




Dublin Model Car Club Rules 2019

Table of Contents



DUBLIN MODEL CAR CLUB	1
Dublin Model Car Club Rules 2019	1
1 Club Calendar	4
1.1 Calendar	4
1.2 Changes to the calendar	5
2. Race Officials	5
2.1 Appointment of Officials	5
2.2 Race Officials	5
2.2.1 Race Director	5
2.2.2 Race Controller	5
2.2.3 Race Referees	5
2.2.4 Scrutineer	5
3. Race Classes and Driver Grading	5
3.1 Two Wheel Drive	5

3.2 Four Wheel Drive	5
3.3 Changing Classes between Clubman and Open Classes	5
3.4 The X Percentage Rule, when a driver must move from Clubman to Open Class	6
3.5 Grading.....	6
3.6 Clubman, The Spirit of Clubman	6
4. Rules for Participants in DMCC Events.....	7
4.1 Entering an Event	7
4.2 Scrutiny	7
4.3 Marshalling.....	7
4.4 Race Numbers	7
4.5 Practice.....	7
5. Championships.....	7
5.1 Eligibility.....	7
5.2 Number of Rounds	7
5.3 Cancelled Rounds.....	7
5.4 Championship Regulations	8
5.5 Championship Awards	8
6 Track Layout Guidelines	8
6.1. Hidden Areas.....	8
6.2 Track Dimensions	8
6.3 Marshalling Points.....	8
6.4 Start Line	8
6.5 Grid Layout for Finals	8
7 Technical Regulations	9
7.1 Appearance	9
7.1.1 Representation.....	9
7.1.2 Body Shells	9
7.1.3 Race Numbers	9
7.1.4 Body Shell Fitment	9
7.2 General Construction	9
7.2.1 Dangerous Cars	9
7.2.3 Gear Covers.....	9
7.2.4 Drive Motors	9
7.2.5 Sensors.....	9
7.2.6 Dimensions.....	9
7.2.7 Weight Rules	9

7.3 Wheels and Tyres.....	9
7.3.1 Wheels and Tyre Construction.....	9
7.3.2 Control Tyres.....	10
7.4 Motors.....	10
7.4.1 Motor Rules.....	10
7.4.2 Motor Restrictions in Clubman.....	10
7.4.3 Open Class Motors.....	10
7.5 Batteries.....	10
7.5.1 NiCad / NiMh.....	10
7.5.2 Lithium based (LiPo/LiFe).....	10
7.5.3 Charging of Batteries.....	10
8 Conduct of Race Officials and Participants.....	10
8.1 Principle directive.....	10
8.2 On the Rostrum.....	10
8.3 Whilst Marshalling.....	10
8.4 Track Area.....	11
8.5 Conduct of Officials.....	11
8.6 Instruction from Officials.....	11
9 Penalties.....	11
9.1 Failure of scrutiny.....	11
9.2 Leaving the rostrum.....	11
9.3 Corner Cutting.....	11
9.4 Obstruction.....	11
9.5 Reckless/careless driving.....	11
9.6 Jump Start.....	11
9.7 Failure to start.....	11
9.8 Bad marshalling/Failure to Marshall.....	11
9.9 Issuing of penalties.....	12
9.10 Definition of Penalties.....	12
9.11 Extreme circumstances.....	12
9.12 Appeals.....	12
10. Common Sense Rule.....	12
Appendix A: Example Championship Regulations.....	12
Championship.....	13
Number or rounds:.....	13
Number of Counting Rounds:.....	13

Championship Ties:.....	13
Control Tyres:.....	13
Qualifying	13
Race Duration:	13
Number of Cars per race:.....	13
Start Format:	13
Number of Qualifying Rounds:.....	13
Qualifying format:	13
Counting Rounds for Scoring:	13
Ties:	13
Computer setting:	14
Finals:	14
Race Duration:	14
Number of Cars per race:.....	14
Start Format\Grid Layout:.....	14
Number of Legs:.....	14
Counting Legs:.....	14
Points per Leg:.....	14
Ties:	14
Computer setting:	14
Extra Regulations:	14
Timetable (example)	14
Appendix B: DMCC Drivers Etiquette.....	15
Drivers Etiquette on The Rostrum	15
Drivers Etiquette During the Race	15
Drivers Etiquette Before and After the Race	16
Appendix C: DMCC Guide to Marshalling.	16

1 Club Calendar

1.1 Calendar

The DMCC Committee will publish a calendar for the forth coming championship season at least 30 days before the season begins. The DMCC will not hold Championship races on RCCAOI 1/10th Electric Off-Road dates.

1.2 Changes to the calendar

The Committee must endeavour to keep Championship dates as published, however if unforeseen circumstances arise, dates may be changed with 14 days' notice to the membership.

2. Race Officials

2.1 Appointment of Officials

It is the responsibility of the committee to appoint race officials. For a race meeting to commence, a Race Director must be appointed before the start of the meeting. This role may be shared among a number of people to ensure smooth running of the day. Individuals may hold multiple roles.

2.2 Race Officials

2.2.1 Race Director

Person appointed by the committee, responsible for the overall organization and control of an event. The race director's decisions are final.

2.2.2 Race Controller

Person responsible for operation of timing equipment.

2.2.3 Race Referees

Referees are responsible for watching racing and reporting incidents to the Race Director. The Race Director shall make the decision on how to proceed.

2.2.4 Scrutineer

Person responsible for the technical inspection of car. The scrutineer can be instructed by the race director when, if at all, to conduct scrutiny.

3. Race Classes and Driver Grading

3.1 Two Wheel Drive

Two Wheel Drive will have two sub categories:

Two Wheel Drive Open: where there are no restrictions to motor winds. *Two Wheel Drive Clubman:* where there will be restrictions.

3.2 Four Wheel Drive

Four Wheel Drive will have two sub categories:

Four Wheel Drive Open: where there are no restrictions to motor winds. *Four Wheel Drive Clubman:* where there will be restrictions.

Any car competing in the 4WD Class must have effective drive to the front and rear wheels (excluding race breakages). Any car which is designated as 4WD must be able to complete a lap of the track, with either the front or rear drive-shafts removed and all settings of the remaining drive-train as it will be raced, in a reasonable time frame.

For technical information on Classes, including motor restrictions please [see Rule 7.4.2.](#)

3.3 Changing Classes between Clubman and Open Classes

Whichever class a driver starts a Championship in, they must stay in this class until the Championship is over.

3.4 The X Percentage Rule, when a driver must move from Clubman to Open Class

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

The average final lap times of the top 3 finishers in the equivalent Open 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 X% of the Open Class Average, they must race in the Open Class.

The Percentage used will be decided upon by the committee at the end of each championship. It will be based on the numbers attending racing, average lap time of top clubman racers and bottom Open Class racers. The percentage will be added to the rule book in the table below.

	2WD	4WD
2016	110%	105%
2017 End of Summer	117%	105%
2018 End of Winter	117%	105%
2018 End of Summer		

3.5 Grading

Drivers will be graded for the purposes of grouping similarly paced drivers in Qualifying heats.

The number of drivers in the top grading of each class will be decided by the Committee at the end of each championship, this will be based on number of drivers in the class and current pace of drivers. For known drivers that haven't competed in recent championships, the committee will set their grading according to the ability of the driver after their first round of racing. Grading will fit the following format:

Grading	Class	Drivers in F Grading
F1	Open Class	Top drivers in previous championship
F2	Open Class	All drivers that do not fit f1 or f3
F3	Open Class	Drivers new to Open Class (promoted drivers etc)
F4	Clubman Class	Top drivers in previous championship
F5	Clubman Class	All drivers that do not fit f4 or f6
F6	Clubman Class	Drivers in first year of racing

3.6 Clubman, The Spirit of Clubman

This section while not a normal "rule", is to remind us what "Clubman" is for.

The Clubman class was originally designed for Beginner and Veteran drivers. It should remain that way. The idea behind Clubman is to give a place for new drivers to learn how to drive, set up their car and how to race, where newer drivers can race/learn in peace without being lapped multiple times by the top racers. Clubman should always be easier going for drivers trying to learn, penalties

should not be applied so quick. Clubman is a class for new drivers to learn the sport before they move up to the Open class.

4. Rules for Participants in DMCC Events

4.1 Entering an Event

All drivers wishing to take part in an event should enter/book-in on the morning of the race meeting. Drivers should follow the instructions of the Race Director.

4.2 Scrutiny

If instructed to do so by a race official, drivers should present their cars and to the scrutineer for inspection.

4.3 Marshalling

Drivers must Marshall the race following their race at the numbered position corresponding to their car number (though race director may ask a marshal to move position). Failure to do so will result in that marshal receiving a penalty. Marshalls must be in their marshalling position 30 seconds before the start of the race.

If any driver chooses not to marshal, they must nominate a replacement and inform the Race Director.

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 director.

If a driver is entered in consecutive heats, the Race Director may request volunteers, however if none are available the driver must organise a replacement marshal.

If for any personal reason a driver cannot marshal, they should make it known to the Race Director at the start of the day and the Race Director shall ask for volunteer marshals.

4.4 Race Numbers

It is the driver's responsibility to ensure that their car has the correct number properly displayed.

4.5 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.

Practice at the start of each heat or final shall be restricted to two minutes before the start of the heat.

5. Championships

5.1 Eligibility

Only DMCC members are eligible to enter DMCC championships.

5.2 Number of Rounds

The Winter and Summer Championships shall consist of a minimum of 6 rounds, and a maximum of 12

5.3 Cancelled Rounds

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

5.4 Championship Regulations

Supplementary regulations will be published at least 21 days before the start of each championship. These regulations must contain the following information:

Qualifying	Finals	Championship
Race Duration	Race Duration	Number of rounds
Number of Cars per race	Number of Cars per race	Counting rounds
Start Format	Start Format\Grid Layout	Scoring format per round
Qualifying format		
Number of Rounds	Number of Legs	Tie Breaker
Points per round	Points per Leg	Control Tyres if used
Counting rounds	Counting Legs	
Tie breaker	Tie Breaker	
Computer Setting	Computer Setting	

There shall also be an approximate race day timetable included in the regulations.

Also, if the committee require extra regulations, these should be stated.

For an example of Championship regulations [see Appendix A](#)

5.5 Championship Awards

Drivers finishing in the top 3 positions in Clubman and Open will be awarded. Also, the highest finishing driver in each of grades F2, F3, F5 and F6 will be awarded. Only drivers who completed the minimum number of counting rounds will be awarded.

6 Track Layout Guidelines

6.1. Hidden Areas

The track should be laid out so that there are no hidden areas when viewed from the rostrum, as best as possible.

6.2 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. However, if a requirement of a track feature is to have a narrower lane width it is allowed e.g. a chicane

6.3 Marshalling Points

Marshalling points will be clearly marked around the track.

6.4 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.

6.5 Grid Layout for 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. The 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. OR The grid may be laid out in a linear fashion, at any point on the track. In this format the cars must be a minimum of 2M apart.

7 Technical Regulations

7.1 Appearance

7.1.1 Representation

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

7.1.2 Body Shells

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

7.1.3 Race Numbers

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

7.1.4 Body Shell Fitment

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

7.2 General Construction

7.2.1 Dangerous Cars

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

7.2.3 Gear Covers

Gear covers must be securely fixed to the car at all times. If the design of the car is such that the body shell covers the gears it will be permitted.

7.2.4 Drive Motors

Only one drive motor may be used.

7.2.5 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.

7.2.6 Dimensions

Cars must be within the dimensions/weight in the table below.

Max Width	250mm
Max Length	450mm
Max Wing Width	220mm
Max Wing Length	80mm
Min Weight 2WD	1474g
Min Weight 4WD	1588g

7.2.7 Weight Rules

Weight applies to cars complete and ready to race, excluding any lap counting equipment. It applies to all sub-classes.

7.3 Wheels and Tyres

7.3.1 Wheels and Tyre Construction

Max. Outside diameter 90mm. Trimming and removal of location beads or thread patterns is allowed. No additional material may be added to the tyre. The assembly of one or more different

tyres to make one tyre is prohibited. No tyre additive may be used, with the exception of glue to attach the tyre to the rim and glue accelerant.

7.3.2 Control Tyres

Control tyres may be used in all classes. If control tyres are to be used they will be nominated in the Championship Regulations.

7.4 Motors

7.4.1 Motor Rules

Only 540 size 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".

7.4.2 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 end bell is allowed. Advanced timing or Boost on the ESC, is not allowed. The onus is on the driver to show that this rule is being complied with

7.4.3 Open Class Motors

There is no limit on the turns for Open Class motors.

7.5 Batteries

7.5.1 NiCad / NiMh

NiCad/NiMh Batteries are not permitted

7.5.2 Lithium based (LiPo/LiFe)

Battery packs must have a hard protective case. 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.

7.5.3 Charging of Batteries

LiPo/LiFe batteries must be charged in a "Lipo sack" at all times. Anybody not doing this, will be penalized. "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. This includes race and transmitter batteries.

8 Conduct of Race Officials and Participants

8.1 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. [See Appendix B](#) and [Appendix C](#)

8.2 On the Rostrum

Good behaviour and sportsmanship must be exhibited at all times. 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. Only drivers in the current race are allowed on the rostrum. Drivers may not leave the rostrum while a race is in progress.

8.3 Whilst Marshalling

[See Rule 4.3](#) and See [Guide to Marshalling, Appendix C](#)

8.4 Track Area

Only Marshals and Race Officials in the current race are allowed in the Track Area while a race is running.

8.5 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.

8.6 Instruction from Officials

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

9 Penalties

9.1 Failure of scrutiny

Failure of Scrutiny is deemed to be use of any equipment contrary to the technical regulations for the given class. 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.

9.2 Leaving the rostrum

Any driver leaving the rostrum whilst the race is still in progress. [See 8.2](#)

9.3 Corner Cutting

Corner cutting is when all 4 wheels of the car leave the track area. The drivers should return to retake the corner when safe to do so, without causing obstruction. If this is not done and an unfair advantage is gained the driver will be awarded a penalty.

9.4 Obstruction

Deliberately impeding faster cars (during qualifying), and failure to allow lapping cars to overtake.

9.5 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. Any un-sportsman like driving as deemed by the Race Director will be classed as reckless driving. [See Appendix B](#)

9.6 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.

9.7 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 a penalty may apply.

9.8 Bad marshalling/Failure to Marshal

Unfair, lazy or careless marshalling may be penalised. Failure to marshal will incur a penalty.

9.9 Issuing of penalties

All penalties imposed by race officials should be issued via the race director after the race has finished.

9.10 Definition of Penalties

Any penalty awarded to a driver must take into account the advantage gained by the infringement and an additional time disadvantage on top of this.

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 added to the race in which the infringement happened.

3rd offence 30 second penalty added to the drivers fastest Qualifying time or Finals time (which ever part of the day is happening when the infringement happened)

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

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.

9.11 Extreme circumstances

Under extreme and exceptional circumstances, a driver's behaviour may be referred to the committee by race officials. This will include continually being awarded penalties during a championship. This will involve the DMCC committee making a judgment on an appropriate sanction.

9.12 Appeals

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

These complaints will then be passed on and dealt with accordingly by the Race director and or Committee. Any complaints from mechanics or other persons on their behalf may result in penalties being issued against that driver.

10. Common Sense Rule

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.

Appendix A: Example Championship Regulations

This is an example of the Championship Regulations as called out in Rule 5.4.

Championship

Number of rounds: 10 Rounds

Number of Counting Rounds: 6 rounds to count, where drivers best scoring rounds will be used.
Scoring Format Per round: Points will be awarded for both Qualifying position and Finals Position. The overall Finals winner shall receive 100 points, 2nd will receive 99 and so on. The driver who qualified 1st, will receive 100 points, 2nd 99 and so on. These two scores will be added to give the points in each round.

Championship Ties: 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.

Control Tyres: No control tyre will be used.

Qualifying

Race Duration: Each race will be 300s plus last lap

Number of Cars per race: Open Class max of 8 cars, Clubman max of 6 cars per race.

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.

Number of Qualifying Rounds: 3 Rounds of Qualifying.

Qualifying format: Round by Round

Points per round/Scoring: 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.

Counting Rounds for Scoring: Each driver best 2 scores will be used.

Ties: 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 received points relative to their 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.

Computer setting: 1/10 off road electric BRCA 2005

Finals:

Race Duration: Each race will be 300s plus last lap

Number of Cars per race: Open Class max of 8 cars, Clubman max of 6 cars per race.

Start Format\Grid Layout: The grid will be decided based on the current track layout, it will be either staggered grid or linear as per rule 6.5

Number of Legs: 2 Legs

Counting Legs: 2 legs

Points per Leg: 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.

Ties: In the case of a tie, then this will be decided by reference to both leg scores, 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.

Computer setting: 1/10 off road electric BRCA 2005

Extra Regulations:

1. Once a race has started, a driver may not join the race.
2. Drivers must wear pink stripy trousers due to them causing less interference to the timing system.

Timetable (example)

<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 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>

Approx. 16:15 racing finishes

Appendix B: 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.
- 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 applies 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.
- 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.
- 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 driver's views.
- You should not complain to other drivers about their driving during a race.
- If you crash, and a marshal is slow getting to you, remember who's fault the crash was. It wasn't the Marshall. The best way to deal with slow marshals is, don't crash!
- Remember, that not all collisions are someone elses fault. If you leave a gap, expect the other car to try to pass! Its racing!!

Drivers Etiquette During the Race

- In Qualifying, 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 ASAP. Holding them up may effect their Qualifying time.
- 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 while racing you inadvertently cause the car in front of you to crash, you should pull over and wait for them to give their position back.
- 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 must 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.
- Do approach any committee member on the rostrum with any issues. They are here to have fun too! Either wait till they are at race control, or approach another committee member
- Not adhering to the above points will earn you penalties, which are YOUR fault.
- “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.
- Once the race day is over, move on from any issues you had with other drivers. If you haven't approached the race director on the day, you may not approach them after by email etc.

Appendix C: 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.
- Be at a 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!!