

RC Racing Etiquette

**The #1 priority is to have fun (and maybe win)
while also allowing others to have fun.**

Passing

If you are an obviously significantly slower car, or are being lapped, don't fight the position to a faster car:

- Hold your line until you can get to a safe place at which you can go to the outside line and let the faster driver through.
- If you didn't realise a faster driver was coming behind you until too late, stay on your line and let him/her make the pass.
- If your car is handling so poorly that it is unpredictable (eg. zig-zagging down the back straight, etc.) chances are you may have a problem or you are using too much throttle.
- On the back straight hold the inside line (the same side as the inside of the next turn).

If you are only slightly slower than a car behind you, then race your best line and let the faster racer work to pass you. It will be a win-win position as you will improve trying to stay in front, and the faster racer will improve his/her passing skills.

If you are a faster driver passing a slower car:

- Get a feel for the abilities of the driver or the handling of his/her car (you don't want to attempt a pass and have him/her knock you out because he/she got nervous or his/her car was handling poorly).
- Wait for the appropriate time if the driver is a rookie or the car is not handling well.
- Otherwise...make the pass as safely as possible and remember, everyone is racing.

If you and the other driver are competing for position:

- Hold your line...and whomever's nose is ahead of the front doors has the line...if you don't have it...back-off and wait for the next opportunity to pass. Don't push the other car out of the way.

Crashes While Passing, etc.

Crashes while passing are inevitable. In the event of a crash the following principles can be followed.

- If you crash into another car by, for example, going too hot into a corner, then stop and wait for the other car to recover and resume the race, with you rejoining the race immediately after the person that you crashed into.
- If the other person's car is totalled, but yours is not, then wait until it is obvious that the other car will not be rejoining the race, then resume your race.
- Try to keep the aftermath of a big crash jovial, but if you feel that you have been dealt a particularly unfair blow, on the race track, then approach the race director for the day.

Racing

- Do not drive backwards on the course or in the pits.
- No corner-cutting or short-cutting the track. If you accidentally short-cut, wait either for a marshal to return you to the correct part of the track, or wait long enough to ensure that no advantage is gained. This applies even if you accidentally short-cut due to a crash that is not your fault.

Mechanical

- If you have something broken that prevents your car from handling predictably, pull into the pits if possible. Otherwise pull the car out of the way, preferably close to a marshal. Don't take out another driver's car if you are trying to limp a car home.
- Remove all sharp edges from your car. Some particularly nasty ones are badly trimmed zip ties. Deburr any damage and trim any sharp edges on the body.
- Check all links on the car. If they are too loose, they will most probably become undone during the race.
- Clean your car and inspect it for damage--sometimes you may miss hairline cracks in suspension parts until you wipe them clean.

Radio/Frequency Control

- If you are not using a 2.4 GHz radio system, do not turn your radio on in the pits unless you have let the race director know and he has approved. Reasons for needing to turn on your radio are mostly limited to checking radio performance and/or adjusting the servo centre after repairs.
- Turn off the transmitter immediately after turning off car.
- If not mandated, try to have at least two available crystals (preferably three) These help in frequency coordination...and sometimes you might even need a spare during the race.

Make Sure Your Radio Equipment is in Good Shape

- Take a few minutes during practice session to range test your system: raise your car so that it can't drive away ... turn off engine if nitro powered, collapse the transmitter antenna and walk away from your car while you activate the controls. You should be able to have control of the car for more than 20m this way.
- Check to make sure your transmitter is in good shape: make sure the antenna is undamaged, jiggle the frequency module to make sure the connector is in good shape (has happened to me), check to make sure the controls are in good shape and not "noisy", and make sure you charged your battery fully.
- If your receiver has taken a big hit...it's probably a good idea to give it a close look. If the case is broken or cracked, it might be a good idea to look inside (if you have electronics experience) or to have someone check it for you. Sometimes broken or loose parts are that easy to find.
- If you own a synthesized radio (Hitec Lynx 3D with Spectra) don't change frequencies unless the radio is turned off.
- Use a rubber band, zip tie, or twist tie to secure all the inline connectors (battery to switch, etc.) your car.
- Use servo tape, and either vinyl tape or zip ties to secure your Rx battery pack.
- Check your wiring harness regularly for frayed spots or cuts...particularly if they run close to graphite or fibreglass part edges.

Transponders

- Check that your transponder is working during the practice session at the start of each race day.
- If there is any chance of a doubt, check that your transponder is working at least 2 minutes prior to the start of each race.
- If you are using a club transponder, then check the club's policy. Depending on the club, you may be able to keep the club transponder for the day, or you may have to return it after every race to put it on the battery charger.

On the Driver's Stand

- Be courteous to the other drivers:
 - Allow enough space for other drivers.
 - Don't lean forward and obscure the view of the track.
 - **No profanity.**
 - If you screw up....let the other driver know you're sorry...otherwise it looks like you did it on purpose.
- If for some reason, your car dies in a bad spot, and particularly if there is no marshal immediately nearby.. make a nice loud announcement such as, for example, 'DEAD CAR on the BACK STRAIGHT'. You may need to repeat your announcement two or three times.
- Once your car is clear from a potentially dangerous spot, announce that it is clear.
- Sometimes the marshal might have missed your car...or may be distracted watching the race. Yelling may get his/her attention but most probably if there are other cars around him/her the marshal may not hear you at all. Any attempts to yell specific information to a marshal is probably in vain, but be patient.
- If you feel your car is done for the race or too unsafe to drive signal the marshal to that effect, usually a flat handed horizontal wave does the trick. When you do this, make eye contact with the marshal...remember the marshal most probably does not know who the car belongs to and is looking for some sort of indication to figure it out.

- When you are leaving the drivers stand part way through a race, do so quietly, and particularly when you are going down the steps. Don't poke everybody in the back, or worse, on the way out.

Marshalling

- The marshalling minimum age is 8 years old for electric classes and 11 years old for nitro classes.
- Your #1 priority is to get the cars that are racing back into the race, but don't forget:
 - Don't neglect another car that is stuck because you are performing repairs to a car on the track.
 - Take a quick look at the car to make sure nothing is broken ... the last thing you want to do is to put a car that has some kind of failure back on the track and have it get even more damage after it crashes again.
 - Check to make sure the body is not rubbing against the wheels.
- Shoes, as opposed to thongs or sandals, are compulsory.
- Use 'sign language' ... a good example is if you have doubts that the radio is working properly ... make an 'air steering' (pretend you're steering the transmitter wheel) to let the driver know to test the steering ... if it doesn't work shake your head to let the driver know that steering is not working.
- Put the cars back down on the same side where they went off. Do not advance them on the track.
- Ensure that you check for oncoming cars before you place a car back on the track ... don't be the marshal that causes a crash.
- Be alert and attend to cars quickly and appropriately.
- Check for oncoming cars before running across a section of the track.
- If you need to wait for a gap between cars before returning to your marshalling position, squat down to ensure that you do not obstruct the view of the drivers.
- While waiting for a crashed or disabled car, stay at the designated marshalling position. Don't wonder forward to the track edge as you may obstruct the view of the drivers.
- When returning a damaged car to the race tower, run around the edge of the track when possible and pass it to the next marshal, etc.