

#1

Proposed by: Barkley Abernethy

Current Rule No : 15

### Current Rule

New rule

### Proposed Rule

1 national round per calendar year  
ebuggy truggy to run sat till 2pm nitro practice 2-5.30pm  
nitro to run existing format on sunday

clubs wishing to host go on a roster for example  
2025 badmcc  
2026 navan  
2027 cork  
2028 badmcc

1 fee payable , £75 this includes sat / sun and rccaoi membership fee, this is paid to the club hosting the event and then the club pays the required fees directly to rccaoi

track specs for hosting become mandatory over 2025 and 2026 and not just guidelines to encourage the clubs to improve their facilities

### Remarks

While we have had a down turn in racers attending national rounds , i took the time to ask several who had not attended the reasons behind . Most came back with the same topic , too many races on the calendar and the preference is to support their club racing before nationals due to finances . Having one round means one weekend spent in hotels thus cutting the costs for a lot of people, most also said they would support this in 2025 and i would hope this would boost numbers for 2025 . It will also be benifical to clubs who could possibly put on other events that can boost taking

#2

**Proposed by: William White**

**Current Rule No : 1.6**

**Current Rule**

Membership shall be € 30.00, excluding class fees.

**Proposed Rule**

Full Membership fees shall be € 30.00 for the calendar year.

A Full member is entitled to; enter all events, qualify for end of season awards, qualify for international events requiring a licence through the Association.

A "Single-Event" membership will also be made available to anyone ONCE per season for a fee of €10. Applicants must be a member of the club where the single event is taking place (host club). A Single- event member is NOT entitled to; enter all events, qualify for end of season awards, qualify for international events requiring a licence through the Association. Single event members also do not carry any voting rights at the AGM but will score points and will classify in final series results.

A single event member wishing to upgrade to a Full member can do so for an additional €25 payable at any time before Full membership rights are required.

All memberships are renewable at the start of the calendar year.

Members who wish to represent the RCCAOI at International events must be a Full member in the year of qualifying and must be a Full member in the year of the event itself even if they decide not to participate in National events that year.

**Remarks**

Some clubs have clubman racers who cannot justify an additional €30 cost to race in their "home" national round - and are choosing not to participate at all. These racers typically do not travel and just want to try out the National event at their home club. This mechanism allows them to race and get on the points table without the possibility of reducing the overall membership takings. These single-event members would not qualify for any prizes or licences, so cost to Association would be nil.

Example: A 1/8th Nitro racer could do the practice and race day at their home club for €50 instead of

€70. €10 Single event membership + €20+€20 Race fees.

#3

Proposed by: William White

Current Rule No : 15.10.1

### Current Rule

15.10.1 EBuggy & Nitro Truggy Race Format

The EBuggy & Nitro Truggy Classes will run on Saturday Driver's briefing 7.45am

3 x 7 min practice starts 8am

3 x 7 min qualification with combined two best scores to count.

30 minute lunch

3 Leg Finals of 10 minutes each – no bump ups Best 2 of 3 final scored to count

Point for finals only.

### Proposed Rule

15.10.1 EBuggy & Nitro Truggy Race Format

The EBuggy & Nitro Truggy Classes will run on Saturday

Driver's briefing 8.45am

Open practice in 3x12 minute heats (based on 20 drivers) starts 9am - 10.15am

1 x 7 min qualifier starting at 10.30 to sort first final grid

3 Leg Finals of 10 minutes each – no bump ups

1 hour between the start of each round.

Grid for each set by overall points at that time.

Best 2 of 3 final scored to count

Point for finals only.

Meeting finished 2.00pm

### Remarks

in line with the final round of 20234

0800 Gates open

0845 Briefing

0900 Practice heats, with no breaks. Heat 1 marshals heat 2 and vice versa 1015 practice closed.

1030 Heat 1 Round 1

1130 Final 1 Round 1

1230 Final 1 Round 2

1330 Final 1 Round 3

1400 Meeting Finishes with awards

#4

Proposed by: Barkley Abernethy

Current Rule No : 15.10.1

### Current Rule

15.10.1 EBuggy & Nitro Truggy Race Format  
The EBuggy & Nitro Truggy Classes will run on Saturday  
Driver's briefing 7.45am  
3 x 7 min practice starts 8am  
3 x 7 min qualification with combined two best scores to count.  
30 minute lunch  
3 Leg Finals of 10 minutes each – no bump ups  
Best 2 of 3 final scored to count Point for finals only.

### Proposed Rule

15.10.1  
Ebuggy and Truggy format will run on Saturdays and while numbers are under 30  
drivers briefing 8 am  
open practice 8-9am  
1x 7 m qualifying run  
3x10 min finals 3/3 to count no bump ups points from final scores  
finished for 2pm  
  
once numbers go over 30 practice requires controls

### Remarks

2024 rd3 this format was used and was a great success

#5

Proposed by: William White

Current Rule No : 15.10.2

### Current Rule

15.10.2 Nitro Buggy Race Format (Based on 50 drivers)

The Nitro Buggy Class with run on Sunday

Driver's briefing 7.45am

2 x 7 min practice starts 8am

3 x 7 min qualification with combined two best scores to count. 30 minute lunch

Double sided Xmas tree finals (Max 6 finals plus main final)

Finals to be 20 minutes long each side

Main final 45 minutes MAIN Main final

1/2 A20 B20

1/4 A20 B20

1/8 A20 B20

1/8 finals have 10 cars in each with 2 bump up to 1/4

1/4 finals have 8 cars directly qualified and 2 bump up from the 1/8 1/2 finals have 8 cars directly qualified and 2 bump up from the 1/4 Main finals are made up of the top 5 cars from A side & B side ½

### Proposed Rule

15.10.2 Nitro Buggy Race Format (Based on 30 drivers)

Saturday: Open practice 2.30pm to 5.30pm

Sunday:

0830 Briefing

0900 3 x 12 minute practice (no gaps)

1100 Round 1 of 7 min qualification with combined two best scores to count.

1200 Round 2 of Qualification

1300 Round 3 of Qualification

1345 30 minute lunch (optional)

1415 Finals to be A,B,C with 8 cars directly qualifying as 2 bumping up

1600 Main final 45 minutes

1700 Awards

### Remarks

need to make the day friendlier to competitors further down the field. Fractional finals are not appealing to clubman racers.

#6

Proposed by: Barkley Abernethy

Current Rule No : 15.10.2

### Current Rule

15.10.2 Nitro Buggy Race Format (Based on 50 drivers) The Nitro Buggy Class will run on Sunday

Driver's briefing 7.45am

2 x 7 min practice starts 8am

3 x 7 min qualification with combined two best scores to count. 30 minute lunch

Double sided Xmas tree finals (Max 6 finals plus main final) Finals to be 20 minutes long each side

Main final 45 minutes MAIN Main final

1/2 A20 B20

1/4 A20 B20

1/8 A20 B20

1/8 finals have 10 cars in each with 2 bump up to 1/4

1/4 finals have 8 cars directly qualified and 2 bump up from the 1/8 1/2 finals have 8 cars directly qualified and 2 bump up from the 1/4 Main finals are made up of the top 5 cars from A side & B side 1/2

### Proposed Rule

should read as 2x 7 practice 3x5 qualifying and included that from 2pm Saturday the track will be open for practice 2-5.30pm with gates closing at 6pm at the venue

### Remarks

as per RD3 of the 2024 season

#7

Proposed by: Dylan McBurney

Current Rule No : 15.10.2

### Current Rule

15.10.1 EBuggy & Nitro Truggy Race Format

The EBuggy & Nitro Truggy Classes will run on Saturday

Driver's briefing 7.45am

3 x 7 min practice starts 8am

3 x 7 min qualification with combined two best scores to count.

30 minute lunch

3 Leg Finals of 10 minutes each – no bump ups

Best 2 of 3 final scored to count Point for finals only.

### Proposed Rule

The Nitro Buggy Class will run on Sunday.

Driver's briefing 7.45am

Open practice 8am – 9am

3 x 7 min qualification with combined two best scores to count. If there is a tie, the place will go to the driver with the highest position in the counting rounds. If there is still a tie, it will go to fastest qualifying time of the counting rounds.

30 minute lunch

Positions from qualifying dictate final order. 8 people directly placed in each final based on qualifying positions (A,B,C,D,E...) with 2 bump ups from each final.

A warm-up – 15 mins

Lower finals – 20 mins

Begin finals with lowest seeded finals.

i.e., if there are 24 drivers the final order will be the following.

C final – 8 drivers, 2 bump to B

B final – 10 drivers, 2 bump to A

A final – 10 drivers

Main final 45 minutes

### Remarks

Allows all racers the chance to participate and battle with people on similar lap times.

Removes the need for finals to be called after semis in case of adverse weather conditions

Makes it fun for all!

#8

Proposed by: Paul Myles

Current *Rule No* : 15.10.2

**Current Rule**

New rule

**Proposed Rule**

Semi final B must be run before semi final A. Must be the same at all the national events.

**Remarks**



#9

Proposed by: William White

Current Rule No : 1.2

### **Current Rule**

Note that clashes with other dates in foreign calendars will not be deemed as suitable reason for cancellation of an event.

### **Proposed Rule**

Due to our commitment to encourage members to race internationally, no national round will be scheduled on the same dates as EFRA & IFMAR events in the relevant class as long as we have members entered in those events. The calendar will not be set to avoid any other events or championships, however if a group of members advise the RCCAOI of a date(s) which may be problematic before the end of the proceeding year, the committee will consider avoiding that date(s).

### **Remarks**

Some of our best racers in 1/8th Nitro have chosen to progress their driving standards by entering the BRCA Nationals which is a more competitive championship than ours. Our championship can benefit by encouraging those racers to participate in RCCAOI events also. We need to do what we can to allow them to compete in both. Clashes are inevitable. But if given plenty of notice, the RCCAOI events should be able to avoid the clash. Priority should be given to RCCAOI events over club event.

**#10**

**Proposed by: William White**

**Current Rule No : 1.4**

**Current Rule**

Race officials should be as follows, one race director, minimum of one race controller, a minimum of one scrutineer, a minimum of one and a maximum of three race referees

**Proposed Rule**

The host club must appoint all officials for their event. Multitasking is acceptable. Clubs should allow for enough persons to efficiently and effectively carry out the following roles;

- Race director - manages the overall running of the event
- Race Controller - manages race control and event timing
- Scrutineer - enforces technical rules & regulations
- Referee - enforces racing rules

**Remarks**

1/10th Offroad rules has better wording than the general rules. 12.4.2 from 1/10th rules should replace the general rule 1

#11

Proposed by: William White

Current Rule No : 15.7

### **Current Rule**

#### 15.7 OFFICIALS

The meeting organiser will appoint the following officials familiar with all aspects of the Association Rules:

- 15.7.1 Race Director who controls all racing and is responsible for the smooth running of the meeting. Specifically the Race Director controls (and appointed assistants as is required), the maintenance of the circuit, safety, marshal positioning, manning and substitution and start procedures and delivers the Driver's Briefing.
- 15.7.2 A Scrutineer who will inspect cars at random throughout the meeting and will authorise any change of chassis or side rails.
- 15.7.3 If, in the event of a decision being required which is not met by the existing rules as stated in the Sectional Rules, a representative from each club present at the meeting and the race director on the day (who shall have the casting vote if required) shall be able to make a decision and that decision shall stand.

### **Proposed Rule**

delete - covered by change to general rules

### **Remarks**

**#12**

**Proposed by: William White**

**Current Rule No : 1.7**

**Current Rule**

Class Fees €0.00 per class

**Proposed Rule**

- delete

Remarks

not relevant any more - delete

**#13**

**Proposed by: Paul Myles**

**Current Rule No : 1.8**

**Current Rule**

Entry fee for an RCCAOI sanctioned national championship event shall be €10.00 or (Sterling equivalent).

**Proposed Rule**

Entry fee for an RCCAOI sanctioned national championship event shall be €20.00 (ROI events) or £20.00 (NI events)

**Remarks**

For simplicity. Up to date pricing.

#14

Proposed by: Paul Myles

Current Rule No : 20

### **Current Rule**

#### 20. FEES

Entry fee to be standardised flat rate £20 for track use for week end . A second class fee would be reduced to £15

### **Proposed Rule**

#### 20. Fees

The fee for racing is set in the general rules. For 1/8th Offroad Nationals, Saturday and Sunday are taken as separate events. Booking-in and race fees are required separately for both days.

### **Remarks**

Up to date

**#15**

**Proposed by: William White**

**Current Rule No : 3.1**

**Current Rule**

Booking-In. Prebooking-in is required for all RCCAOI events via [www.rccaoi.com](http://www.rccaoi.com). Booking-in should close at 6pm on the evening before the respective event starts as standard. Organisers should use their event page on the RCCAOI website to announce any change of closing time/date.

**Proposed Rule**

Booking-In. Prebooking-in is required for all RCCAOI events via the host club's website. Booking-in shall remain open till 6pm on the friday before the the event starts.

**Remarks**

original is too vague

**#16**

**Proposed by: William White**

**Current Rule No : 15.9.2**

**Current Rule**

All clubs must provide a written booking in sheet which the driver must fill in for his days racing. The sheet must contain his name, pt number, frequencies, car type, engine, tyres. It is the driver's responsibility to make sure all the information is correct as no heat will be rerun due to wrong pt number being given by the driver.

**Proposed Rule**

15.9.2 All clubs must provide a written booking in sheet or form on their website which the driver must fill in when booking in. The sheet/form must contain his name, pt number, phone number & email address. It is the driver's responsibility to make sure all the information is correct as no heat will be rerun due to wrong pt number being given by the driver.

**Remarks**

Modern update



**#17**

**Proposed by: William White**

**Current Rule No : 3.3**

**Current Rule**

All transmitters should be kept at the scrutinizing point and should only be released for use in the correct heat. If at any time a driver required to check radio operation, he / she should ask the permission of the race director to have his transmitter released for testing. (Where this is not possible rule 3.3 may be waived at the race director's discretion).

**Proposed Rule**

Delete

**Remarks**

Out of date

**#18**

**Proposed by: William White**

**Current Rule No : 5.1**

**Current Rule**

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

**Proposed Rule**

Only 2.4GHz commercially available radio equipment may be used at RCCAOI events.

**Remarks**

Out of date

#19

Proposed by: William White

Current Rule No : 15.6.2 to 15.6.5

### Current Rule

- 15.6.2 Only approved frequencies are to be used. Any driver using a 2.4 GHz system cannot call for a frequency check at any time.
- 15.6.3 It is not permitted to add any additional batteries to a transmitter either internally or externally to raise the designed supply voltage above the original manufacturer's design specification, i.e. a six cell transmitter may not be fitted with more than 6 cells, either NiCad or dry cell, also any 8 cell transmitter may not be fitted with more than 8 cells, etc. No additional aerial or extension should be added to the driver's radio equipment.
- 15.6.4 No other function than steering and throttle/brake are allowed to be operated by the transmitter. No electronic device can operate within the car other than the two channels back to the transmitter, a failsafe, a switch and a personal transponder.
- 15.6.5 Only commercially available 2.4Ghz Radios and Receivers can be used at a national eve

### Proposed Rule

delete - covered by change to general rules

### Remarks

**#20**

**Proposed by: William White**

**Current Rule No : 16**

**Current Rule**

APPROVED FREQUENCIES  
16.1 2.4 GHz (however, see rule 4.2)

**Proposed Rule**

duplicate

**Remarks**

Already covered

#21

Proposed by: William White

Current Rule No : 3.6

**Current Rule**

At the end of each heat all cars and transmitters should be left into the scrutiny area. All drivers should then marshal the following heat. (Where this is not possible rule 3.4 may be waived at the race director's discretion).

**Proposed Rule**

As standard, cars shall be scrutinised before and/or after each race. The race director can adjust this requirement as they see fit. The race director will advise of the scrutiny requirement for the event at the driver's briefing.

**Remarks**

Out of date

**#22**

**Proposed by: William White**

**Current Rule No : 15.1.10**

**Current Rule**

15.1.10 At the end of each qualification heat, all cars (together with fuel bottle) are to be taken to scrutineering immediately. This applies to all cars that have participated at any time during the race. Cars need to be taken before the one minute to start signal for the next heat or in the case of the final heat of qualifying and for any finals, this needs to be one minute from being requested by the Race Organiser/Committee Official. See Rule 15. Cars should be available for collection at the end of the following race.

**Proposed Rule**

delete

**Remarks**

Out of date

#23

Proposed by: Paul Myles

Current Rule No : 3.6

**Current Rule**

New rule

**Proposed Rule**

Scrutineering to be carried out more accurately across all national events.  
Maybe needs a few experienced members that will be at all the nationals to test all cars at the start of the day at each of the events.

**Remarks**

Maybe go like the way it's done at the euro events. Mark the fuel tank in the morning when it passes. Mark must be on the fuel tank at the end of the day.  
Also can be spot checked at any stage throughout the day.

If it fails on the fuel at any time during random checks then disqualified from the event.

**#24**

**Proposed by: William White**

**Current Rule No : 6.2**

**Current Rule**

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

**Proposed Rule**

already covered

**Remarks**

already covered



#25

Proposed by: William White

Current Rule No : 4.0 (ALL)

### Current Rule

#### 4.0 'TEAMS MANAGERS'

- 4.1 If at any time during the meeting a rule definition is required to be clarified then a 'Team Managers' meeting should be called. This should be made up of the race director; all referees and one representative of each RCCAOI affiliated club represented in the event.
- 4.2 If at any point in the event the race director or the race referees feel that weather conditions become too severe to continue racing then a 'Team Managers Meeting' (See section 4.1) should be called. If the meeting is Page 6 of 13 abandoned the rules regarding this matter should be applied. (See section 6.5 & 6.6)
- 4.3 Regardless of the subject matter at a 'Team Manager's meeting the race director will have the casting vote when required to provide a decision.
- 4.4 At the end of each race event the race director on the day should make a brief report of the day's event making record of any penalties issued, and the final results of the meeting. If possible a disk copy of the results of the meeting should be made from the race programme used. The race director should sign the report. This report should then be forwarded to the section chairman responsible for the class of the meeting within 7 days.
- 4.5 If for some reason a dispute cannot be resolved on a race day, race officials must submit within 24 hours a report to the RCCAOI outlining the unresolved issues.

### Proposed Rule

#### 4.0 Officials

- 4.1 If at any time during the meeting a rule definition is required to be clarified or group decision made then an 'Officials' meeting should be called. This should be made up of the race director, section representative, and the chairman (or proxy) from each club which hosts a round in that section. Votes are carried by majority with tied votes settled by the race director.

### Remarks

Simpler

#26

Proposed by: William White

Current Rule No : 5.2 to 5.5 Inclusive

**Current Rule**

5.2 Reversed crystals are prohibited.

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

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

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

**Proposed Rule**

Delete

**Remarks**

Out of date

**#27**

**Proposed by: William White**

**Current Rule No : 6.1**

**Current Rule**

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

**Proposed Rule**

All heats and finals shall have no more than 10 cars. The only exception to this is if there is a race or final with only 1 racer. In this case, the last seeded or qualifying driver may be added to the back of the grid in the next heat or final up.

**Remarks**

Better racing - reflecting what we do.

**#28**

**Proposed by: William White**

**Current Rule No : 6.3**

**Current Rule**

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

**Proposed Rule**

There shall be a minimum of 60 minutes between the start of each round of heats/finals. Based on the amount of drivers participating and overall length of the timetable, the race director may allow for an additional 30 minute lunch break at a time advised at the driver's briefing.

**Remarks**

More flexible

**#29**

**Proposed by: William White**

**Current Rule No : 6.4**

**Current Rule**

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

**Proposed Rule**

Finals shall be a grid start with cars staggered 2m apart along the track length - normally along the straight. Heats can either be a staggered start (1.5 seconds interval) or a rolling start.

**Remarks**

Update for modern racing

#30

Proposed by: William White

Current Rule No : 12.4.1 and 12.5.3  
to move to 4.6 and 4.7

### Current Rule

#### 4.6 Force Majeure and the abandonment of the event

The RCCAOI committee and/or the Section representative may call off an event at any time due to Force Majeure such as a natural disaster, war, national/local emergency, etc. It is also considered for any weather for the local area receiving a status RED alert from Met Éireann to be unsuitable for conducting an outdoor event – this may result in advance cancellation also. Should an event be called off for these reasons, the RCCAOI will not be responsible for costs incurred by competitors. The decision is only made to ensure the safety of the association's members and no liability will be accepted.

An event in progress may be called off if the track conditions become unsuitable or dangerous for competitors and/or marshals. The decision to abandon should be made by the Race Director. On occasions where the grounds for the decision are marginal, the Race Director may invoke a voting process to assist in the decision making as detailed in section 4.1. The Race Directors decision is final

Where an event is abandoned before qualifying is complete, the event will be declared void and should be completely rerun.

Where an event is abandoned before the all finals are complete, the event will be scored on the combined results of the rounds of finals completed. No partially complete round of finals will be counted, even if all the finals for an individual class have been completed. In classes with factionalised finals, both sides (A or B) of the final must be complete before a result can be called and Finals not run will be scored on qualifying.

Where an event is abandoned after the qualifying is complete, but before any rounds of finals have been completed, the event will be scored on qualifying positions. Abandoned or void events will be handled per section 4.7.

#### 4.7 Rescheduled events and reruns

Any cancelled or abandoned event as per section 4.6 should be rerun, if a re-run date is available.

The Section Representative must announce the event details no less than 2 weeks before the scheduled date. A rerun event is open to any RCCAOI member registered for the class, not just entrants of the abandoned/cancelled event.

### Proposed Rule

Move

### Remarks

Move

#31

Proposed by: William White

Current Rule No : 1.15

### **Current Rule**

New rule

### **Proposed Rule**

1.15 Communications - All RCCAOI members will be added to a Discord group with both general chat and class specific announcement sections. Members who do not have access to a smart phone should advise the Secretary at time of joining and alternative arrangements can be made. Members are encouraged to chat and share news and photos/video in their group which may be further shared on the RCCAOI website - helping with the promotion of the sport. Apart from announcements and news from the committee & reps, the RCCAOI is not responsible for any other posts or content and members are advised to uphold the best personal standards of cordiality. Section Reps shall moderate their own section. Members who allow their RCCAOI membership to lapse will still be able to view unrestricted posts, but will have their posting privileges removed.

### **Remarks**

At the moment, the section reps prepare event news and info in a variety of ways and make a submission to the secretary for posting on the website. Sometimes it can take up to a week or more to get that info online which is not good enough.

By setting up the Discord group, the people who really need the information get it directly from the section rep as soon as its posted. Website posts can be focused on the upcoming events and results rather than bitty single event specific info.

We also had an issue in 2024 where gate opening times were changed at an event and the news failed to reach everyone. This would prevent that.

And finally, an additional aim is to make the Section Reps more independent and not to rely on the Secretary to make announcements on their behalf. Reps will be required to get the podium photos and results and post them on the Discord server. The Secretary can then use these for the website post.

#32

Proposed by: William White

Current Rule No : 7.0 & 8.0

### Current Rule

#### 7.0 CONDUCT OF COMPETITORS & RACE OFFICIALS

- 7.1 Drivers shall at all times practice good manners and sportsmanship. It is understood that on occasion a marshal's attention may need to be drawn to an incident and that also a mechanic may need to be advised as to a problem. If in the opinion of the race officials a driver(s) talking or calling out is interfering with other drivers on the rostrum, then penalties may be issued.
- 7.2 The use of abusive language or aggressive behaviour will not be tolerated. Consistent abuse of this rule will result in penalties.
- 7.3 It is the driver's responsibility to ensure that his / her car has the correct numbers properly displayed. No delays will be allowed because of incorrect crystals or numbers and a car with incorrect numbers displayed will not be permitted to start.
- 7.4 A driver may nominate a competent person to marshal on his behalf, race control should be informed of this prior to the thirty second mark and that driver will be penalized in the event that the stand in marshal incurs penalties for bad marshalling.
- 7.5 If it is felt that a race official has conducted themselves in an unfair manner, a report must be submitted within 24 hours to the RCCAOI with signatures from at least 50% of the racers and €100.
- 7.6 Any driver who ignores directions from any of the race official's can be asked to leave the event.

#### 8.0 PENALTIES

- 8.1 Failure of scrutiny, this will be represented by use of equipment contrary to any of the specification rules for the given class or failure to comply with any request of the scrutineer regarding the technical inspection of the car, will Page 9 of 13 results in the loss of time for that race, if scrutiny is failed in a final, automatic last place in the relevant final.
- 8.2 Approaching race control before the posting of results, inquiring or complaining about positions and times, driver may be penalized. Approaching race control on behalf of a driver inquiring or complaining about positions and times, driver may be penalized.
- 8.3 Leaving the rostrum while the race is still in progress.
- 8.4 Corner cutting, will be deemed when all 4 wheels of the car leave the track area. It is expected that drivers WILL return to retake the corner. If this is not done and an unfair advantage is gained then penalties will be applied.
- 8.5 Deliberately impeding faster cars (during heats), and failure to allow lapping cars past.
- 8.6 Reckless/careless driving.
- 8.7 Reckless, implies a deliberate action with lack of regard to the consequences.
- 8.8 Careless, implies a lack of action which might of prevented a situation, i.e. impeding other cars as you re-enter the race after a crash.
- 8.9 Collisions, a car hitting the car in front. Slippery condition, no brakes, wrong line, shall not be a good defence for breach of this rule.
- 8.10 A jump start will be deemed to have taken place if the front wheels cross the line before the car should start. In the event of a car jump-start occurring, a 10-second penalty will apply. If in the event that the car crosses the 1M lines during a jump-start.



- 1 lap will be deducted from that cars time for the race.
- 8.11 Not leaving the start line when instructed. If a car fails to leave the start line in sequence in accordance with the stagger start system 1 lap will be deducted from that cars time for the race.
- 8.12 Unfair or careless marshalling may be penalized.
- 8.13 All penalties should be issued via the race controller and after the race has finished, with the exception jump start penalties which should be issued immediately.
- 8.14 Any complaints or appeals should be made to the race controller by the driver only, these complaints will then be passed on and dealt with accordingly. Any complaints from mechanics or other persons on their behalf may results in penalties issued against that driver.
- 8.15 Drivers will be held responsible for any unpartisan like behaviour on the part of their representatives and may be penalized accordingly.
- 8.16 For all above offences, unless otherwise stated the following penalties will apply:
- 1st offence - Warning.
  - 2nd offence - 10 Second penalty.
  - 3rd offence - loss of FTD
  - 4th offence - Disqualification
- Warning: Official warning given by race directors of unsatisfactory behaviour. 10 Second Penalty : 10 Seconds added to the first lap time of your race and recalculated from that point.
- Loss of FTD: Loss of your fastest qualifying time of the day for that class.
- Disqualification: disqualification from that class for the remaining duration of the event, no points shall be awarded.
- NOTE THESE PENALTIES WILL NOT APPLY TO THE SAME OFFENCE I.E. BEING PENALISED ON ANY FOUR SEPARATE OCCASIONS WILL GET YOU DISQUALIFIED. THE RACE DIRECTORS 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.
- 8.17 Under extreme and exceptional circumstances driver's behaviour may be referred to the RCCAOI by race officials. This will involve the RCCAOI making a judgement on an appropriate sanction if required.

### **Proposed Rule**

Should be completely replaced with section 12.8 from 1/10th handbook

#### 12.8 Penalties

##### 12.8.1 Racing and marshalling penalties

Penalties for racing incidents and handbook infringements as per sections 12.6 and 12.7 as applied by the Race Director.

- First Incidence Warning (See 12.8.3)
- Second Incidence 10 seconds added to respective race time (See 12.8.3)
- Third Incidence Loss of highest placed score from qualifying/finals (See 12.8.3)
- Forth Incidence Subtraction of 5 points from final event score (See 12.8.3)

- Further Incidences

All of the above and referral to the RCCAOI committee (See 12.8.3)

A competitor cannot be excluded from the event for racing and/or marshalling incidences.

A competitor whose car is found to be non-compliant at post-race scrutiny will have their time and/or score from the respective race discounted. The points score for all other compliant competitors in the same race will be adjusted to reflect the deleted score.

Example. If the winner's car is found to be noncompliant and their respective score is deleted, the second placed competitor will receive the points allocated for first place etc.

The Race Director is not bound by how many concurrent incidences have occurred when applying a penalty. The penalty should reflect the advantage gained or the disadvantage given and include an addition toll to discourage the incident reoccurring.

All penalties are at the Race Director's discretion. When a non-racing participant is appointed to marshal as per section 12.6.4, no penalty can be applied to a competitor associated with that non-racing participant as a result of bad marshalling.

Competitors found to be using any prohibited equipment as outlined in section 12.7.3, will not be permitted to continue racing till compliant equipment is used and will have all recorded scores/times up to that point deleted.

#### 12.8.2 Exceptional penalties and non-partisan behaviour

Exceptional penalties such as exclusion from the meeting can be only applied by the Race Director. Exceptional penalties can only be as a result of a competitor's gross misconduct or other major incidences such as:

- Threatening and/or abusive behaviour
- Physical assault
- Mistreatment of junior and underage (<18) competitors.
- Intentional damage to club and/or competitor's property

All cases of exclusion must be reported to the RCCAOI committee and Section Rep as soon as possible after the incident by the Race Director.

When a competitor is observed to intentionally defy the wishes of the Race Director or not participate in the group function of the event, for no justifiable reason, they will be deemed to be non-partisan.

Non-partisan behaviour is deemed to be in the area between a handbook infringement and gross misconduct. Non-partisan judgements can be made at any time on the day of the event inside the confines of the racing venue and pit area:

The penalty for non-partisan behaviour is the subtraction of 5 points from your total event score and referral to the RCCAOI committee and Section Rep as soon as possible after the incident by the Race Director. Multiple infringements at various venues throughout the season may result in the competitor being excluded from the championship and all international events which require a licence granted by or through the RCCAOI.

#### 12.8.3 Application and announcement of penalties

Warnings can be announced to drivers at any time during or after a race by the Referee and/or Race Director either in person or over the PA system.

Any penalty more severe than a warning should not be applied to a competitor's results until the competitor has been informed by the Race Director in person. Announcements over the PA system or by indirect message will not suffice. It is recommended that the competitor is called to race control immediately after the race in which the rule infringement, which resulted in the penalty decision, was made.

It is recommended that the Race Director makes the announcement in four parts:

1. Description of why a penalty decision has been considered and made
2. Announcement of the relevant rule including section number
3. Announcement of the exact penalty being applied
4. Recommendation from the Race Director as to how a further penalty may be avoided.  
Competitors who wish to challenge the facts on which the penalty is based with the intention of getting the penalty dropped and decision overturned or severity reduced, should appeal immediately as per section 12.9.  
Contradicting the Race Director, engaging in any argument, unsportsmanlike behaviour or ignoring the Race Director whilst receiving the penalty will incur immediate application of the penalty and may incur further and more severe penalties being applied.

### **Remarks**

Update for modern racing

**#33**

**Proposed by: William White**

**Current Rule No : 10**

**Current Rule**

10.1 All clubs that wish to affiliate to the association should pay a fee of 25 Euros. The association would provide details on each club to include, club names contacts details of what's raced, maps, pictures of tracks etc ... it would also provide details of insurance companies willing to work with R.C. cars etc. it would cover website fees etc

**Proposed Rule**

10.1 No club remuneration is in place at the moment

**Remarks**

Out of date

**#34**

**Proposed by: William White**

**Current Rule No : 11.1**

**Current Rule**

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

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

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

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

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

**Proposed Rule**

delete

**Remarks**

No F grading is in practice at the moment

**#35**

**Proposed by: William White**

**Current Rule No : 15.2.2**

**Current Rule**

15.5.2 Full body shells of saloon style are permitted, but they may only be trimmed to expose 50% of the tyres at full suspension depression

**Proposed Rule**

delete

**Remarks**

Out of date

**#36**

**Proposed by: William White**

**Current Rule No : 15.5.3**

**Current Rule**

15.5.3 Body shells as described in 3.2 need not conform to scale but should conform to the provisions of EFRA rules. Acceptance of a saloon body shell by another EFRA section shall be deemed to imply approval by the Rallycross Section for racing purposes.

**Proposed Rule**

15.5.3 Body shells as described in 3.2 need not conform to scale but should conform to the provisions of EFRA rules.

**Remarks**

Out of date

#37

Proposed by: William White

Current Rule No : 15.11.3

**Current Rule**

New rule

**Proposed Rule**

15.11.3 The track layout/design shall not be altered as soon as the first practice session runs (including Saturday open practice). Any adjustments required due to weather/potential standing water or other issues should be made before the event starts. Repositioning of track markers and features which have been moved or damaged in the process of racing are excluded from this.

**Remarks**

update



**#38**

**Proposed by: Paul Myles**

**Current Rule No : 15.11.3**

**Current Rule**

New rule

**Proposed Rule**

Only applies If it goes ahead with nitro practice on the Saturday afternoon. The track layout run on the Saturday for practice must be kept the same for the Sundays race day.

**Remar**

**#39**

**Proposed by: Colin Whelan**

**Current Rule No : 12.4.5**

**Current Rule**

Format: 3 rounds of qualifying (best 2 to count) and 3 leg finals (best 2 to count) for each class.

The track is only open to competitors during scheduled practice periods and races.

The track is closed at all other times.

**Proposed Rule**

Format: 3 rounds of qualifying (best 2 to count) and 1 leg final for each class.

The track is only open to competitors during scheduled practice periods and races.

The track is closed at all other times.

**Remarks**

Allow for better integration into a Club schedule, greatly increase the external help required to complete the day.

**#40**

**Proposed by: Colin Whelan**

**Current Rule No : 12.5.6**

**Current Rule**

Points for each class are awarded based on the event final classification only.

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

Event ties are automatically sorted by the BBK software as per the following; "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." – BRCA Competitor Handbook

Excluded drivers and drivers registered for the class but not present at a respective event will score 0 points. Points will not be published for a driver till they have scored 1 point or more in the championship.

**Proposed Rule**

Points for each class are awarded based on the event final classification and qualifying classification. 100 for 1st, 99 for 2nd, 98 for 3rd etc.

Excluded drivers and drivers registered for the class but not present at a respective event will score 0 points. Points will not be published for a driver till they have scored 1 point or more in the championship.

**Remarks**