

Pre Amble

This hand book is designed to outline the rules and standards of the Riverland Dinghy Club. No part of this hand book is to be reproduced without consent from the Riverland Dinghy Club.

The Riverland Dinghy Club aims to conduct dinghy races in a fun but safe manner. The rules and standards outlined in this handbook are designed to assist in achieving that.

The Riverland Dinghy Club is administered by a committee of volunteers that are elected to act in the best interest of the club. Monthly club meetings are held at the Renmark Club 1st Monday and are open to any members.

Any changes to rules may not be made within 21 days of an event. Changes will be advised on the club Facebook page and amended in any online documents.

Insurance

The Riverland Dinghy Club is required to hold adequate Insurance to provide for the safety of all organisers and spectators.

Motorsport is dangerous and all competitors are advised to carry their own insurance and Ambulance cover.

Members of the RDC are expected to comply with the requirements of the members code of conduct at all times

Scrutineering is carried out to

- a) To provide safety for all competitors
- b) To provide a standard to facilitate scrutineering
- c) To comply with the Government Department requirements.
- e) To allow all competitors to compete on an equal basis with other craft in their class.

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Definitions

RDC - Riverland Dinghy Club Inc.

Event - Championship series six round race event in which points are collected to contribute to deciding a yearly "driver Champion"

Round 1 Dash 4 Cash

Round 2 Dinghy Derby

Round 3 Circuit Race

Round 4 Amazon Sprint

Round 5 Two Lap Enduro

Round 6 Hunchee Run Individual Time Trial

Hull - Boat

Standard - Class designed as an entry level class with no modification except for strengthening and safety as outlined.

300 cc - Class defined maximum cubic capacity of 300cc and aimed as the pinnacle of smaller motor craft. Hulls in this class are diverse in nature and is the only class to retain surface piercing.

Super standard - Class defined with specific rules to allow boats to start progressing from a standard class towards the top classes.

Rookies - The second progressive class between super standard and the top class Sports defined with additional modifications to allow continued progression.

Sports - The current top class utilising 30hp motors governed by a 555 cubic capacity limit aimed to be the pinnacle class in our event.

Member's code of conduct

As a member of the RDC you hereby agree to be bound by this 'Code of Conduct' and any breach of this Code may result in your membership and therefore ability to participate in RDC events being cancelled or suspended;

As a Member of RDC you agree that you WILL NOT at any time bring the RDC into disrepute and any anti-social or conduct deemed to be unbecoming of an RDC member WILL result in severe RDC penalties being imposed on any offending person(s);

As a Member of RDC you agree that you will abide by all River rules as required by Marine and Harbours (DPTI) at all times;

As a Member of RDC you accept that you are solely responsible for your boat and the safety equipment that you are required to carry on board by law and acknowledge that there are no exemptions from this requirement by being an RDC member except on 'event days and during event hours' when special exemptions MAY be authorised by DPTI;

As a Member of RDC you accept that you are responsible for the safety of all persons in your boat at all times and you are also accountable for the safety of all other River/Waterway users;

As a Member of RDC you agree that you will not undertake any 'private practice' or 'reconnaissance' in any Creek or narrow waterway outside of scheduled RDC events at speed unless 2 or more boats are present and one boat present shall operate as a controlled 'low speed sweep boat' of the Creek or narrow waterway to ensure the creek or narrow waterway is free of other traffic prior to entry at above planning speeds into the waterway or narrow creek;

Low speed is defined as idle or 4 knots for example at any corner or obstruction where vision is obscured you will approach at Idle so there is no possible chance as a result of your driving to cause a collision with another vessel.

As a Member of RDC you agree that during any 'private practice' or 'reconnaissance' in any creek or narrow waterway at above planning speeds you and your navigator WILL wear a suitable Personal Floatation Device and Full Face Helmet approved under the Australian Standard 1698 as per RDC event rules;

Any RDC Member reported for undertaking 'private practice' or 'reconnaissance' as a single boat at speeds deemed to be unsafe to themselves or the general public by the RDC Committee WILL be excluded from participating in future RDC events;

As a Member of RDC you hereby give your undertaking that your Engine and Boat will comply with the Class Rules of the Event Class that you enter on the day and accept that any breach of the Class Rules will result in immediate disqualification from the event results and may result in additional penalties or suspension being imposed by the RDC Committee;

As a Member of RDC you give your unequivocal guarantee that before participating in RDC events you will not be under the influence of ANY alcohol or ANY other illicit substance prior to your entry or during your participation of any RDC event and you further accept that random tests for Alcohol and/or other illicit substances may be carried out by the RDC or their appointed representative prior to your nomination for any RDC event being accepted; - breach of this rule WILL result in immediate disqualification from future RDC events for a period not less than 12 months up to a life time ban at the RDC Committee's discretion.

Competition Rules

Competitor Requirements

Minimum Age

- Driver - 16 years
- Navigator - 14 years

All drivers must hold a current boat license or interstate equivalent.

All new Drivers MUST race in 15hp, 25hp, 30hp standard or 300cc.

To qualify to enter Super Standard, Rookies or Sports classes, a Driver must accumulate qualification points.

To qualify to enter Sports classes, a Navigator must accumulate qualification points.

A driver and Navigator gain 10 points per championship event they race.

To race super standards the driver must accumulate 50points from standard class or 300cc.

To race Rookies or Sports you need to gain 50 points in super standard

To race Rookies from a Standard class you need 100 points.

Or To race Sports from a standard class you need 150 points.

To race as a Navigator in Sports you need 50 points.

The qualification points a Navigator accumulates carry across if that navigator wishes to become a driver. Should a Navigator wish to change to a driver In either Sports or Rookies they will need to attend practice days and be subject to the committee representatives decision.

Exemptions at the discretion of the RDC committee.

From the commencement of 2018 driver wishing to return to racing after more than 3 years break will be required to attend a number of practice days to refresh there capability's

Any questions please contact the Riverland Dinghy Club.

Entries

All events are PRE-ENTRY only. You CAN NOT enter on the day

All Event nomination forms are on the home page of the RDC website. Nomination

forms must be filled out on line.

All events require both driver and navigator to be Financial Members of the RDC
Entry forms will be Available at the start of the year and need to be paid prior to
dash and derby(dash and Derby entry's closed and financial by the event.
The Remaining 4 events need to be paid and close 2 weeks out.

Membership \$30and Entry Fee for each event is \$50 and is payable after pre-race
scrutineering 2017 Season will have the option of pre-payment online

SAFETY

All boats must comply with Marine & Harbours registration and safety requirements
Subject to event approval, no anchor is required to be carried whilst racing

All boats must carry minimum of 3 meters of tow rope attached to the bow of the
boat

All competitors MUST wear Australian standard approved FULL FACE motorcycle
helmet

All competitors MUST wear Australian standard approved 'Personal Floatation
Device' (Life Vest/Jacket) suitable to their size and weight

All competitors MUST wear enclosed footwear

All Drivers must produce their boat licence at the commencement of each season or
their first race of the season.

ALL CLASSES

Engine – Only 1 engine permitted

Engine must be naturally aspirated (NO forced induction permitted)

Engine cowling must remain in place and have a secondary catch / latch fitted

Engine must be fitted with kill switch in full working order

Exhausting- Engine's exhaust passage must remain inside of mid-section casing and
engine cowling.

All exhaust gases must exit via factory gearbox / midsection / passages
(NO exhaust component is permitted to protrude from engine cowling or
midsection)

All Boats must be fitted with a safety kick strap to prevent the motor from kicking
completely up.

RDC Recommends racers move to the below style strap as this will also catch the
motor should the swivel bracket fail.

A Strap which connects In the middle by some means (temporarily is acceptable) Is mandatory for 2017 Events



This style of strap with a permanent middle connection will be a mandatory for 2018

All drivers must wear the new Velcro kill switch strap which will be provided at no cost to 2017 derby competitors by the RDC. After this the strap will be available at a small cost.

Cavitation Plate

Cavitation plate height for all classes except 300cc is measured by placing a 1200mm straight edge 600mm forward of transom (as in picture). Cav plate must lower than the top of the straight edge, on both sides of the cav plate, when the cav plate is parallel with the hull. This measurement must be correct when the trimming device fitted is being used.



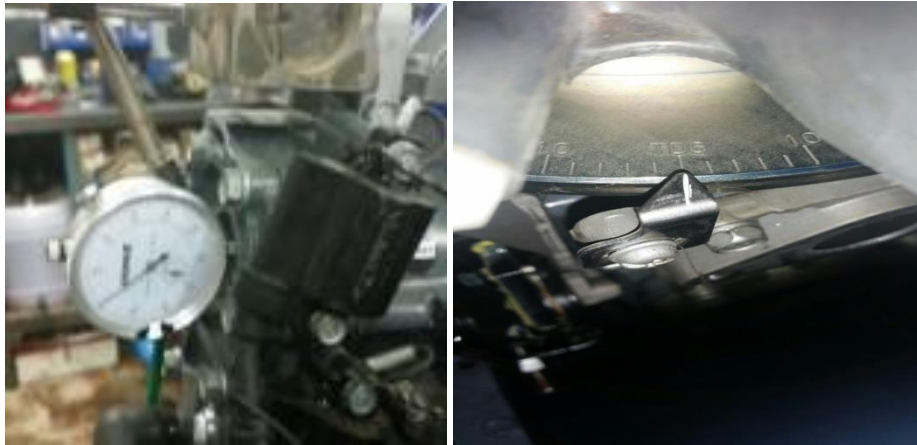
Engine timing

This Method is to be used for all Standard and Super Standard classes

Timing must be set at 25deg +/- 1deg after ensuring top dead centre indicator is in correct position using method used in photos.

(Yamaha 30hp)

Other models as per manufactures spec plus or minus 1 degree



Transponders

Transponders are compulsory in all classes.

Transponders can be purchased from the RCD for \$75

Transponders can be hired from the RCD for \$25 plus a \$50 deposit that will be refunded on return

Transponders must be mounted adjacent to the gear selector on the tiller brace as pictured



Racing Numbers stickers - MUST KEEP SPONSORNAME

Each driver is allocated a racing number at the start of each season or at the first race they compete in any class for the year. This number must be displayed on both sides of the engine cowling along with the attached sponsor logos. Replacement numbers can be purchased from the RDC at a cost. Numbers are allocated according to a drivers finishing position in the previous year's championship series. New drivers are allocated numbers based on the order of entry. Please Note this number is a drivers number not boat number.

Flags

Flags may be on display by duty boats and at other locations. All competitors must obey any flags with no exceptions. Flags are in effect until the next duty boat or flag point.

Green flag - Course ahead is clear

Yellow flag - Incident ahead, proceed with caution at a reduced speed

White flag with Red Cross - Rescue / Recovery boat ahead, proceed with extreme caution at a greatly reduced speed.

Red Flag - Stop immediately and await further instructions

Should a red flag situation occur the committee and race director will decide if the race can be restarted from;

-the start line for a shorter distance. In this Instance all, boats once course is cleared, will be instructed to returned to the start line.

-or if the race will be called at certain previous point i.e. last timing point past to determine a winner.

Closed water sections

All creeks as well as 100mtrs upstream and downstream of all creek entries and exits used during an event will be under closed water conditions during events

The Start/Finish area will be under closed water conditions with a 4 knot passing lane for the duration of an event

When applicable the main river section from the Renmark Club to the Deadwood will be under closed water conditions with a 4 knot passing lane

Open water sections

All main river sections except those listed in Drivers Brief are considered open water sections. Members of the public may be using these sections during events. All normal river rules must be observed in these sections

General

Competitors must complete the correct course / required laps in the correct order to obtain a finishing position.

Competitors must follow the marked course through the Deadwood (when in use) with no shortcuts

Penalties

Any competitor in breach of class regulations or competition rules will be excluded from the event they were found to be in breach at. Blatant or Repeat offenders will be issued additional penalties as determined by the RDC committee.

Any competitor in breach of safety regulations or the members code of conduct will be suspended from the event they were found to be in breach at (if applicable) and a minimum of the next two events. In addition the competitor must assist as a duty boat marshal before being allowed to compete again.

Competitors found to not follow designated course i.e. Wrong side of markers will receive a 5 minute penalty. (i.e. middle of river, salinity markers etc.)

Drivers entering the 4 knot passing lane will be DSQ

Failure to attend Drivers brief will result In DSQ

For events such as Dash for Cash or Circuit, turn marker infringements will incur the following penalties at a minimum

- Pass on the wrong side of a turn marker - 10 sec per marker
- Hit a marker with no advantage gained – no penalty
- Crossing centre line – 2 minutes

Leaving prior to receiving permission at the end of the event i.e. event may still be running and officials may not be ready to start post-race scrutineering will result in a 5minute penalty and possible DSQ. To communicate when it is time to leave the race director will remove the race condition flag (i.e. green or yellow) Once this is removed all racers may remove their boats from the water at the designated boat ramp.

Breaches of post-race scrutineering which are deemed to have a performance benefit will be excluded from the event they are being scrutineered for.

Breaches which are deemed to be a non-performance gain may receive a time penalty or caution. E.g. factory part bracket or accessory removed.

Entrants who receive assistance from any persons outside of the driver or navigator i.e. receives fuel or replacement parts, will be excluded from the event. You must finish the event with what you started with. If you wish to carry spares they must be in your boat and no time out section will be provided for repairs.

Exception - Is it ok to use basic tools to restart boats or strapping or tape from another competitor or spectator to restart or secure items such as engine cover or to make safe.

At events such as the Dash 4 Cash & Circuit race you may change and adjust Props and engine tuning between heats. All fuel for these events must be carried in the boat.

FIRE EXTINGUISHERS MUST RETURN with the boat at the end of the race.

Due to Safety all boats must finish with an engine cover or risk DSQ

Entrants found to have disobeyed the directions of a duty boat flag or repeated instruction from Duty boats will receive a penalty at the discretion of the race director and committee.

Racers found to have failed to render assistance to a boat or crew who have had an incident will be subject to a time penalty or DSQ. An incident is defined as any boat whom you come across who has stopped. If they have just had a mechanical or a moment they are required to wave you on. **THE FIRST TWO BOATS MUST SLOW TO A STOP UNTIL WAVED ON.**

Driving standards - If a protest is received in regards to your driving standards the results of the day may be presented as PROVISIONAL MEANING THEY MAY BE CHANGED AT ANY TIME AFTER THE EVENT following due review of evidence (footage and reports).

Failure to attend post-race scrutineering If required will result in instant DSQ. If you finish In the first 4 positions the onuses is on the driver to find out if you are required to attend scrutineering. 4th place should always leave engine tagged or taped for 48 hrs in case you are informed you may have been elevated as a result of initial 1st 2nd and or 3rd scrutineering.

Entrants not completing the course prior to the sweep boat will have to cease racing once the sweep boat catches them and will be deemed DNF.

15, 25, 30 HP Standard

Only 1 engine permitted

Engine must be naturally aspirated (no forced induction permitted)

Safety

All boats must comply with Marines & Harbours registration and safety requirements.

No anchor is required to be carried whilst racing this is subject to our event approval

All boats must carry a minimum of 3 meters of tow rope which must be attached.

All competitors must wear Australian Standard approved FULL FACE motorcycle helmet.

All competitors must wear Australian standard approved " personal floatation device ' life vest / Jacket suitable to their size and weight.

All competitors must wear enclosed footwear.

All drivers must produce their boat licence at the commencement of each season or their first race of the year

Hull

Hull MUST be a common mass produced Australian 'dinghy' manufacturer brand

Construction material open

Can be strengthened for safety

Can be modified

Custom seat(s) permitted front seat may be removed

Sufficient alternative floatation must be fitted to hull

Can be fitted with a central mounted keel

NO turning fins permitted on rear corners or other areas of hull other than central keel (mentioned above)

NO engine trimming devices permitted

Nominated pin height on race day will be secured and shallow water will be disabled.

Cavitation plate height is measured by placing a 1200mm straight edge 600mm forward of transom (as in picture). Cav plate must lower than the top of the straight edge, on both sides of the cav plate, when the cav plate is parallel with the hull.



Engine

Engine cowling Must have secondary catch / latch fitted.

Engine must be fitted with a Kill Switch in full working order.

Exhausting - Engines exhaust passage must remain inside of mid section casing and engine cowling.

All exhaust must exit via factory gearbox / mid section / passages

No factory parts can be removed except,

Original water tell tail may be redirected from factory outlet position.

Larger HP / CC rebadged as 15 hp 25 hp 30 hp are not permitted to be used in standard classes

Engine MUST retain all original engine manufacturer's specifications and parts

Original Engine's Carburettor, Reeds, Pistons, Ports, Head, Exhaust, Flywheel, Electrics, Rev Limiter, Choke Butterflies, Air Boxes, Gearbox MUST BE TRUE to original manufacturers specifications for make and model of engine and remain fitted and/or connected to the engine

NO polishing of ports or die grinder blending of engine block casing or other parts permitted.

(Exception: Bores can be machined or honed for repair purposes only)

Pistons – oversize limit OPEN but MUST be Genuine engine manufacturer's parts (ie: NO Wiseco or other aftermarket brand)

Engines can be jetted for tuning purposes (larger only)

0.99 or larger jets must be used. RDC has a measured spigot (complies with Yamaha specs for minimum .99 jet) which will be used to check jet size.

NO nose cones permitted

NO stabiliser fins permitted on cavitation plate

Timing must remain to the manufacturer's specifications – Yamaha outboards specifications are 25deg BTDC +/- 1deg.

Timing must be set at 25deg +/- 1deg after ensuring top dead centre indicator is in correct position using method used in photos.(Yamaha 30hp)

All other makes must be within plus or minus 1 degree of manufactures specifications

This is checked as per below pictures



SCRUTINEERING

Podium position boats may be subject to post race scrutineering after the race OR on the next available day. Should you need to leave Renmark on the day of the race then you must request to have your boat scrutineered on race day.

All podium position boats and 4th place may be requested to attend post-race scrutineering in case there is a discrepancy with 1st 2nd or 3rd.

All classes may be required to be removed for Inspection purposes.

Should this happen the owner may remove parts as directed or give the official permission to remove said parts -The RDC is not responsible for any damage to gaskets or bolts etc.

Furthermore The RDC is Not obliged to put engines / parts back together.

Propeller

Aluminium through hub exhaust ONLY

MUST be of Engine manufacturer's specifications for make and model of engine or aftermarket equivalent (eg: Solas)

NO re-bushing of props (other than for repair of original bush)

Modification of propeller permitted

Fuel

Service Station pump fuel only i.e.: Premium or Unleaded (AVGAS not permitted and or additives)

300cc

Only 1 engine permitted

Engine must be naturally aspirated (no forced induction permitted)

Safety

All boats must comply with Marines & Harbours registration and safety requirements.

No anchor is required to be carried whilst racing this is subject to our event approval

All boats must carry a minimum of 3 meters of tow rope which must be attached.

All competitors must wear Australian Standard approved FULL FACE motorcycle helmet.

All competitors must wear Australian standard approved " personal floatation device ' life vest / Jacket suitable to their size and weight.

All competitors must wear enclosed footwear.

All drivers must produce their boat licence at the commencement of each season or their first race of the year

Hull

Open in design and construction material

Can be strengthened and modified for safety

Must be fitted with sufficient floatation

Engine trimming / jacking devices permitted

Engine

Engine can be modified internally eg: porting, head shaving, pistons, Electrics (ie: rev limiter disconnected)

Engine must not exceed 300cc

Parts must be 'manufacturers specified' for engine make and model or aftermarket equivalent

Nose cones permitted

Stabiliser fins on cavitation plate permitted

Low water pick-up permitted for surface piercing propeller

Fuel line from fuel tank to fuel pump is open to modification.

SCRUTINEERING

Podium position boats may be subject to post race scrutineering after the race OR on the next available day. Should you need to leave Renmark on the day of the race then you must request to have your boat scrutineered on race day.

All podium position boats and 4th place may be requested to attend post-race scrutineering in case there is a discrepancy with 1st 2nd or 3rd.

All classes may be required to be removed for Inspection purposes.

Should this happen the owner may remove parts as directed or give the official permission to remove said parts -The RDC is not responsible for any damage to gaskets or bolts etc.

Furthermore The RDC is Not obliged to put engines / parts back together.

Propeller

Over hub exhaust / surface piercing permitted

Propeller material open eg: stainless, brass, composite, aluminium

Propeller modifications permitted

Fuel – Any fuel openly available to the general public

Fuel

Service Station pump fuel only i.e.: Premium or Unleaded (AVGAS not permitted and or additives)

30HP Super Standard

Only 1 engine permitted

Engine must be naturally aspirated (no forced induction permitted)

Safety

All boats must comply with Marinas & Harbours registration and safety requirements.

No anchor is required to be carried whilst racing this is subject to our event approval

All boats must carry a minimum of 3 meters of tow rope which must be attached.

All competitors must wear Australian Standard approved FULL FACE motorcycle helmet.

All competitors must wear Australian standard approved " personal floatation device ' life vest / Jacket suitable to their size and weight.

All competitors must wear enclosed footwear.

All drivers must produce their boat licence at the commencement of each season or their first race of the year

Hull

MUST be a common mass produced Australian 'dinghy' manufacturer brand

Construction material open

Can be strengthened for safety

Can be modified

Custom seat(s) permitted front seat may be removed

Sufficient alternative floatation must be fitted to hull

Can be fitted with a central mounted keel

Engine trimming devices may be fitted

Cavitation plate height is measured by placing a 1200mm straight edge 600mm forward of transom (as in picture). Cav plate must be lower than the top of the straight edge, on both sides of the cav plate, when the cav plate is parallel with the hull.



Engine

No factory parts can be removed except

Shallow water drive set up.

Original fuel fitting from tank to factory fuel filter.

Original water tell tail may be redirected from factory outlet position.

Engine MUST retain all other original engine manufacturers' specifications and parts

Original Engine's Carburettor, Reeds, Pistons, Ports, Head, Exhaust, Flywheel, Electrics, Choke Butterflies, Air Boxes, Gear box MUST BE TRUE to original manufacturers specifications for make and model and remain fitted to the engine (Exception: Rev Limiter may be disconnected or bypassed)

Yamaha outboards may use 'pre 2009' carburettors on 2009 to current motors.

Yamaha outboards may use .99 jets or larger in either carburettors.

Jets cannot be made smaller in any motor.

Timing must remain to the manufacturer's specifications – Yamaha outboards specifications are 25deg BTDC +/- 1deg.

Timing must be set at 25deg +/- 1deg after ensuring top dead centre indicator is in correct position using method used in photos.(Yamaha 30hp)

All other makes must be within plus or minus 1 degree of manufactures specifications

This is checked as per below pictures



0.99 or larger jets must be used. RDC has a measured spigot (complies with Yamaha specs for minimum .99 jet) which will be used to check jet size.

!! NO polishing of ports or die grinder blending of engine block casing or other parts permitted.

(Exception): Bores can be machined or honed for repair purposes only:-

Head – No machining of heads are allowed.

Pistons – oversize limit OPEN but MUST BE Genuine engine manufacturer's parts (ie: NO Wiseco or other aftermarket brand)

Engines can be jetted larger for tuning purposes

NO nose cones permitted

NO stabiliser fins permitted on cavitation plate

Bracing swivel bracket and tiller arm is permitted for safety.

Standard manufacturer's gaskets only

SCRUTINEERING

Podium position boats may be subject to post race scrutineering after the race OR on the next available day. Should you need to leave Renmark on the day of the race then you must request to have your boat scrutineered on race day.

All podium position boats and 4th place may be requested to attend post-race scrutineering in case there is a discrepancy with 1st 2nd or 3rd.

All classes may be required to be removed for Inspection purposes.

Should this happen the owner may remove parts as directed or give the official permission to remove said parts -The RDC is not responsible for any damage to gaskets or bolts etc.

Furthermore The RDC is Not obliged to put engines / parts back together.

Propeller

Any through hub propeller may be used open to all and any modification.

Fuel

Service Station pump fuel only ie: Premium or Unleaded (AVGAS not permitted and or additives)

30HP Rookies

Only 1 engine permitted

Engine must be naturally aspirated (no forced induction permitted)

Safety

All boats must comply with Marinas & Harbours registration and safety requirements.

No anchor is required to be carried whilst racing this is subject to our event approval

All boats must carry a minimum of 3 meters of tow rope which must be attached.

All competitors must wear Australian Standard approved FULL FACE motorcycle helmet.

All competitors must wear Australian standard approved " personal floatation device ' life vest / Jacket suitable to their size and weight.

All competitors must wear enclosed footwear.

All drivers must produce their boat licence at the commencement of each season or their first race of the year

Hull

MUST be a common mass produced Australian 'dinghy' manufacturer brand

Construction material open

Can be strengthened for safety

Can be modified

Custom seat(s) permitted front seat may be removed

Sufficient alternative floatation must be fitted to hull

Can be fitted with a central mounted keel

Engine trimming devices may be fitted

Cavitation plate height is measured by placing a 1200mm straight edge 600mm forward of transom (as in picture). Cav plate must be lower than the top of the straight edge, on both sides of the cav plate, when the cav plate is parallel with the hull.



Engine

No factory parts can be removed except

- 1 Shallow water drive set up.
- 2 Original fuel fitting from tank to factory fuel filter.
- 3 Original water tell tail may be redirected from factory outlet position.
- 4 Air box and foam around pull cord.

Engine MUST retain all other original engine manufacturers specifications and parts

Original Engine's Carburettor, Reeds, Pistons, Ports, Head, Exhaust, Flywheel,

Electrics, Choke Butterflies, Gear box MUST BE TRUE to original manufacturers specifications for make and model and remain fitted to the engine (Exceptions: Reeds may be changed but must be for make and model of engine, Reed stops may be removed, Rev Limiter may be disconnected or bypassed & Air Box and foam around pull cord may be removed)

Yamaha outboards may use 'pre 2009? Carburettors on 2009 to current motors.

!! NO polishing of ports or die grinder blending of engine block casing or other parts permitted.

(Exception): Bores can be honed for repair purposes only:-

Pistons – oversize limit OPEN but MUST BE Genuine engine manufacturer's parts (ie: NO Wiseco or other aftermarket brand)

Engines can be jetted for tuning purposes

Heads may be machined in thickness

Standard Exhaust Tuner must be used but may have material removed but not added I.E. no welding

Engines can be jetted larger for tuning purposes

Free Rev In natural is allowed but must not be able to start In gear.

NO nose cones permitted

NO stabiliser fins permitted on cavitation plate

Bracing swivel bracket and tiller arm is permitted for safety.

Standard manufacturer's gaskets only

Fuel line from fuel tank to fuel pump is open to modification.

SCRUTINEERING

Podium position boats may be subject to post race scrutineering after the race OR on the next available day. Should you need to leave Renmark on the day of the race then you must request to have your boat scrutineered on race day.

All podium position boats and 4th place may be requested to attend post-race scrutineering in case there is a discrepancy with 1st 2nd or 3rd.

All classes may be required to be removed for Inspection purposes.

Should this happen the owner may remove parts as directed or give the official permission to remove said parts -The RDC is not responsible for any damage to gaskets or bolts etc.

Furthermore The RDC is Not obliged to put engines / parts back together.

Propeller

Any through hub propeller may be used open to all and any modification.

Fuel

Service Station pump fuel only ie: Premium or Unleaded (AVGAS not permitted and or additives)

30HP Sports

Only 1 engine permitted

Engine must be naturally aspirated (no forced induction permitted)

Safety

All boats must comply with Marines & Harbours registration and safety requirements.

No anchor is required to be carried whilst racing this is subject to our event approval

All boats must carry a minimum of 3 meters of tow rope which must be attached.

All competitors must wear Australian Standard approved FULL FACE motorcycle helmet.

All competitors must wear Australian standard approved "personal floatation device" life vest / Jacket suitable to their size and weight.

All competitors must wear enclosed footwear.

All drivers must produce their boat licence at the commencement of each season or their first race of the year

Hull

Open in design and construction material

Can be strengthened and modified for safety

Custom seats permitted

Must be fitted with sufficient floatation

Cavitation plate must be no higher than lowest planing surface of the hull

Engine trimming devices permitted

Central keel and / or turning fins permitted

Cavitation plate height is measured by placing a 1200mm straight edge 600mm forward of transom (as in picture). Cav plate must be lower than the top of the straight edge, on both sides of the cav plate, when the cav plate is parallel with the hull.



Engine

Only 1 engine permitted

Engine must be naturally aspirated (no forced induction permitted)

Can be modified internally eg: porting, head shaving, pistons, reeds, flywheel, exhaust, cylinder boring

Original Engine's parts (eg: Carburettor, Crank case, Crank, Rods, Reed Block, Flywheel, Head) MUST BE USED and be original 'manufacturer's specified' for engine make and model but can be modified

Trumpets on carbys are allowed

Replacing standard head bolts with head studs is allowed.

Pistons, Rings, Reeds must be original 'manufacturer's specified' for engine make and model or mass produced aftermarket equivalent for engine make and model (eg: Wiseco, Boyesen)

Nose cones permitted

Stabiliser fins on cavitation plate permitted

NO one off' custom manufactured parts to REPLACE genuine parts i.e. no minimum run for example 10 or 100 parts as this is not classed as mass produced

Gear box may be fitted with 2 holes one either side of gear box above cav plate with a maximum diameter of 35mm.

Fuel line from fuel tank to fuel pump is open to modification.

SCRUTINEERING

Podium position boats may be subject to post race scrutineering after the race OR on the next available day. Should you need to leave Renmark on the day of the race

then you must request to have your boat scrutineered on race day.
All podium position boats and 4th place may be requested to attend post-race scrutineering in case there is a discrepancy with 1st 2nd or 3rd.
All classes may be required to be removed for Inspection purposes.
Should this happen the owner may remove parts as directed or give the official permission to remove said parts -The RDC is not responsible for any damage to gaskets or bolts etc.

Furthermore The RDC is Not obliged to put engines / parts back together.

Propeller

Aluminium, Stainless Steel, Brass or Composite through hub exhaust ONLY

Propeller modifications permitted

Re-bushing of propellers permitted

Fuel

Any fuel openly available to the general public

Race Day Procedure

Pre Race Scrutineering

All boats must present for pre race scrutineering at the time and location advertised for each event.

Both driver and navigator must be present with all safety equipment listed in these rules

Breath testing will take place at pre race scrutineering

Any non complying entries will be given an opportunity to rectify any issues identified and re present for scrutineering, provided this is before scrutineering closes.

Race Starts

Red Light indicates the grid is open

Yellow light indicates 10 seconds to start

Green light Signals the start of the race

Any competitor found guilty by the Race Director of jumping the start shall receive a 2 minute time penalty UNLESS the competitor voluntarily self-addresses by coming off the plane or dropping back the position gained by the jumped start within clear view of the Starting Marshall and Race Director.

Starting grids for all classes shall be limited to a maximum of 9 boats. This is subject to change at any time if it is deemed unsafe by the RDC committee.

Once this number reaches 10 the grids will be split equally.

Once 19 is reached 1st grid remains at 9 and the remaining grids will be split equally.

Post Race Scrutineering

Podium position boats may be subject to scrutineering where Air boxes, Gearboxes and any other parts may be required to be removed for inspection purposes.

The RDC is Not obliged to put engines / parts back together.

Drivers Representatives

All classes will have a drivers representative that competitors can approach for issues such as Rules clarification or Disputes

Protest Procedure

Any competitor wishing to protest any action by another competitor must do so within one hour of the completion of the event as recorded in the race directors log.

RESCUE / RECOVERY

When necessary, a rescue craft may be directed on to the race course by the Race Director

A rescue/recovery craft shall be available at each event.

The rescue craft will fly a white flag with a red cross

Race Day Officials

Each event shall have the following officials in addition to club officials:

Race Director

Timekeeper

Scrutineer

Starter

Duty Boat Officials

RACE DIRECTOR

The Race Director shall be responsible for the running of the event.

The Race directors primary responsibility is to the safety of competitors.

The Race Director shall keep a record of all radio communications

The Race Director shall instruct duty boats to display or remove flags

The Race Director shall Instruct all other officials in the event of an emergency.

SCRUTINEER

The scrutineer is responsible for ensuring that all boats, engines and competitors comply to all class and safety rules. The scrutineer has the right to inspect any boat or engine before or after an event. The scrutineer may appoint assistants. The RDC is moving towards a full time independent scrutineer.

STARTER

The organiser shall appoint a starter / finish marshal for an event.

The starter / finish marshal shall have assistant marshals as required.

The starter shall start the event.

The starter shall inform the Race Director of any competitors that have incurred a penalty as a result of a starting infringement.

TIMEKEEPER

The timekeeper shall be responsible for all aspects of timing an event.

The timekeeper may have assistant timekeepers as required.

DUTY BOAT MARSHAL

Duty Boat Marshals act under the direction of the Race Director

Duty Boats must never Leave their position until directed by the race director

A duty Boat may display a yellow flag without instruction from the Race Director but must advise the Race Director that they are doing so.

Specific Duties for each event will be outlined in the duty boat folders

SHARED POSITIONS

One person may fulfil the role of more than one of the above listed officials with the exception of Race Director.

All Officials are considered Judges of Fact. That is decisions made by an official are final and not subject to appeal