAPS RC4 Timing System.

It is the driver's responsibility to ensure that their transponder is attached securely to their car and functioning correctly. If using a Club Transponder the driver must return the transponder to the race director as soon as their race has concluded and prior to the start of the next race. Personal transponders are acceptable and MUST be registered onto the timing system. This can be done by informing the Race Director when a driver registers for racing at the beginning of the race meeting.

While all effort will be made to count the laps of vehicles that do not have transponders, it is not the responsibility of the race director to ensure that all laps are counted accurately. It is strongly recommended that all drivers make use of a transponder.

Conduct and Penalties:

All participants must strictly observe the instructions of the race director and officials.

Foul or Abusive language will not be tolerated and may at the discretion of the race director bring disqualification of the offending driver from the race event. The consumption of alcohol or non-prescription drugs by drivers or officials during a race meeting is not permitted. Smoking is not permitted on the drivers stand, timing booth, track, or pit area.

Warnings may be issued, to a driver, by the race director and appointed referees for the following:

- Unsportsmanlike driving or behaviour.
- Intentional hitting of other vehicles.
- Consistent or deliberate corner cutting.
- Driving in a manner dangerous to other vehicles, eg. Driving against traffic.

- Deliberate swerving to block a vehicle attempting to pass. Note: a driver is permitted to hold racing line when in front of a vehicle if both vehicles are on the same lap.
- Drivers failing to give way to a faster car during qualifying.
- Drivers failing to give way to lapping cars during racing.
- Abusive language or swearing.
- Abusing marshals.
- Pit crews going onto the track.
- Failing to pass tech inspection.
- Failure to marshal.
- Failing to obey instructions of officials.
- Using reverse.
- Other misconduct.

A combination of 2 warnings in any race may result in disqualification of the offending driver from that race.

A combination of 3 warnings on any day may result in the disqualification of the offending driver from that days racing.

Disputes and Mediation

The grievance procedure set out in this rule applies to disputes under these rules between:

- i. A member and another member; or
- ii. A member and the Club; or
- iii. Non-members who receive services from the Club, and the Club.

The parties to the dispute must meet and discuss the matter in dispute, and, if possible, resolve the dispute within 14 days after the dispute comes to the attention of all of the parties.

If the parties are unable to resolve the dispute at the meeting, or if a party fails to attend that meeting, then the parties must, within 10 days, hold a meeting in the presence of a mediator.

The mediator must be –

- i. A person chosen by agreement between the parties; or
- ii. In the absence of agreement –
 - In the case of a dispute between a member and another member, a person appointed by the Officers of the Club;
 - In the case of a dispute between a member or relevant non-member and the Club, a person who is a mediator appointed to, or employed with, a not for profit organisation.

Any member of the Club can be a mediator.

The Mediator cannot be a member who is a party to the dispute.

The parties to the dispute must, in good faith, attempt to settle the dispute by mediation.

The mediator, in conducting the mediation, must –

- i. Give the parties to the mediation process every opportunity to be heard;
- ii. Allow due consideration by all parties of any written statement submitted by any party; and
- iii. Ensure that natural justice is accorded to the parties to the dispute throughout the mediation process.

The mediator must not determine the dispute.

The mediation must be confidential and without prejudice.

If the mediation process does not result in the dispute being resolved, the parties may seek to resolve the dispute in accordance with the law.

Amendments:

The Club Rules can be modified by a majority vote at any general, special, or annual meeting that meets the requirements for quorum.

Enjoyment:

Please remember that our sport is FUN! Try to enjoy yourself.