

# TRACK RULES

## ROGUE VALLEY R/C CLUB

### *- Rules and regulations -*

The Rogue Valley R/C Club is a non-profit group devoted to the racing and promotion of radio-controlled racecars. Racing is a privilege and not a right. The following rules will be enforced and necessary actions will be taken to reprimand those who choose to defy the rules. All rules have been approved by club members based on a majority vote.

#### **General rules and conduct:**

All general rules and procedures in this book apply to all classes within Rogue Valley R/C Club.

The basis of racing is based solely on good sportsmanship. Poor sportsmanship will not be tolerated. The goal is to have fun. Poor sportsmanship can be defined by (but not limited to) abusive, profane, or insulting language, intentional A hacking of other drivers, or being under the influence of drugs, alcohol or other illicit substances.

The rules regarding racing format and individual class rules are designed to mimic full-scale auto racing. Therefore, anything not specifically allowed in this rulebook and not allowed in full-scale racing will not be legal for racing in the Rogue Valley R/C Club.

The Rogue Valley R/C Club can refuse membership or entrance to anyone. The club also has the right to suspend or revoke membership without a refund of their fees.

Parents will be responsible for their children and should be kept under supervision at all times.

No pets will be allowed within the racing compound during scheduled races and/or practice times .

All trash, including cigarette butts must be disposed of in the provided trash cans.

The Rogue Valley R/C Club will not be responsible for any damaged or lost items due to fire, theft or neglect.

No spectators will be allowed on the drivers stand. Spectators (including children) cannot loiter in the pit area during races unless prior arrangements have been made with the officials of The Rogue Valley R/C Club.

Upon entrance of the racing compound you release all claims arising in connection with participants and conduct of activity.

You understand and are aware of all the above listed terms and are aware of the certain risks inherent with this type of activity.

Registered drivers are the only individuals allowed to compete under the name of the driver. More precisely, no one individual can stand-in for a registered driver.

#### **Rules of racing:**

A drivers meeting prior to each event is a mandatory activity. Rules, procedures, and racing formats, among other items will be discussed during this period. A one-lap penalty may be assessed to any driver who is not in attendance during the meeting.

All cars must be race-ready upon entrance to the starting gate. Each car may undergo a tech inspection by a track official to insure that the vehicle is in compliance with its individual class rules. If for some reason a vehicle has to be removed after the start of competition there will be no refund of fees.

Any driver who does not have full control of his/her car and is causing other drivers to crash (whether it be intentional or not), short coursing, or corner cutting will be asked to leave the race and forfeit his/her position in the race and accept a did not finish .

If any vehicle is broken or damaged in any way the car must be pulled off the track for repair. This includes bodies that are not securely fastened to the vehicle. Under no circumstances may work be done on the cars by a turn-marshal.

The use of reverse during racing is prohibited. If a driver uses reverse during a race he/she will be issued a warning and lose one lap. If that driver uses reverse a second time he/she will be removed from that race and forfeit his/her position and accept a did not finish .

A vehicle must be able to cross the start/finish line under its own power.

During a race if a leader (or significantly faster car) is coming up on the back of the pack and is putting them down a lap, those drivers are required to hold their position and allow the leader's) adequate room to make a safe pass. Another way to insure a safe pass is for the drivers themselves to notify the slower traffic as to when/how they will pass.

If a driver has been found to be cheating or defying any of the rules he/she will be issued a warning. After a second time he/she will be removed from the track for the remainder of the day without any refund of fees.

No drivers will bother the lap counter, race director or other official while a race is in session. Any claims, disputes or other comments shall be reserved until a race has ended.

All radio transmitters must operate in AM or FM modulation on either 27 MHz, 75 MHz or 2.4 GHz (Spektrum) frequencies. These are the only frequencies approved by the FCC for use on land. Air frequencies such as 72 MHz will not be allowed.

In the event of a radio frequency conflict the lowest qualifying driver will be forced to change frequencies. Drivers not willing to change his/her frequency will not be allowed to race.

Any driver or pit crew member is required to wear closed-toe shoes while in the racing compound.

All drivers will be responsible for the actions of his/her pit crew.

All drivers must turn off their receivers and transmitters after the end of their race. All radios in the pitting area will be turned off until the beginning of your race. A radio impound area may be initiated, in which case all transmitters will be surrendered and disarmed until they are called for during race time.

All drivers will turn-marshal for the race immediately following the one he/she has just finished. If a driver is racing two classes back-to-back he/she will need to find a substitute turn-marshal to fill his/her position. Turn-marshals for the nitro-powered classes should be at least 18 years of age as the vehicles move faster and are more dangerous.

There will need to be at least 5 vehicles of the same configuration to build a class.

**Member rules:**

The Rogue Valley R/C Club membership dues are \$35.00 for an individual or \$50.00 for a single family household. Membership lasts for one calendar year from January first to December thirty-first. This membership allows the individual holding the membership the right to vote on club-related issues and how the club is to be run and governed. It also allows the member entrance to races at a discount price of \$5 per class entered. Non-members will pay an \$8 per class entry fee.

Members will be asked to take their part in both maintaining the track and monitoring the designated practice sessions.

The Rogue Valley R/C Club reserves the right to refuse admittance of anybody to the club or track. Rogue Valley R/C Club reserves the right to revoke or suspend membership if any member is in default of rules. Members in the club, spectators and other people on the premises hold Rogue Valley R/C Club, officials of Rogue Valley R/C Club and members, Jackson County, Oregon, its officers, employees, agents, and members hold harmless and indemnify from all claims, suits or actions. (This implies that the club and affiliates thereof are not responsible for any injuries, stolen property, or lawsuits.

Members will be required to monitor the allotted practice sessions. The public is welcome to the practice sessions but the same rules apply as if it were any regular race day. The schedules for practice sessions (and race days) are subject to change based on weather conditions and daylight hours. Non members will pay \$4.00 per person for practice to be put into drop box. It is the responsibility for club members to register to practice and make sure any non members are registered and pay for practice.

**Racing Format:**

Racing format for the race day will consist of two heat races and one main event for each racing class in attendance. Heat races are qualifying races and determine the starting position for the main event.

The race day will progress in three rounds. Every vehicle class in attendance will compete in one race and once all vehicles have raced the round will progress to the next.

*Round One* is the initial qualifying round. This is heat race number one. Vehicle starting positions are chosen at random.

*Round Two* is the second qualifying round. This is heat race number two. Vehicle starting position is determined by the finishing order of the first round. The winner of round one gets to pick his/her position on the starting grid. The second place finisher then gets to choose his/her position and so on.

*Round Three* is the final round. This is the main event round. Again, vehicle starting position is determined by the finishing order of round two. The same procedure applies as round two.

Races may be run as either timed races, or as lapped races. Such information will be given during the mandatory drivers meeting.

The track will be watered between rounds, or as deemed necessary by club officials. The vehicle class to receive the freshly watered track will vary between rounds to assure that no one class will get a freshly watered track twice in one race day.

There will also be a fifteen minute break (not including the time necessary to water) between round two and round three. This will allow for any repairs and adjustments that may be necessary before the main event.

An audible tone will signify the beginning of a race. Cars will be released from a dead-stop as the tone sounds and will race non-stop until the time elapses or until the number of laps is completed by the leader, depending on which race format is chosen. The end of the race is signified by a checkered flag.

Any vehicle that is visibly broken will be given a black flag. This flag indicates that the broken vehicle needs to be removed from the track and repaired before it will be allowed admittance back into the race in progress. The black flag ruling may also be given to any driver who is clearly in defiance of any of the rules within this book.

In certain cases, warnings may be issued to a driver. If that driver receives three warnings within one race day he/she will receive a black flag.

Disqualification may be for an single race, the entire event, the entire racing season or permanently depending upon the severity of the infraction.

All vehicles joining a race in progress must be released at the start/finish line and cannot be released directly in the path of oncoming racers.

### **Equipment rules and regulations**

Radio equipment is limited to the following channels:

27 MHz: Channels 1-6

75 MHz: Channels 61-90

2.4 GHz: Spektrum system (self-seeking channels)

All radios must conform to FCC rules.

Radios must have the ability to change frequencies. Drivers are highly recommended to carry at least two sets of crystals in case of frequency conflicts.

Vehicle antennas must be flexible. Roll-over type antennas are not permissible.

Multi-speed transmissions are not allowed in any other class than Monster Truck.

Hazardous or dangerous material cannot protrude anywhere from any vehicle.

Wheels and tires must be readily available to the general public. I.E. **B** available from any hobby shop.

Tires must be of one-piece in circumference. No sectioning or piecing of tires is allowed. No spikes, tubes or additional items (other than foam inserts) can be attached or passed through the inside of the tire or wheel. Tires must be of rubber and no other material.

Tires or wheels cannot be run on a vehicle for which they were not intended for. I.E. **B** You cannot run 1/8 Buggy tires/wheels on a Monster Truck or vice versa.

Other specific regulations will be outlined per vehicle class.

***ALL RULES ARE SUBJECT TO CHANGE***

## 1/10 2WD STOCK / MODIFIED TRUCK/BUGGY

A 1/10 2WD stock truck/buggy is defined as any rear-wheel drive, 1/10-scale truck or buggy-based platform powered by a stock or RTR-supplied electric motor.

Motors must be an industry standard .05 sized motor. All motors must have the manufacturers label or logo molded or etched into the endbell and the can must bear the same label or logo. Motors may only contain ceramic magnets. Rare earth or cobalt magnets are prohibited. Specific motor outlines are below.

### ***Stock:***

Vehicles must be powered by a stock-class competition motor. This means that the motor must be a 27-turn, 22 gauge wire, bushed motor with 24 degrees locked timing. Stock-kit and RTR-supplied motors are also suitable for racing in the stock class.

### ***Modified:***

Vehicles are allowed the use of any motor available to the general public. This includes brushless motors.

Battery power may not exceed more than six sub-C cells rated at 1.2 volts or less. No other limitations apply.

There are no restrictions on speed controls used.

Drive train must remain stock. The use of ball-bearings is permissible. No two-speed transmissions will be allowed. Gear changes are permissible. All vehicles must run a gear cover for safety precautions.

All vehicles must be equipped with a painted body. All bodies must be securely fastened to the chassis. If a body happens to become unfastened from a chassis during a race that vehicle will be removed from the race and required to make the necessary repairs. Bodies cannot sit any lower than the lowest part of the chassis and may not scrape the track surface.

Wings and air-dams must not exceed more than 2 and 2 inches from the rear of the truck nor extend any further than the width of the wheels.

Only 2.2 inch wheels are allowed. Only rubber tires with or without foam inserts are allowed. Paddle tires or tires containing metal spikes will not be allowed.

## 1/10 2WD NITRO TRUCK

A 1/10 2WD nitro truck is defined as any rear-wheel drive, 1/10-scale truck-based platform powered by a single-cylinder, two-stroke, naturally aspirated, air-cooled, nitro methane-burning engine.

Fuel must be a mass-produced fuel containing no more than 30 percent nitro methane content. Fuel can contain only nitro methane, methanol, a lubricant and a coloring agent.

Maximum engine displacement cannot exceed 0.15 cubic inches or 2.5 cubic centimeters.

All nitro trucks must possess a working brake system capable of adequately slowing the vehicle and keeping it motionless while the engine is running.

All nitro trucks must possess a working de-clutching system capable of keeping the vehicle stationary while the engine is running.

All nitro trucks must utilize a muffler or tuned pipe exhaust system capable of reasonably muffling the exhaust tone. Exhaust must be securely attached to the exhaust header/engine. Any vehicle that loses its muffler will be removed from the race and not scored until necessary repairs are made.

Drive train must remain stock. The use of ball-bearings is permissible. No two-speed transmissions will be allowed. Gear changes are permissible.

In case of radio failure all nitro trucks must be equipped with a fail-safe device or throttle return spring capable of returning the linkage to idle.

Fuel tanks must be positively secured to the chassis and cannot exceed 75 milliliters in capacity.

All trucks must be equipped with a painted body. Nitro trucks may utilize venting holes to provide adequate engine cooling and access to the fuel tank. All bodies must be securely fastened to the chassis. If a body happens to become unfastened from a chassis during a race that vehicle will be removed from the race and required to make the necessary repairs. Bodies cannot sit any lower than the lowest part of the chassis and may not scrape the track surface.

Wings and air-dams must not exceed more than 2 and 2 inches from the rear of the truck nor extend any further than the width of the wheels.

Only 2.2 inch wheels are allowed. Only rubber tires with or without foam inserts are allowed. Paddle tires or tires containing metal spikes will not be allowed.

## **1/8 4WD NITRO BUGGY**

A 1/8 4WD nitro buggy is classified as any four-wheel drive buggy-based platform powered by a single-cylinder, two-stroke, naturally-aspirated, air-cooled, nitro methane-burning engine.

Fuel must be a mass-produced fuel containing no more than 30 percent nitro methane content. Fuel can contain only nitro methane, methanol, a lubricant and a coloring agent.

Maximum engine displacement cannot exceed 0.21 cubic inches or 3.5 cubic centimeters. (a stock RTR sport engine will be acceptable)

All nitro buggies must possess a working brake system capable of adequately slowing the vehicle and keeping it motionless while the engine is running.

All nitro buggies must possess a working de-clutching system capable of keeping the vehicle stationary while the engine is running.

All nitro buggies must utilize a muffler or tuned pipe exhaust system capable of reasonably muffling the exhaust tone. Exhaust must be securely attached to the exhaust header/engine. Any vehicle that loses its muffler will be removed from the race and not scored until necessary repairs are made.

Drive train must remain stock. The use of ball-bearings is permissible. No two-speed transmissions will be allowed. Gear changes are permissible.

In case of radio failure all nitro buggies must be equipped with a fail-safe device or throttle return spring capable of returning the linkage to idle.

Fuel tanks must be positively secured to the chassis and cannot exceed 125 milliliters in capacity.

All buggies must be equipped with a painted body. Nitro buggies may utilize venting holes to provide adequate engine cooling and access to the fuel tank. All bodies must be securely fastened to the chassis. If a body happens to become unfastened from a chassis during a race that vehicle will be removed from the race and required to make the necessary repairs. Bodies cannot sit any lower than the lowest part of the chassis and may not scrape the track surface.

Wings and air-dams must not exceed more than 2 and 2 inches from the rear of the buggies nor extend any further than the width of the wheels.

Only buggy rims and tires are allowed. Only rubber tires with or without foam inserts are allowed. Paddle tires or tires containing metal spikes will not be allowed.

## MONSTER TRUCK

A monster truck is classified as any full-sized monster truck-based platform powered by a single-cylinder, two-stroke, naturally aspirated, air-cooled, nitro methane-burning engine. (Note: If there are 5 or more "Truggies" these will be separated into their own class. If less than 5 are attending they will run in the MT Class. Example of trucks to be separated will consist of any converted 1/8 buggies and truck with a center diff instead of a transmission. (Hot Bodies LSP, Jammin, Mugen, Thunder Tiger, and GS Storm SUT)

All monster trucks will be run together, regardless of engine displacement. A Big-block monster trucks will have a heavier minimum weight to compensate for their power advantage.

*Any monster truck powered by an engine displacing 0.18 cubic inches (3.0 cubic centimeters) or less will be deemed a small-block monster truck. Any other truck will be considered a big-block monster truck.*

Fuel must be a mass-produced fuel containing no more than 33 percent nitro methane content. Fuel can contain only nitro methane, methanol, a lubricant and a coloring agent.

A Big block monster trucks cannot weigh any less than 9.5 pounds and 0 ounces.

A Small block monster trucks cannot weigh any less than 6.0 pounds and 0 ounces.

No monster truck can weigh more than 13.0 pounds and 0 ounces. For safety of turn marshals

All monster trucks must possess a working brake system capable of adequately slowing the vehicle and keeping it motionless while the engine is running.

All monster trucks must possess a working de-clutching system capable of keeping the vehicle stationary while the engine is running.

All monster trucks must utilize a muffler or tuned pipe exhaust system capable of reasonably muffling the exhaust tone. Exhaust must be securely attached to the exhaust header/engine. Any vehicle that loses its muffler will be removed from the race and not scored until necessary repairs are made.

Drive train must remain stock. The use of ball-bearings is permissible. Two-speed transmissions are permissible in this class. Gear changes are permissible.

In case of radio failure all monster trucks must be equipped with a fail-safe device or throttle return spring capable of returning the linkage to idle.

Fuel tanks on A big block monster trucks cannot exceed 275 milliliters in capacity.

Fuel tanks on A small block monster trucks cannot exceed 175 milliliters in capacity.

All monster trucks must be equipped with a painted body. Monster trucks may utilize venting holes to provide adequate engine cooling and access to the fuel tank. All bodies must be securely fastened to the chassis. If a body happens to become unfastened from a chassis during a race that vehicle will be removed from the race and required to make the necessary repairs. Bodies cannot sit any lower than the lowest part of the chassis and may not scrape the track surface.

Wings and air-dams must not exceed more than 2 and 2 inches from the rear of the truck nor extend any further than the width of the wheels.

There is no maximum tire diameter imposed in this class. Only rubber tires with or without foam inserts are allowed. Paddle tires or tires containing metal spikes will not be allowed.