



Dublin Model Car Club Rules 2016/2017

Contents

.....	1
Foreword.....	5
1 General Rules.....	5
1.1 Annual Calendar.....	5
1.2 Appointment of officials.....	5
1.3 Entries.....	5
1.4 Championships.....	5
1.5.1 Classes Two Wheel Drive.....	5
1.5.2 Classes Four Wheel Drive.....	5
1.5.3 Changing Classes between Clubman and Modified.....	6
1.5.4 The 110% Rule, when a driver move from Clubman to Modified.....	6
2 Definition of Rolls.....	7
2.1 Race Controller.....	7
2.2 Race Director.....	7
2.3 Race Referees.....	7
2.4 Scrutineer.....	7
3 Running a DMCC Event.....	7
3.1 Entering an event.....	7
3.2 Scrutiny.....	7
3.3 Marshalling.....	7
3.4 Failure to Marshal.....	8
3.5 Practice.....	8
3.6 Race Duration.....	8

3.7 Qualifying system.....	8
3.8 Posting of results.....	8
3.9 Abandonment of an event	8
3.10 Publication of final results	8
3.12 Race numbers	9
3.13 Multi-leg finals	9
4 Track Layout	9
4.1 Hidden Areas.....	9
4.2 Corner Cutting.....	9
4.3 Track Dimensions	9
4.4 Marshalling Points.....	9
4.5 Start Line	9
4.6 Grid Layout.....	9
5 Penalties.....	10
5.1 Failure of scrutiny	10
5.2 Leaving the rostrum	10
5.3 Corner Cutting.....	10
5.4 Obstruction	10
5.5 Reckless/careless driving	10
5.6 Jump Start	10
5.7 Failure to start.....	10
5.8 Bad marshalling.....	11
5.9 Issuing of penalties	11
5.10 Appeals.....	11
5.11 Driver behaviour	11
5.12 Definition of Penalties.....	11
5.13 Extreme circumstances.....	11
6 Radio Equipment.....	12
6.1 Authorised Equipment	12
6.2 Reversed crystals	12
6.3 Frequency changes	12
6.4 Transmitter Voltage	12
6.5 Frequency clashes.....	12
6.6 Unauthorised use of a frequency.....	12
7 Race Procedure and Scoring	12
7.1 Numbers of Cars in Race	12

7.2 Qualifying Format	12
7.3 Qualifying Start Format.....	13
7.4 Finals Format.....	13
7.5 Round by Round Qualifying Method	13
7.6 FTQ Format	13
7.7 Choice of Grid Position.....	14
7.8 Finals Scoring	14
7.9 Championship Points	14
7.10 Abandoned Events Scoring	14
7.11 Other Circumstances.....	14
8 Championships.....	15
8.1 Approved Events	15
8.2 Eligibility.....	15
8.3 Number of Rounds and Counting Rounds	15
8.4 Cancelled Rounds.....	15
8.5 Abandonment	15
8.6 Re-Runs	15
8.7 Other Circumstances.....	15
9 Conduct of Competitors and Race Officials	15
9.1 Principle directive	15
9.2 On the Rostrum.....	16
9.3 Whilst Marshalling	16
9.4 Conduct of Officials.....	16
9.5 Instruction from Officials	16
10 Technical Regulations (Buggy)	16
10.1 Appearance	16
10.1.1 Representation.....	16
10.1.2 Body Shells	16
10.1.3 Race Numbers	16
10.1.4 Body Shell Fitment	16
10.1.5 Painting	16
10.2 General Construction	16
10.2.1 Dangerous Cars	16
10.2.2 Bumpers	17
10.2.3 Gear Covers.....	17
10.2.4 Drive Motors	17

10.2.5 Sensors	17
10.2.6 Maximum Length	17
10.2.7 Maximum Width	17
10.2.8 Maximum Wing Width	17
10.2.9 Maximum Wing Length	17
10.2.10 Two Wheel Drive Weight	17
10.2.11 Four Wheel Drive Weight.....	17
10.2.12 Weight Rules	17
10.2.13 Two Wheel Drive in Four Wheel Drive Races	17
10.3 Wheels and Tyres	17
10.3.1 Wheels and Tyre Construction.....	17
10.3.2 Control Tyres.....	17
10.4 Motors.....	18
10.4.1 Motor Rules.....	18
10.4.2 Unapproved Motors.....	18
10.4.3 Motor Restrictions in Clubman	18
10.5 Batteries.....	18
10.5.1 NiCad / NiMh.....	18
10.5.2 Lithium based (LiPo/LiFe).....	18
10.5.3 Unapproved Batteries	18
10.5.4 Charging of Batteries.....	18
11 Technical Regulations (Touring Car and other classes)	19
Appendices.....	20
Appendix 1	20
DMCC Drivers Etiquette	20
Drivers Etiquette On The Rostrum	20
Drivers Etiquette During The Race.....	20
Drivers Etiquette Before and After the Race	21
Appendix 2	22
DMCC Guide to Marshalling.....	22
Appendix 3	23
DMCC Summer Championships 2017 Supplementary Rules	23
Notes from General Rules.....	23
Supplementary information.....	23
Timetable	24

Foreword

Every sport or competition has to have rules. Anybody breaking a rule incurs a penalty of some sort, in this club rules are up for review at each Annual General Meeting and changes etc. voted on by you, the members, so penalties are not imposed by the race officials, they are incurred by you for non-compliance with the rules, your rules.

1 General Rules

1.1 Annual Calendar

The DMCC Committee are required to convene a meeting as soon as possible after the club AGM to identify, set, and publish key calendar dates for the season ahead. The calendar should include dates for the start of the indoor season, start of the outdoor season (if relevant), bank holidays, relevant EFRA and IFMAR events, relevant RCCAOI events. At this stage the club championship rounds may be included in the calendar if available. A pdf formatted calendar should be made available on the club website as soon as possible with club members being advised every time a new revision is released.

1.2 Appointment of officials

It is the responsibility of the race director to appoint race officials. For a race meeting to commence, a minimum of one race controller must be appointed before the start of the meeting. The Race Director will appoint where possible a referee and up to 2 assistant referees and a scrutineer.

1.3 Entries

Participating drivers may only submit one entry per class at all meetings.

1.4 Championships

The DMCC committee will publish a set of championship regulations, as necessary (eligibility, points system, awards, etc.) and championship dates, as soon as they are available a minimum of 2 weeks before the championship commences. [See Appendix 3](#)

1.5.1 Classes Two Wheel Drive

Two Wheel Drive will have two sub categories:

Modified, where there are no restrictions to motor winds.

Clubman; where only 10.5 or greater brushless motors are allowed. There is also no advance timing allowed on the ESC. It is the responsibility of the driver to demonstrate using "blinky" mode or a programming box/computer. Timing can be advanced on the end-bell of the motor.

Modified and Clubman will run in separate heats where possible, but should be in separate finals

1.5.2 Classes Four Wheel Drive

Four Wheel Drive will have two sub categories:

Modified, where there are no restrictions to motor winds. Clubman; where only 10.5 or greater brushless motors are allowed. There is also no advance timing allowed on the ESC. It is the responsibility of the driver to demonstrate using “blinky” mode or a programming box/computer. Timing can be advanced on the end-bell of the motor.

Modified and Clubman will run in separate heats where possible, but must be in separate finals.

1.5.3 Changing Classes between Clubman and Modified

Whichever class a driver starts a Championship in, they must stay in this class until the Championship is over. i.e. Drivers may not move from Clubman to Modified and vice versa during a championship.

1.5.4 The 110% Rule, when a driver move from Clubman to Modified

A driver may not race in the Clubman class if their average finals lap times are within 110% of the average finals lap times of the top 3 Modified racers in the previous championship. It will be calculated as follows:

The average final lap times of the top 3 finishers in the equivalent Modified Class, from the previous championship, of the last three rounds they competed in will be added together and the average calculated.

The average final lap times of the Clubman driver from the previous championship, of the last three rounds they competed in, will be added together and the average calculated.

If the Clubman drivers average is within 110% of the Modified Average, they must race in the Modified class.

The “*average final lap time*” which will be used for all calculations above will be the “*Avrg Lap*” that’s given in the “*Meeting Summary*” section of each rounds results.

Example:

	1st Mod Driver	2nd Mod Driver	3rd Mod Driver
Round 7 Avg Lap time	17.66	17.77	18.58
Round 9 Avg Lap time	17.7	18.13	18.2
Round 10 Avg Lap time	17.8	18.48	18.3
Driver Average	17.72	18.12667	18.36
Overall Modified Average (Sum of Driver Av/3)	18.068 seconds		
110% of Overall Mod Average=	19.875 seconds		
	Clubman Driver Average		
Round 6 Average Lap time	19.81		
Round 8 Average Lap time	19.3		
Round 10 Average Lap time	19.36		
Clubman Driver Average	19.49		
19.49 is faster than 19.875 , so Clubman driver must move into the Modified Class .			

2 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. The race controller should also ensure that all marshals are in their correct positions and are performing their duties correctly.

2.2 Race Director

Person appointed by the committee, responsible for the overall organization and control of an event, regarding any timing interruptions, issuing of penalties etc.

The race director's decision on penalties is final. The race director has the power to quash any penalties issued by the referees or scrutineer.

2.3 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.

2.4 Scrutineer

Person responsible for the technical inspection of cars at all meetings. The scrutineer can be instructed by the race director/referee on the race day regarding when, if at all, to conduct scrutiny.

3 Running a DMCC Event

3.1 Entering an event

All drivers wishing to take part in an event should enter/book-in on the morning of the race meeting. On a special event or championship round where booking-in prior to the event is mandatory, the organisers will advise all members that this is applicable a minimum of two weeks before entries are closed where possible. Entry details will also be detailed on the entry form where applicable.

3.2 Scrutiny

If instructed to do so by a race official, all drivers or any individual driver should present their cars and transmitters to the scrutineer for inspection before and/or after their race commences. All equipment must comply with the technical regulations for the class.

3.3 Marshalling

Drivers entering a race meeting are deemed to agree to marshal the race following their race unless instructed otherwise by the race officials. Marshals must be in their marshalling position before the 30 second to start alert is given to the heat/final. Failure to do so may result in that marshal

receiving a penalty. Drivers who are unable to marshal must nominate a capable substitute to marshal for them, but the race controller must be notified of this prior to the 30 second warning. Where a driver is entered in consecutive heats, but in different classes it will be the driver's responsibility to provide a suitable substitute marshal to cover marshalling duties.

3.4 Failure to Marshal

Failure to marshal or to provide a suitable substitute marshal will be deemed to be a withdrawal from the previous race and class. Where there is a lack of marshals due to a small entry in the previous race volunteer marshals can be called for by the race controller to replace the missing marshals. Bad marshalling by substitute marshals shall result in penalization of the nominating driver. Please see [Appendix 2](#).

3.5 Practice

Practice is only permitted between the time that the track is ready to be used and before the start of the drivers briefing. Practice on the track between rounds or between rounds and finals is not permitted. At the discretion of the race director a driver may use the main straight to test radio or motor problems, any such testing should be restricted so as not to allow the driver to gain practice on the track. The race director will have the option of waiving this rule on a day to day basis.

3.6 Race Duration

Heats and Finals have a 300 second plus last lap duration.

3.7 Qualifying system

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 being used points will be calculated from the driver's best two rounds.

3.8 Posting of results

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. If a printer is not available the race controller should make this available on a computer screen.

3.9 Abandonment of an event

It is the responsibility of the race officials to make the final decision about whether an event is to be abandoned. Abandonment of a race meeting may be influenced by adverse weather, or any other exceptional circumstance. Adverse weather conditions can be defined as any weather that may reduce the safety of any participant, and/or that may cause an unacceptable risk of damage to RC equipment. Where an event is abandoned before or during round 3 of qualifying; the event will be deemed null and void. Where an event is abandoned after round 3 of qualifying has been completed; Final positions will be awarded based on the qualifying positions after the last fully completed round of qualifying. Where an event is abandoned during the finals, the results of the completed finals will stand, whilst the results of the abandoned finals will be based on qualifying positions.

3.10 Publication of final results

Event results will be posted on the club website as soon as possible after the end of the meeting.

3.12 Race numbers

It is the driver's responsibility to ensure that his / her car has the correct numbers properly displayed. No delays will be allowed because of incorrect numbers and a car with incorrect, or no number displayed will not be permitted to start.

3.13 Multi-leg finals

The Race Director will announce at the Drivers Briefing the format for multi-leg finals.

4 Track Layout

4.1 Hidden Areas

The track must be laid out so that there are no hidden areas when viewed from the rostrum. Track layout and changes to the track must have the prior approval of the Race Director or a member/s appointed by the Race Director.

4.2 Corner Cutting

Corner cutting must be discouraged by the placing of barriers of a suitable material which will not cause damage to the cars coming in contact with them. Corner markers are also to be of such construction that they will not trap the car.

4.3 Track Dimensions

The minimum track width is to be 2m; the straight will be minimum of 2.5m wide. The straight will be a minimum of 20m in length.

4.4 Marshalling Points

Marshalling points 1 to 6 will be clearly marked around the track. Where possible all heats and finals should have 6 marshals.

4.5 Start Line

The start line for the heats shall have a further line marked 1m in front of it for the use in the adjudication of jump-starts.

4.6 Grid Layout

For the finals, a grid shall be laid out in two lanes a minimum of 1m and a maximum of 2m apart, the gap between each car should be 2m, if the straight accommodates. The full length of the straight should be used for the grid with at least a 1m gap from the back of car 1 to front of car 2 etc. An option will be given to the pole position driver as to which side of the start lane they want and cars will be alternated down the grid.

5 Penalties

5.1 Failure of scrutiny

Failure of Scrutiny is deemed to be use of any equipment contrary to the technical regulations for the given class or failure to comply with any request of the scrutineer regarding the technical inspection of the car. Penalty: The driver will not be permitted to start their race. If failure of scrutiny is after a race, then the result of that race will not count, in the case of a final the driver will receive points for last place, if more than one driver fails scrutiny after a final then starting position will determine last, second-last place etc.

5.2 Leaving the rostrum

Any driver leaving the rostrum whilst the race is still in progress. Penalty: First offence, warning. Second offence – 1 lap deducted from the driver's fastest time of the day. Third offence – disqualification from the meeting.

5.3 Corner Cutting

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 when safe to do so, without causing obstruction to other drivers. If this is not done and an unfair advantage is gained then penalties will be applied. [See rule 5.12](#)

5.4 Obstruction

Deliberately impeding faster cars (during qualifying), and failure to allow lapping cars to overtake. If a driver stops for any reason on the track other than mechanical breakdown, (i.e. waiting) then they shall incur a 10sec penalty. Where 2 or more drivers are racing and they collide it should be deemed a racing incident, and continue to race. **THEY SHOULD NOT STOP OR WAIT FOR THE OTHER CAR AS THIS CAN AND WILL CAUSE AN OBSTRUCTION TO OTHER following racers.** This does not excuse reckless/careless driving, [see Rule 5.5](#) which distinguishes between a racing incident and reckless/careless driving.

5.5 Reckless/careless driving

Reckless is defined as a deliberate action with lack of regard to the consequences. Careless is defined as a lack of action which might have prevented a collision, i.e. impeding other cars as you re-enter the race after a crash. Collisions; a car making contact with the car in front.

5.6 Jump Start

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

5.7 Failure to start

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.

5.8 Bad marshalling

Unfair, lazy or careless marshalling may be penalised. [See Rule 5.12.](#)

5.9 Issuing of penalties

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

5.10 Appeals

Any complaints or appeals should be made to the race director by the driver only.

These complaints will then be passed on and dealt with accordingly. Complaints must be made on the day of the race. Any complaints from mechanics or other persons on their behalf may result in penalties being issued against that driver.

5.11 Driver behaviour

Drivers will be held responsible for the behaviour of their representatives and may be penalised accordingly. [See section 9.0.](#)

5.12 Definition of Penalties

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

1st offence Warning - Official warning given by race directors of unsatisfactory behaviour.

2nd offence 10 Second penalty - 10 Seconds added to the first lap time of your race and recalculated from that point.

3rd offence Loss of FTD - Loss of your fastest qualifying time of the day for that class.

4th offence Disqualification - disqualification from that class for the remaining duration of the event, no points shall be awarded.

PLEASE NOTE THAT THESE PENALTIES WILL NOT ONLY APPLY TO REPEAT OFFENCES OF THE SAME INFRINGEMENT, BUT TO ALL INFRINGEMENTS OF RULES. I.E. BEING PENALISED ON ANY FOUR SEPARATE OCCASIONS WILL GET YOU DISQUALIFIED. THE RACE DIRECTORS HAVE 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.

5.13 Extreme circumstances

Under extreme and exceptional circumstances a driver's behaviour may be referred to the committee by race officials. This will involve the DMCC making a judgment on an appropriate sanction if required.

6 Radio Equipment

6.1 Authorised Equipment

Only commercially available radio equipment may be used. In competition, all drivers must have a minimum of three frequencies available or use 2.4 GHz equipment.

6.2 Reversed crystals

Reversed crystals are prohibited.

6.3 Frequency changes

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

6.4 Transmitter Voltage

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

6.5 Frequency clashes

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

6.6 Unauthorised use of a frequency

The responsibility is on the driver to ensure that they have the correct crystal installed. Races will not be delayed to rectify crystal clashes caused by the unauthorized use of a frequency. Non-conforming drivers, using the incorrect crystal, will not be permitted to start the race. Drivers wishing to use a frequency in the pit area should check that the frequency is not allocated for use by an on-track driver during the same period. Causing deliberate radio interference/clashes will entail the highest level of penalties.

7 Race Procedure and Scoring

7.1 Numbers of Cars in Race

Heats and finals should consist of no more than 8 cars for Modified classes and 6 cars for Clubman classes. Heats and Finals have a 300 second plus last lap duration.

7.2 Qualifying Format

The race meeting format will be 3 rounds qualifying using the round-by-round format or FTQ. This will be decided at the drivers briefing by the Race Director. Round-by-round must always be used outdoors, or if conditions are likely to change.

7.3 Qualifying Start Format

There will be staggered starts for the qualifying rounds. After the first Round the start order for subsequent rounds will be determined by each driver's fastest time

The computer should be set for "best time" in the "grid" section of heats for each race class.

7.4 Finals Format

The finals shall consist of 2 or 3 legs for A, B, C finals etc., across all classes. The Grid will be the car number across all legs. All finals will be a staggered grid start. The number of legs shall be decided by the committee. In the case of a championship, the same number should be used across the whole championship.

7.5 Round by Round Qualifying Method

The Round by Round qualifying method awards points for each competitor's position in each qualifying round individually. Highest position in each Round will score one (1) point, second place will score two (2) points, third place three (3) points and so on.

Weather/external circumstances may prevent all scheduled qualifying rounds being completed (see 7.5), therefore points from each driver's best qualifying rounds are added together to determine a final qualifying position as follows:

3 Qualifying Rounds completed - Best 2 to count.

2 Qualifying Rounds completed - Single best Round to count.

1 Qualifying Round completed –Round Null and Void

Each Round has to be completed for a class for any points to be awarded. I.e. All 2wd Mod heats, or all 4wd Clubman heats etc.

If two or more drivers achieve the same time in any Round, the same points will be awarded to each driver and the next driver not tying will receive points relative to his position in the Round. In the event of a tie when the points from the 'counting' Rounds are totalled, the driver with the single best points within the rounds that counted will be awarded the tie. If this comparison fails to break the tie then the laps and times from the 'tying drivers' highest finishing positions will be compared. The driver with the fastest lap/time total will be awarded the tie. In the case of a continuing tie then the second best scores will be compared. In the unlikely event of a continuing tie at this point, the laps times from the heat that gave the highest finishing position will be compared and the fastest single lap will decide, then the second fastest and so on.

The computer should be set up with "1/10 off road electric BRCA 2005" for round by round qualifying for heats in each racing class. This will take into account all of the above.

7.6 FTQ Format

The FTQ qualifying method uses a competitor's best single time to determine their place in a final. If any 'ties' exist when all qualifying rounds have been completed then the tying competitors second best time will be used to break the tie, if a tie still exists, then the third time will be used.

The computer should be set up for "FTQ" for Heats to take the above into account.

7.7 Choice of Grid Position

The Top Qualifier of each class will choose which side of the grid they wish to start from. This choice will be used for all subsequent finals of that class.

7.8 Finals Scoring

All finals will run over 2 or 3 legs with the best results of two of the legs to count. (i.e. 3 legs run-best 2 to count, 2 legs run-both legs count)

The winner of each leg of the finals, scores 1 point, continuing down to 8th who shall score 8 points (Clubman will count down to 6). No result in any leg gives 10 points. The finalist with the lowest number of points will be the winner of the final. In the case of a tie, then this will be decided by reference only to the two leg scores that counted. Firstly, by comparing the best single point scores, and then if still a tie the laps and times of each competitor's best points score will decide.

The computer should be set up for "1/10 off road electric BRCA 2005" for Finals, this will take all of the above into account.

7.9 Championship Points

Championship points will be awarded on finishing positions in finals. The winner of the A Final will receive 100 points, second 99 points and so on. B Final winner shall receive 92 points, second 91 and so on for all finals. Clubman classes will be similar, taking into account there will only be 6 in each final.

The above will be the case when both a 2 or 3 leg final is used. In the case where a 2 leg final has been used additional points will be awarded for qualifying position. 100 points for TQ, 99 for second best etc. In the case of a 3 leg final, only points will be awarded for overall finishing position.

The driver with the highest points total at the end of the Championship is the winner.

If any scores are tied at the end of a Championship, the highest scores that counted will decide the tie. If a tie still exists, the next highest scores that counted will be compared and so on until the tie is decided. Only counting scores from the series will be compared, all other scores will be discarded. If this procedure does not decide the tie, the positions will be declared equal.

The computer should be set to "Countback scoring rounds" to take ties into account. However the committee should manually check all ties as the computer will randomly order drivers if a tie isn't broken.

7.10 Abandoned Events Scoring

At abandoned events, scores from any Rounds or Finals can only be used if all heats in the respective Rounds or Finals have been completed. The overall qualifying positions after the last completed round at the time of abandonment, will count as final positions with the corresponding points being counted towards the Championship, providing a minimum of two rounds have been completed (based on [rule 8.5](#) and [8.6](#)). If the event is abandoned after any legs of the finals has been run, the current standing at the time of abandonment shall be used. In the case of 2 leg finals, where only qualifying has been run, points shall still be awarded for overall result and qualifying.

7.11 Other Circumstances

If circumstances crop up that fall outside the above rules, the committee will make a decision on how the issue is dealt with. Also when all the above rules are applied, common sense will be used by the committee to resolve issues. The committee's decision will be final.

8 Championships

8.1 Approved Events

Only DMCC committee approved events may be used as part of any DMCC championship.

8.2 Eligibility

Only DMCC members are eligible to enter DMCC championships. [See Rule 1.3](#)

8.3 Number of Rounds and Counting Rounds

The Championship shall consist of a minimum of 6 rounds, and a maximum of 12. The number of counting rounds shall be decided by the committee.

8.4 Cancelled Rounds

If a round is cancelled, the committee shall decide if it is to be re-scheduled or one less round to count.

8.5 Abandonment

Championship events can only be abandoned by a majority vote of the drivers during wet weather. Or for health and safety reasons by the Race Director in consultation with the committee.

8.6 Re-Runs

If a round is abandoned before a result is achieved, it may be re-run at the committees discretion.

8.7 Other Circumstances

If circumstances crop up that fall outside the above rules, the committee will make a decision on how the issue is dealt with. Also when all the above rules are applied, common sense will be used by the committee to resolve issues. The committees decision will be final

9 Conduct of Competitors and Race Officials

9.1 Principle directive

Drivers shall at all times practice good manners and sportsmanship.

Bringing the club and sport into poor public opinion and/or disrepute will not be tolerated and will in most cases command that the maximum penalties be applied.

9.2 On the Rostrum

It is the responsibility of each driver to uphold the highest personal standards of behaviour and sportsmanship. Shouting or threatening/abusive behaviour to other drivers, marshals, race officials or any other attendee at the track will be dealt with swiftly and heavily.

9.3 Whilst Marshalling

See Guide to Marshalling, [Appendix 2](#)

9.4 Conduct of Officials

If a race official's conduct is brought into question, a report must be submitted within 24 hours by the subject driver/group to the committee with signatures of two witnesses and signatures from at least 10 drivers or 50% of the drivers in attendance on the day, whichever is the lesser number. 50 Euro must also be lodged with the report which will be refunded in the case of the complaint being upheld.

9.5 Instruction from Officials

Any driver who ignores instructions or directions from any of the race officials can be asked to leave the event.

10 Technical Regulations (Buggy)

10.1 Appearance

10.1.1 Representation

Cars entered for racing should be reasonable representations of the style of full-sized cars generally accepted as being suitable for rally cross, rallying, touring cars, trail or desert racing.

10.1.2 Body Shells

Any commercially available 1/10th scale body shell may be used.

10.1.3 Race Numbers

All cars must make suitable arrangements for racing numbers to be displayed facing to the front.

10.1.4 Body Shell Fitment

No car may be driven without a body shell being securely fitted at all times.

10.1.5 Painting

When initially entered in a meeting the body must be neatly finished and painted.

10.2 General Construction

10.2.1 Dangerous Cars

No car shall be constructed so as to be dangerous or capable of causing damage to other cars, marshals, officials or spectators.

10.2.2 Bumpers

The overall width of the front bumper (if fitted) must not exceed the overall width of the front track width of the car including wheels. The bumper must be constructed of resilient material such as plastic or rubber, minimum thickness 2.5mm and edges to be rounded.

10.2.3 Gear Covers

Gear covers must be securely fixed to the car at all times.

10.2.4 Drive Motors

Only one drive motor may be used.

10.2.5 Sensors

The use of electronic sensors or devices fitted to wheels/drive or suspension units to enhance performance is strictly prohibited. (Factory fitted sensor as part of a sensed brushless motor is permitted.) Gyroscopes and electronic gimbles are also prohibited.

10.2.6 Maximum Length

Max. Length 460mm (including bumper)

10.2.7 Maximum Width

Max. Width 250mm

10.2.8 Maximum Wing Width

Max. Wing Width 220mm

10.2.9 Maximum Wing Length

Max. Wing Length 80mm

10.2.10 Two Wheel Drive Weight

Minimum Weight 2WD: 1474g

10.2.11 Four Wheel Drive Weight

Minimum Weight 4WD: 1588g

10.2.12 Weight Rules

Weight applies to cars complete and ready to race, excluding any lap counting equipment.

10.2.13 Two Wheel Drive in Four Wheel Drive Races

To be eligible to compete in the 4WD class, 2WD cars must race at 1588 grams minimum weight 10.3 Tyres

10.3 Wheels and Tyres

10.3.1 Wheels and Tyre Construction

Wheels and tyres must conform to the following, no form of metal or plastic spike, tubes or anything similar shall be attached to the tyres. Max. Outside diameter 90mm, any combination of commercially available tyres and wheels may be used. No tyre additive may be used, with the exception of glue to attach the tyre to the rim and glue accelerant.

10.3.2 Control Tyres

Control tyres may be used in all classes. If control tyres are to be used they will be nominated on the club website when the championship is being announced.

10.4 Motors

10.4.1 Motor Rules

Only motors which conform to EFRA rules on motors shall be permitted. Please refer to EFRA rule book, appendix 3 (electric cars) Rule No. 2 “Motors”

10.4.2 Unapproved Motors

Unapproved motors may be used at Race Director’s discretion.

10.4.3 Motor Restrictions in Clubman

To be eligible for the Clubman category, competitors must use 10.5 or greater brushless/ 19T or greater brushed motors only. Physical Advanced timing on the motor is allowed. Advanced timing or Boost on the ESC, will not be allowed, the onus will be on the driver to show that this rule is being complied with 10.4.4 Modified Motors. Any 540 size EFRA approved brushless motor or any 540 size brushed motor may be used. There is no limit on the turns for modified motors. Motors not approved by EFRA may be used at the Race Director’s discretion.

10.5 Batteries

10.5.1 NiCad / NiMh

Drive batteries must conform to the following; the cars will be driven by a maximum of six rechargeable batteries. Only Sub C sized cells are approved. The size of the individual cell is 23mm in diameter and 43mm in length. The nominal voltage rated as 1.2 volts. All cells must have their manufacturer’s heat-shrink substantially intact. Batteries may not be changed during a race.

10.5.2 Lithium based (LiPo/LiFe)

Battery packs must have a hard, protective case that completely envelops the cell(s). The case should be made from ABS or a similar material. The two halves of the case must be factory sealed in a way that any attempt to open the case will destroy the case. The only opening in the case allowed, is for the exit of wires. Individual cells used in the construction of the battery pack shall be rated at (LiPo 3.7v/LiFe 3.3v) nominal. Individual cells may be wired in parallel. The maximum connection ‘In Series’ is two, to give a Final pack voltage of (LiPo 7.4v/LiFe 6.6v) nominal. Lipo battery packs must not exceed a total pack voltage of 8.40v – drivers found to have exceeded this charge voltage as part of race scrutiny will not be permitted to race.

Any Lithium batteries EFRA approved can be used.

10.5.3 Unapproved Batteries

Batteries not approved by EFRA may be used at the Race Director’s discretion.

10.5.4 Charging of Batteries

LiPo/LiFe batteries must be charged in a “Lipo sack” at all times. Anybody not doing this, will be penalized at an event. “LiPo sack” is defined as a receptacle designed for the purpose of charging LiPo/LiFe batteries and of a suitable construction as to contain a LiPo/LiFe fire.

11 Technical Regulations (Touring Car and other classes)

Presently the club runs one-tenth electric buggies only. When the occasion arises for other classes technical regulations and rules will be published as appropriate.

Appendices

The Appendices below are not Rules, they have been compiled based on the rules and are designed to help members understand what is expected of them while partaking in a DMCC event.

Appendix 1

DMCC Drivers Etiquette

This is a guide to help you know what is expected of you while racing. It's designed to help everyone enjoy their days racing in a fair and sporting manner.

Drivers Etiquette On The Rostrum

- Be on the rostrum at least 30 seconds before the start of your race. Driver positions on the rostrum are on a first come first served basis for qualifying. For finals drivers have a choice based on your qualifying position.
- We will not tolerate threatening or abusive behaviour towards any driver, marshal, race official or any attendee at the track. This shall be dealt with swiftly with penalties at the race directors discretion. This would apply at all times during the meeting.
- You may alert marshals to a car which has not been seen, or alert other drivers if there is a car crashed on the main straight or fast area. In both these instances it should be a short and concise announcement, with no bad language.
- You should not leave the rostrum until all drivers have finished their race, once the race has started you should stay on the rostrum. If your car has stopped, you should step back and allow the race to finish. Leaving the rostrum before a race has finished will incur penalties.
- You should not put your hands out in such a way that you will impede other drivers view of the track, and try to stay behind the barrier on the rostrum. E.g. when pointing a car out to a marshal. Or lean forward blocking other drivers views.

Drivers Etiquette During The Race

- You should not impede faster cars during qualifying. You should allow a faster car to pass at the earliest opportunity, for example, go wide at the next corner. Remember that in qualifying you are racing against the clock and not other drivers. In finals this does not apply.
- If you are the faster car you should not force your way past the slower car, but should pass them when an opportunity arises without causing them to crash.
- If a car is lapping you, you should let them past at the earliest opportunity, for example, go wide at the next corner.
- If you are the lapping car, you should wait until the slower car has the opportunity to allow you past. You should not force your way past. If the car is not allowing you to pass, you may announce "lapping", as they may not know they are being lapped.

- If you are racing closely with another car, and another car wants to lap the two cars, no one should use this as an opportunity to gain a position. Both cars should hold position until the lapping car has passed both or more cars.
- If while racing you inadvertently cause the car in front of you to crash, you should not stop to allow them to continue, as this causes an obstruction to other cars. However to be sportsman like, you may let them pass you if they catch up to you during the race.
- You should do your best not to cause another car to crash, particularly if they are in front of you. However racing accidents do happen, but if the race officials feel it was deliberate, penalties may be applied.
- When your car is being marshalled you should take your finger off the throttle to ensure your wheels don't move until the marshal has put your car down. Revving the wheels is deemed to be an attempt to injure a marshal and shall be dealt with at the race directors discretion with penalties. Be aware that the marshal may think your car is faulty and leave it on its roof for the duration of the race.

Drivers Etiquette Before and After the Race

- We will not tolerate threatening or abusive behaviour towards any driver, marshal, race official or any attendee at the track. This shall be dealt with swiftly with penalties at the race directors discretion. This would apply at all times during the meeting.
- The Race Director and the Committee are not your punch bag. If you feel aggrieved due to Rules, Timetable, Regulations etc. You do not have the right to take it out on any of the above.
- If you really feel something is unfair, speak with the Race Director in a calm manner and explain what happened. However, once the Race Director has given a decision, please accept it and do not keep returning to the issue.
- Not adhering to the above points will earn you penalties, which are YOUR fault.
- Remember you have the right to propose changes at the AGM or to join the committee and make these decisions and take responsibility for racing yourself!
- "After the race" includes later in the race day, the following week, social media, email etc.
- If you have an issue with another driver do not approach the other driver. Raise the issue with the Race Director. If you approach a minor with any negative issues about their driving, you will be asked to leave the venue.

Appendix 2

DMCC Guide to Marshalling.

This is a guide to help you know what is expected of you while marshalling. It's designed to help everyone enjoy their days racing in a fair and sporting manner.

- The safety of the marshal is a priority. Be careful where you stand, especially near jumps.
- Appropriate footwear should be worn at all times, for the Marshals protection! It is the marshal's responsibility to ensure that they do not put themselves in danger or get injured.
- Drivers should go to their assigned marshalling post after they have completed their own race. Usually each marshalling post is identified by a cone with a number on it that corresponds to the marshal's car number from the previous race. If these cones are not present, the race controller will advise the marshal where to stand.
- Be at your marshal post before the 30 second warning before the race starts. This gives you enough time to familiarise yourself with the area that you will be marshalling and position yourself correctly.
- Marshals should have both hands free for marshalling. You shouldn't be eating, drinking, using a phone/camera etc.
- It is the marshal's duty to pay attention to their own area at all times, and not to watch the race, or watch other marshals. Do not be distracted by spectators or racing incidents.
- You should not be chatting to other marshals or spectators!
- When a crash results in damage to a car, Marshals should NOT carry out repairs. It should be placed on its roof at the marshalling post.
- When a car crashes in your area, marshal it as quickly and efficiently as possible. **Marshal the way that you would want to be marshalled.**
- When marshalling a car, do not impede other cars. Treat the cars which are still running with more importance than the car which needs to be marshalled.
- When two or more cars crash separately in your area, you should first marshal the car that crashed first, then the car that crashed second. If you have to pass the second car to marshal the first, it is acceptable to marshal the nearest car first. The marshal should operate as quickly and efficiently as possible.
- When a car crashes into an area outside the track boundary, the marshal should return the car to the area of the track from where it exited.
- Where a car collides with a track marker/hose causing it to move out of position, it is the marshal's duty to replace the marker back in its original position.
- If a car revs its wheels while in the hands of a Marshal, it shall be deemed to be faulty and should be placed on its roof at the marshalling point until it is retrieved by the driver.

Remember that bad, lazy or unfair marshalling may incur penalties!!

Appendix 3

DMCC Summer Championships 2017 Supplementary Rules

As per General Rule 1.4 the DMCC Committee have published the following notes and rules regarding the Current Club Championship.

Notes from General Rules

The following is notes taken from the General Rules, and for more details on any of the notes below, please refer to the DMCC General Rules:

- LiPo sacks must be used for charging and discharging any LiPo or LiFe battery. If you do not use one, you will not be allowed to race.
- Clubman cars are limited to Brushless 10.5 Motors or higher. End bell timing is allowed. No ESC timing is allowed and this must be proved by the driver if requested
- The Race format is 3 Qualifying heats followed by a 2 leg Final.
- Qualifying is Round by Round, with your best 2 rounds to count.
- Championship points will be awarded for Qualifying position and Final Position
- Only DMCC Members are permitted to enter.
- Marshalls must be on the track at least 30 seconds before a race, we will not be calling for marshals. Please read Guide to Marshalling.
- There is no practice allowed between heats or rounds, or during lunch break.
- Cars may not drive until two minutes before the heat starts.
- Drivers that are late to the rostrum must not join the race if it has already started.
- You must not leave the rostrum during a race.
- There is no control tyre.
- Counting Rounds 10 rounds with best 6 to count.
- Dates are published on the Club Website Calendar Section.

Supplementary information

The following notes are published by the committee as supplementary regulations for this championship:

- Drivers must remain in whatever class they started the championship. i.e. No moving from Clubman to Modified or vice versa during a championship.
- Race day will be run as per [Timetable](#)
- Any racer who turns up late must wait between rounds to get registered regardless of if they arrive before their heat/race.
- Once a round has started, no race will be held for any reason, apart from issues with the timing system. A round will be deemed to have started when the 5 minute warning has been given by the computer
- We can give drivers extra time between rounds, as long as the total round time is less than one hour. Drivers must inform the race director that they need time before the 5 minute warning for the start of the next round and we will announce the extra time to all drivers. Generally once we have 4 heats or more we will not be able to give any time. No time will be given if the 5 minute warning has sounded.

- Cars may not be driven on the track until the two minute warning before a race (qual and finals)
- Poor and unfair driving will not be tolerated and we will be issuing penalties. We advise all drivers to read our Guide to Drivers Etiquette

We want to remind drivers that the Committee are racing too and want to enjoy the day as much as you. If you feel aggrieved over how your race went, the rules, other drivers, etc. please take a moment and remember we are giving up our time to run racing for you. If you are given a penalty, be a sportsman and accept it. We don't like giving you penalties any more than you like getting them. We will not accept you or any racer having a go at any Race Official, Committee Member, Marshal or other driver.

Timetable

<p style="text-align: center;">10:00 Doors open, Booking in.</p> <p style="text-align: center;">All drivers must book in at race control as soon as they arrive</p>
<p style="text-align: center;">10:45 Drivers Briefing</p> <p style="text-align: center;">All drivers MUST come to race control for the drivers briefing</p> <p>At this point info with car numbers and transponders will be posted on the notice board</p>
<p style="text-align: center;">11:00 Qualifying Round 1, First Race</p> <p style="text-align: center;">It's the responsibility of all drivers to be prepared for their first race</p> <p style="text-align: center;">This includes having their transponder and race number in their car</p>
<p style="text-align: center;">From this point times are approximate depending on the number of heats/drivers</p>
<p style="text-align: center;">Approx. 12:45, Lunch.</p> <p style="text-align: center;">After Round 2 there will be a break of approx. 30 mins</p> <p style="text-align: center;">This will be announced by the race officials.</p>
<p style="text-align: center;">Approx. 13:15 Qualifying Round 3 Starts</p>
<p style="text-align: center;">Approx. 14:15 Finals begin</p>
<p style="text-align: center;">Approx. 16:15 racing finishes</p>