



2026 GENERAL RULES

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GENERAL RULES

G1 GENERAL

G1.1 The following rules directly relate to the Health & Safety of members and shall be strictly adhered to at all NZRCA club, major or national events.

- G1.9
- G5.2
- G6.3
- G17.4
- G17.5
- G17.6

Failure to comply with these rules may result in penalties issue by the NZRCA Executive

The NZRCA Executive can issue any or all of the below:

- a. Reprimand which can be private or public.
- b. Verbal or written warning.
- c. Relegate finishing positions.
- d. Exclude from the results of the event.
- e. Suspend NZRCA Licence for an infinite number of days, starting from the date of the offence.

G1.2 All drivers must hold a current financial membership of an NZRCA affiliated Club and an NZRCA Racing License, which will entitle them to compete at any NZRCA meetings. An exemption will be made for overseas drivers who can show that they have a current affiliation to their countries R/C Governing body.

G1.2.1 All NZRCA meetings will follow the below category

- National Events (New Zealand Champs / North Island Champs / South Island Champs)
- Major Events (e.g Waikato Champs, Regional events etc)
- Club Events

G1.3 The Race Director will be in control of driving standards, interference decisions, protests, rule applications etc., and will be appointed by the club in consultation with the NZRCA and may not be a competitor in the main event, but may race in a support class at the event.

G1.4 Gifts may be given as prizes, but must not exceed the price of an average car kit for that given class.

G1.5 A top-qualifying, first, second and third place getters prizes/trophies are to be given at national events for every class.

G1.6 There will be only one NZRCA National event from each faction (eg. EP-Onroad) on any given date, Subject NZRCA AGM or NZRCA Executive approval.

G1.7 NZRCA National events: the same national event cannot be held at the same location on consecutive years unless no other club put forward to host the event.

G1.8 Any class must have a minimum required entry level of 5 competitors before it can be run at an NZRCA National meeting.

G1.9 Consumption of Alcohol by organisers, competitors and their associates is not permitted during the hours of racing during any NZRCA event. Alcohol may be consumed after the last race of each day, and during prize giving if the organiser

G1.10 of the event stipulates this in their supplementary regulations. **HSE Rule as per G1.1**
The following National events may only be held once per calendar year:

- a. Electric On-Road Nationals
- b. I.C On-Road Nationals
- c. I.C Off-Road Nationals
- d. Electric 1/10th Off-Road Dirt Nationals
- e. Electric 1/10th Off-Road Carpet / Astroturf Nationals
- f. Electric 1/8th Off-Road Nationals.

G1.11 Clubs may apply to the NZRCA to run additional classes

G1.12 NZRCA member clubs are to base their club class rules on the NZRCA class rules where applicable, however changes to suit local racers are permitted provided a copy of "club" rules and changes are sent to the NZRCA Executive and updated accordingly should these change at any point.

G1.13 If any club or club member have a dispute where it could bring the sport into disrepute, the the club or club member involved must make the NZRCA aware of said issue/s.

G2 RULE CHANGES

G2.1 Rules are to be based on the EFRA / IFMAR rules and changes should first of all consider the relevant EFRA / IFMAR rule with the aim of utilizing these as close as practically possible.

G2.2 The NZRCA Executive Board has the power to give dispensations to the rules if they believe it is in the interests of the sport until they can be ratified at an AGM or Extraordinary Special Meeting.

G2.3 Rule changes will be discussed and decided upon at the NZRCA AGM each year.

G2.4 Rules cannot be changed at a national meeting unless dispensation has been granted by the NZRCA as per rule 2.2 above. Event organisers can employ a voting process to change rules at their event; however a unanimous decision from the drivers must be obtained.

G2.5 The NZRCA Health and Safety Officer may (provided 66% majority vote "in favour" of the full NZRCA executive) alter, amend, delete, or introduce any rule that directly impacts the Health and Safety of any NZRCA member, with the rule change/deletion/inclusion to take immediate effect.

G3 DRIVERS BRIEFING

G3.1 A driver briefing must be held prior to each race day. The Race Director must call the meeting. All drivers, Team Managers and other Officials must be present.

G3.2 The following points should be covered:

- a. Security and safety item.
- b. Starting procedure, explanation.
- c. Disciplinary questions;-other items concerning the contestants.
- d. Changes in the organisations or procedure.
- e. Presentation of the Race Director and the main Officials.
- f. Presentation of the protest committee.

G4 LAP COUNTING PROCEDURE

G4.1 During NZRCA national events the lap counting is to be done, by means of an efficient and reliable lap counting system, (automatic lap counting systems with transponders is preferred).

- G4.2 Where club transponders are used, transponders must be released by the organisers at least the heat before the respective heat to the competitor.
- G4.3 The fitting of transponders in the cars remains the responsibility of the drivers.
- G4.4 If a car loses the transponder during the race, or if a transponder is not working, regardless if a club or personal transponder, the lap counting supervisor should attempt to count the laps manually.
- G4.5 If a driver forgets to fit the transponder during the race, the Race Director and the lap counting supervisor will decide if the laps are counted or not. There is no appeal against their decision. The results should be marked to indicate manual lap scoring took place.
- G4.6 Transponders must be moved to a better position in the car on the Race Director's instruction, if lap-counting problems occur. Failure to comply may result in lost laps.
- G4.7 Questions on lap counting may be made to the Race Director without filing a protest.
- G4.8 There will be no communication with the Lap Counters.
- G4.9 The lap counting and/or timing system manager to be appointed by the host club in consultation with the NZRCA and may not be a competitor in the main event, but may race in a support class at the event.
- G4.10 If a round of heats for a particular class has started, it must be completed under the same conditions. If a round is interrupted due to rain or unforeseen circumstances only the classes in the round, where all heats of that class have been completed will be recognized. If the interruption occurs before all the heats for a particular class have been completed, those heats for that particular class are required to be re-run under the same conditions.

G5 RACING/DRIVING STANDARDS

- G5.1 As a guide to drivers the following standards are expected:
 - Slower drivers are not to impede the progress of other participants during controlled practice or qualifying heats.
 - Drivers being lapped during finals are not to impede the progress of lapping cars.
 - Deliberate collisions from behind with an "on line" car at a corner (T boning) will be regarded as unacceptable practice.
 - Participants driving in a manner deemed to be dangerous by the Race Director can be penalised.
- G5.2 Violent behaviour or language on the rostrum or in the pits is also unacceptable.
HSE Rule as per G1.1
 - 5.2.1 Drivers will be held accountable for the actions and behaviours of pit crew, friends, relatives or anyone directly associated to them at any NZRCA club, major or national events, and any adverse actions or behaviours may result in penalties as outlined in Rule G16 "Inappropriate Behaviour Penalties".
- G5.3 All cars must finish under their own power
- G5.4 The order of choice on where to stand for a "Final" race is determined on where the drivers qualify (e.g., 1st qualifier gets to walk up first, 2nd qualifier next choice and so on). If a driver is late to the stand, they must take any space still available)
- G5.5 If you have breached rule G5.1 "As a guide to drivers the following standards are expected. Drivers being lapped are not to impede the progress of other

participants. Deliberate collisions from behind with an “on line” car at a corner (T boning) will be regarded as unacceptable practice. Participants driving in a manner deemed to be dangerous by the Race Director can be penalised” and taken out a driver, then you must readdress the position. The Race Direction can still penalise at his/her discretion.

G6 MARSHALLING

G6.1 Host clubs are to advise at the time of entry information being released which of the following options they are to use for Marshalling:

6.1.1 Drivers must marshal the race following their own. The first race will be marshalled by the drivers of the last race. A driver may arrange a competent substitute and notify the Race Director of such arrangements.

Or

6.1.2 Drivers must marshal the race following the one after their own race. (Race 1 Marshalls Race 3 – Race 2 Marshalls Race 4 etc) The first race will be marshalled by the drivers of the 2nd to last race of the round. A driver may arrange a competent substitute and notify the Race Director of such arrangements.

G6.2 Failure to marshal or provide a competent substitute or being late to marshal may result in loss of driver’s best time (up to Race Directors discretion). Substitutes must be notified to the Race Director.

G6.3 All marshals to wear fully enclosed footwear at all times. **HSE Rule as per G1.1**

G7 TECHNICAL

G7.1 All cars at NZRCA national events will be checked by the nominated Scrutineer.

G7.2 Prior to the start of each qualifying heat or final all cars in that heat or final must be presented for technical inspection. Cars which are not presented for technical inspection will be disqualified. Cars that have a technical infringement must fix the issue before the race.

Once checked, cars shall not be permitted to return to the pit area.

At any time, the Race Director may ask any competitor to present their cars to Technical Inspection.

Additionally, at the Chief Scrutineer’s discretion, any or all cars, may be checked for any regulation post-race.

All cars maybe impounded at the end of the finals for potential further technical inspection.

G7.3 No race will be delayed because of non-compliance by a competitor.

G7.4 Before and during the racing any car may be checked randomly by the Officials for any possible technical infringement.

G7.5 Any specification can be checked after the heat/race, even if it was checked before the heat/race.

G7.5 It is the responsibility of the drivers to ensure that his/her car complies with the regulations at all times that it is on the track and the race organiser may check any car for compliance with the regulations at any time during the race meeting.

G7.6 Only one car per driver per class will be accepted.

G7.7 When transmitters are checked, also spare transmitters should be presented for inspection.

G7.8 When a car or a transmitter does not comply with the rules, changes may be carried out before presenting it for final approval.

G7.9 All cars may be impounded after the race for the duration of the following race (in the same condition in which they exited the race).

G7.10 No car to be raced without a body shell being securely fitted at all times.

G7.11 The body entered for Concours judging must be the body shell used for at least one race during the meeting.

G8 RADIO

G8.1 It is the responsibility of all drivers to ensure that their equipment does not cause interference to others.

G8.2. Radios must have changeable frequencies. Or; of the DSM (Digital Spectrum Modulation) type of an approved type to meet the relevant New Zealand radio standard that is outlined in the Radio Communications (Radio Standards) as set down by Radio Spectrum Management, part of the N.Z. Ministry of Economic Development. Entrants using a radio with changeable crystals must have at least 2 available frequency crystals when entering a meeting.

G8.3 Changing of a frequency during a meeting without letting the organiser know will also result in disqualification from the meeting.

G8.4 Only the following list of frequencies may be used, with the exception of DSM users. The penalty for not complying with this list of frequencies is that the operator, i.e. Driver is liable for a fine of up to \$10,000 plus loss of radio equipment.

LEGAL FREQUENCIES

27 MHz	29 MHz	35 MHz	36 MHz	40 MHz	72 MHz
26.975	29.725	35.450	36.050	40.660	72.250
26.995	29.745	35.550	36.150	40.700	73.000
27.025	29.765	35.650	36.250	40.800	
27.045	29.785	35.750	36.350	41.000	
27.075	29.805	35.850	36.450		
27.095	29.825	35.950	36.550		
27.125	29.835				
27.145	29.845				
27.175	29.855				
27.195	29.865				
27.225	29.875				
27.255	29.885				
	29.925				
	29.935				
	29.945				
	29.955				
	29.965				
	29.975				
	29.985				

FREQUENCIES, WHICH ARE STRICTLY PROHIBITED, INCLUDE:

29.775 - 29.785
 29.890 - 29.910
 40.500 - 40.660
 40.700 - 40.800

G8.5 In case of more than one driver using the same frequency during practice, the time for each driver must be divided equally.

G8.6 In the case of two drivers using the same frequency and qualifying for the same

semi-final or final, the faster qualified driver will keep his/her frequency and the other must change.

G8.7 When a frequency change is required by Race Officials, up to 10 minutes time must be allowed following notification to carry out the change, which should include a test drive (only for the driver changing frequency) to ensure the new frequency operates.

G8.8 Slower qualified drivers, who cannot or will not change their frequency, will not take part in the semi-finals or the final for which they have qualified.

G8.9 If a driver finds his/her radio-equipment defective due to an error in his\her selection of crystals, the race will not be delayed beyond the scheduled start time.

G8.10 Under no circumstances shall a transmitter be taken onto the track during a race.

G8.11 A driver, not taking part in the organised practice, cannot complain later to the organisers in case of radio interference etc.

G8.12 A Frequency Peg Board may be used during uncontrolled and controlled practice for all NZRCA national events. There will be a separate labelled peg for each frequency being used at the event. DSM users will be exempt from pegboard use.

G9 COMPETITOR ACCESSIBILITY

G9.1 When new tracks are designed and built, every possible effort should be made to include a wheelchair accessible driver's stand or separate elevated area for drivers in wheelchairs to give equal viewing for all people.

G10 DRIVER AIDS

G10.1 The use of traction control devices, active suspension devices and any steering control aided by gyroscopes/'G'-force sensors is strictly forbidden. Sensors are only allowed for the purpose of passive data recording and not for adjusting the performance of the car whilst in motion. This does not include the use of 2-way radio intercom.

G10.2 Tyre additives are prohibited in all racing classes

G11 PENALTY CAUSES

G11.1 Penalties in time, laps, stop-go or even disqualification, may be issued by the Race Director for any of the following:

- a. Unsporting behaviour.
- b. Deliberate corner cutting.
- c. Any car re-entering the race other than from the point at which it left the track (however, in the case of an engine having stopped in IC classes, then the car must re-enter the race from the pit lane).
- d. When repairs are carried out during a race on a car in a manner that obstructs other cars racing.
- e. If a car is pushed over the finish line (it must finish under its own power).
- f. A driver disobeys orders to return their car to the pits after the race has finished.
- g. Orders from the Race Officials are not obeyed.
- h. Acting contrary to the NZRCA rules.
- i. Changing cars during a meeting, without permission of the Race Director.
- j. Changing radio frequencies without permission of the Race Director.

- k. Not returning transmitters to the transmitter impound immediately after the finish of the race (DSM transmitters may be used in the pits for testing/setup only at the race director's discretion).
 - l. Bad behaviour and/or deportment of any competitor during the race meeting, which could injure the promotion of the sport.
 - m. Failure to comply with the car specification and technical rules.

G11.2 Warnings and penalties issued by the Officials must be noted on the result sheet and on the result board for the drivers (preferably in red).

G11.3 There will be no restart due to a jump start. If a start is jumped a penalty will be given in accordance with G11.1 – Penalties.

G11.4 A race may only be restarted due to one of the following:

- a. Lap timing system issues
- b. Rain
- c. Where the safety of competitors, marshals or spectators is compromised
- d. Or at the race directors discretion

G11.5 The Race Director will monitor competitors' behavior, and apply penalties as follows:

- a. For the first offence a stop-go penalty can be imposed. The offending driver must enter the pit lane or other designated area (must be designated at the Driver's Briefing), bring the car to a complete stop and then exit the designated area. This must be done within 1 lap of notification of the penalty.
- b. For the second offence one lap can be deducted for the offending driver's time for the race in which the offence occurred.
- c. For the third offence the Race Director can disqualify the driver from the days racing.
- d. The Race Director may disqualify without warning where he considers the infringement or misbehavior to warrant such penalty. The competitor in question retains the right to appeal such a decision to the protest committee, but must do so within 15 minutes of the issue of said penalty."

G12 PROTESTS

G12.1 All protests to be made to the Race Director within 15 minutes of the completion of the race concerned.

G12.2 Only a competitor from the class concerned may launch a protest.

G12.3 The competitor being protested against has the right to defend themselves before the protest committee.

G12.4 Any competitor may protest under the general rules

G12.5. Protests will be decided by the Protest Committee. The Protest Committee will consist of the Race Director and all the members of the NZRCA Executive Board present at the meeting, or the Race Director and one member from each of the clubs present at the meeting.

G12.6 Should a member of the Protest Committee be involved in the protest, they are to be substituted.

G12.7 The NZRCA Technical Officer is to have the final decision on technical issues if he is contactable. If he is not present at the meeting but is able to be contacted by phone the Race Director is to be the point of contact.

G12.8 All protests must be in writing and accompanied by a \$10.00 fee, which will be refunded if the protest is upheld.

G12.9 The Race director must decide the appropriate time to hear a protest. If the protest concerns the immediate running of the meeting the race schedule

may have to be delayed for the hearing of the protest. If the protest does not concern the immediate running of the meeting the Race Director can adjourn the protest until a more appropriate time.

G12.10 When the protest concerns semi-finalist or finalist positions in their respective races, 10 minute delay (after the decisions) must be given before the start of their races.

G12.11 After a Final the time of posting the Provisional Results must be noted for the 15 minute “protest period” to commence. If no protests are presented within this period the provisional results become the “Official Final Results”.

G12.12 The applicant of a protest cannot appeal against the decision.

G12.13 The Race Director, after consultation with his/her Organising staff, may without a protest being made, correct results that he/she may deem necessary.

G12.14 Protest against the decisions of the Protest Committee is not possible. The Protest Committee's decision is final.

G13 QUALIFICATIONS FOR IFMAR CHAMPIONSHIP EVENTS

G13.1 On application to the NZRCA Executive.

G14 PRACTICE SESSIONS FOR NATIONAL EVENTS

G14.1 The host club of national events must provide designated practice times for either:

- Individual classes.
- Or combine similar classes.

G15 SEEDING OF HEATS FOR NATIONAL EVENTS

G15.1 At National events, the host club can either:

- Run a minimum of 2 x 5** minute (**minimum) sessions of controlled practice that is to be used for seeding purposes prior to the start of qualifying with your best consecutive 3 laps counting towards your total time;
- Run a single 5** minute controlled practice for seeding purposes
- Reseed drivers after the first round of qualifying
- Seed drivers of the class at the discretion of the Race Director for any class with less than 10 competitors

G15.2 If the event is a control tyre event, you must complete controlled practice using the approved controlled tyres or your time will be disallowed.

G16 INAPPROPRIATE BEHAVIOUR PENALTIES

G16.1 The NZRCA Executive reserves the right to issue fines/suspensions to member/s for inappropriate behaviours towards any NZRCA Executive or member. Inappropriate behaviour includes on the use of public forums or social media. The NZRCA Executive can issue any or all of the below:

- Reprimand which can be private or public.
- Relegate finishing positions.
- Exclude from the results of the event.
- Suspend NZRCA Licence for an infinite number of days, starting from the date of the offence.

G16.2 When a complaint is heard, the NZRCA executive shall meet with a minimum of the President, Secretary, Treasurer, the 2 Technical Officers from either Electric

or I.C and the Club Executive Committee of the parties concerned to be fully informed of the meeting taking place and the outcome.

G16.3 Members wanting to make a formal complaint are to submit their complaint in writing to the NZRCA with all appropriate evidence, and must be supported with a fee of \$50 that will be refunded if the complaint is upheld.

G17 LIPO/LIFE BATTERY SPECIFICATIONS

G17 The use of Lipo/LiFe batteries is to be as per the following mandates

G17.1 1/12th scale classes: maximum charge voltage of 4.2 volts.

G17.2 1/10th scale classes: maximum charge voltage of 8.4 volts.

G17.3 1/8th scale classes: maximum charge voltage of 16.8volts.

G17.4 Lipo/LiFe batteries MUST be charged in a closed Lipo Sack/Bag at all times **HSE Rule as per G1.1**

G17.5 Lipo/LiFe batteries may only be charged at a maximum of 10Amps or 2C which ever is lower **HSE Rule as per G1.1**

G17.6 All Lipo/LiFe batteries MUST be hard cased (excluding receiver / transmitter battery packs) **HSE Rule as per G1.1**

G17.7 Failure to comply with any of the above at NZRCA club, major or national events shall result in the competitor being disqualified from the event

G17.8 The use of LiHV Lipo battery packs is allowed, providing battery charge voltage does not exceed that stated in Rule part G17. When the battery voltage is above 4.20 volts per cell the driver is allowed to discharge the battery down to 4.20 volts per cell by accelerating and braking the car while holding it in their hands until the battery voltage is down to 4.20 volts per cell.

G17.9 It is the responsibility of the competitor, to be able to prove the legality of his/her batteries. Cells/Packs must retain original covering and labelling in suitable condition to satisfy scrutineers as to the cells/packs eligibility.

G18 CONTROL / SPEC TYRES GUIDELINES FOR NZRCA EVENTS

G18.1 Control tyres are controlled by the host club for each entry.

- Control tyres are nominated by host club and announced as soon as possible prior to entries for the event being open. The control tyre must be a single brand shore/compound insert and wheel per axle, per class (classes that run foam tyres, a single shore per axle, per class must be nominated)
- Control tyres where possible should be a pre-mounted tyre and supplied as a set of 4
- The cost of the first set of control tyre to be included in the entry fee for the event. Additional sets may be purchased in line with g18.1d
- Host club can nominate per class how many sets will be used over the event
- Control tyres need to clearly marked with an identification label
- Host club must have a safe storage place for tyres during the event
- Control tyres must be used at the start of the event (controlled practice round 1)
- Control tyres are the responsibility of the entrant; they must be returned to race control at the end of each day once competition has commenced
- Should a wheel / tyre be damaged during competition. the race director has final call weather or not the wheel / tyre can be replaced and if only the damaged wheel / tyre is replaced or a full set is needed

- j. At the completion of the event, competitors do not need to hand the tyres back
- k. NZRCA classes that have class specific tyre or wheel rulings must also follow this guideline if the event is announced as a controlled tyre event

G18.2 Spec tyres

- a. Spec tyres are nominated by host club and announced as soon as possible prior to entries for the event being open. The spec tyre must be a single brand shore/compound insert and wheel per axle, per class. (classes that run foam tyres, a single shore per axle, per class must be nominated)
- b. Competitors are free to use used sets for the event, but they must be able prove that the tyre / wheel / insert meets the events specification
- c. Host club can nominate per class how many sets will be used over the event
- d. At all times the competitor must be able to show that their tyres meet the specification for the given event
- e. Spec tyres must be presented for marking at scrutineering
- f. Spec tyres must be used at the start of the event (controlled practice round 1)
- g. Should a wheel / tyre be damaged during competition the competitor if wishing to use an unmarked set as a replacement, must have scrutineering mark the replacement wheel / tyre or set of tyres. Once the race director has given their approval for the change
- h. NZRCA classes that have class specific tyre or wheel rulings must also follow this guideline if the event is announced as a spec tyre event