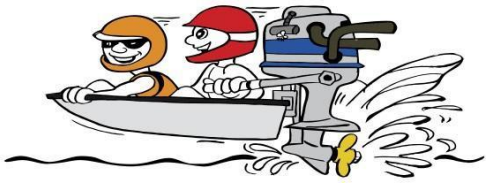
RIVERLAND
DINGHY CLUB
INCORPORATED

PO Box 1421 | Shed 2 | Renmark Sport Complex | Paringa Street | Renmark | SA | 5341 | ABN 24 858 750 232

HOME OF THE Riverland DINGHY DERBY



Updated 08/01/2026

Contact details:
For queries regarding your entry and race details please:
Email: riverlanddinghyclub@hotmail.com

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1. PRE-AMBLE

1.1 This handbook (The Competition Rules) is designed to outline the rules and standards of the Riverland Dinghy Club Inc. (here in after referred to as the Club or R.D.C.) No part of this handbook is to be reproduced without consent from the Riverland Dinghy Club Inc © These rules support our vision statement and supersedes all previous issues. They are to be considered a working document and will be updated as the need arises by the Committee.

1.2 Vision Statement

To create a race experience that embodies a unique opportunity to continue the tradition of the Dinghy Derby established in 1981. We are dedicated to the highest quality of dinghy racing, delivered with a sense of friendliness, individual competition, and club spirit.

1.3 RDC Championship Series

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 on the 1st Monday of the month and are open to all members and are held at the Dinghy Clubrooms.

1.4 Competition Rules.

The Club acknowledges that the Competition Rules may and will require updating on a continual basis.
Financial members are welcome to lodge a suggestion to the change of rules. These must be in writing, clearly explaining the reasoning and research that addresses the change request. They must be emailed to the club's email address marked attention: Change of Competition Rules Request. If you have a large amount of supporting documentation you may lodge this in a sealed envelope marked RDC Committee and hand it in.
The Committee has sole responsibility for the Competition Rules taking into account consultation of the members. The Committee shall ensure that adequate research is undertaken, and that the outcome of their decision does not favour any particular area of competition.
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.
The Secretary and or Race Control shall have a copy of these rules at all meetings and events of the R.D.C.

1.5 Insurance

The R.D.C. is required to hold adequate insurance to provide for the safety of all volunteers and spectators. Motorsport is dangerous and all competitors **are advised** to carry their own insurance and ambulance cover. Please check the fees section on the website for more details.

1.6 Expectations

Members of the R.D.C. are expected to comply with the requirements of the Club's Constitution, Competition Rules and Member Protection Policy which includes the Code of Conduct at all times.

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2. Definitions

2.1 R.D.C. – Riverland Dinghy Club Incorporated

2.2 Championship Series - a six round series held in a calendar year in which points are collected to decide a yearly 'Driver Champion'. Order of event rounds are subject to change at the committee discretion.
Round 1 - Dash 4 Cash
Round 2 - Dinghy Derby
Round 3 - Circuit Race
Round 4 - Amazon Sprint
Round 5 - Hunchee Run
Round 6 – Enduro

2.3 Event - An event is any of the round Championship Series, sanctioned practice sessions, or any other race meeting help by the RDC.

2.4 Classes

a) Standard – Class designed as an entry level class with no engine modifications except for strengthening and safety as outlined.
b) 300cc – Class is defined by a maximum cubic capacity of 300cc and aimed as the pinnacle of smaller motor craft. A hull in this class is diverse in nature and is the only class to retain surface piercing propellers.
c) Super Standard – Class is defined with specific rules to allow boats to start progressing from a standard class towards the higher classes.
d) Rookies – The second progressive class between super standard and the Sports class, defined with additional modifications to allow continued progressions.
e) Sports – The current highest-class utilising 30hp motors governed by a 555 cubic capacity limit aimed to be the pinnacle class.

2.5 Championship Trophies

(a) R.D.C. Club Championships are open to all competitors who are financial members of the club. The club championships shall be comprised of a series of events as per R.D.C. Committee decision. The class championships shall be the competitor who scores the highest number of points in the series in that class. Drivers who finish in 1st 2nd and 3rd will be awarded that number for the next season providing they compete in the same class.
(b) Championship trophies will be awarded to the 1st place driver and navigator who competes in the final round. 1st 2nd and 3rd Championship place getters will receive a commemorative championship series souvenir item.

2.6 Perpetual Trophies

Perpetual Trophies are awarded to individual competitors. These trophies remain the property of the R.D.C. An Individual trophy will be presented to the Perpetual Trophy winners for their keeping. Perpetual trophies may or may not be awarded each season.

(a) **Dinghy Derby Outright Winners Plaque**
(b) **Ian Williamson Memorial Award** - "In Memory of Ian's fellowship and spirit in crossing the borders from 2005 to 2016"

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(c) **David Dix Memorial Dinghy Derby Encouragement Award -** "Awarded to an individual who embodies the club's spirit of racing and code of conduct".
(d) **Ryan O'Ceipa Memorial Achievement Award** - "Awarded to a racer who embodies the spirit the club and hard luck.
(e) **John Modlinski Life Member Memorial Perpetual Award** -Awarded to the individual who fosters the continued growth and progress of the Dinghy Club through their active participation and support.

2.7 Scrutineering

Scrutineering is carried out to:

(a) Provide safety for all competitors.
(b) To comply with Government Department requirements.
(c) To allow all competitors to compete on an equal basis with other craft in their class.

3. COMPETITOR REQUIREMENTS

3.1 Competitors Age (the minimum age of a competitor is their age as at the date of the event)

(a) Driver – 16 years
(b) Navigator – 14 years

3.2 Licence

(a) All drivers must **hold a current boat license** or interstate equivalent
(b) All Competitors under the age of eighteen (18) must have a parent/guardian sign the indemnity form.

3.3 Class qualification: All new **drivers** MUST race in 15hp, 25hp, 30hp standard or 300cc

(a) To qualify to enter Super Standard, Rookies or Sports Classes, a driver must accumulate qualification points.
(b) A driver and navigator gain ten (10) Qualification points per championship event they race
(c) To race in super standards the driver must accumulate fifty (50) Qualification points from standard class or 300cc
(d) To race in rookies, the driver required to gain an additional fifty (50) points from super standards OR a total of hundred (100) points from a standard class or 300cc
(e) To race in sports, the driver must have accumulated a total of 150 points, i.e. 50 points in either 15hp, 25hp, 30hp standard or 300cc, additional 50 points Super Standard and final 50 points in Rookies
(f) 150 points collected from either standard classes or a combination of standard and super standard may still qualify a driver / navigator for approval to compete in Sports or Rookies at the discretion of the committee.
(g) To race as a navigator in sports you need fifty (50) Qualification points, exemptions may be granted for navigator points subject to minimum of 3 or more practice day attendances, after written email to the RDC at least 8 weeks prior to event (should sufficient practice days be not available it will not be granted until next event practice days). RDC officials will review the navigator's capabilities at the practice sessions
(h) 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 a minimum of 3 practice days to display their capabilities and be subject to the committee representative's decision
(i) Any exemptions to the qualification points system at the discretion of the R.D.C. committee and must be requested in writing at least eight weeks (56) days prior to an event.
(j) Drivers and navigators wishing to return to racing in Supers Standard, Rookies or Sports after more than three (3) year break will be required to attend a minimum of three (or until the satisfaction of committee representatives) R.D.C practice days to assess their capabilities.
(k) Exemptions to the Qualification points should be addressed to the RDC please contact: riverlandinghyclub@hotmail.com
(l) All new drivers in any class must attend an minimum of 3 sanction practices before competing in a creek / river race, i.e. to compete in derby round 2 you must complete 3 practices prior to round 2.

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3.4 Entries

(a) The organiser (R.D.C.) has the right to accept or reject any entry to an event.

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(b) Prior to an event both the driver and navigator must be aware of the competition rules, the specifications, and supplementary regulations of the event.
(c) All events are PRE-ENTRY only. You CAN NOT enter on the day. Nomination forms must be filled out online. Follow the links on the R.D.C. website or Face book. An entry in an event must be received by the closing date and time stated. Only entries received on the official website and accompanied by the correct fee will be accepted.
(d) All events require both driver and navigator to be **Financial Members** of the R.D.C.

(e) Entries close for Dash 4 Cash and Dinghy Derby three (3) weeks prior to the event
(f) Entries close for remaining four (4) Championship Series events two (2) weeks prior to the event.
(g) Late entries must be accompanied by the late entry fee and in consultation with the committee.
(h) Membership and Race Entry fees for participation in each event shall be reviewed and decided upon by the R.D.C. Committee before the first event of the season. Price setting is to be determined after due consideration of income and expenditure to conduct race events.

3.5 Withdrawals

A team that withdraws from an event must notify R.D.C. immediately. Failure to notify of a withdrawal shall result in a penalty in accordance with the following:
(a) Failure to notify withdrawal and no show from an event. Zero Refund.
(b) Failure to pass alcohol breath test. Zero Refund
(c) Failure to pass pre-race scrutineering. Zero Refund
(d) Emergency withdrawal less than twenty-four (24) hours prior to the event must email riverlanddinghyclub@hotmail.com stating your reason for a genuine Emergency withdrawal. Your email will be forwarded to the R.D.C. Committee for consideration after the event and within thirty (30) days for consideration of any refund.

3.6 Race Grid Formation

Boats are gridded to race in the following manner. Should there be insufficient entries in any grid; two or more grids may be started together.

(a) **Dash 4 Cash**
Two lane sprint course random draw
Two heats for all competitors.
To be eligible for a official result competitors must start the final round.

(b) **Dinghy Derby**
Previous year Championship Points and then in the order entries are processed
Pole position is randomised, and 1st is the inside position.

(c) **Circuit Race**
Boats are gridded 3 boats per race in random selection and at least two rounds per entry.
Last chance final consists of 4th, 5th and 6th ranked boats after completion of heats 1 & 2.
Finals are top three boats and the winner of the last chance final, with pole position (inside lane only) awarded to the quickest of the final four.
To be eligible for a official result competitors must start the final round.

(d) **Amazon Sprint**
Finishing order of Circuit and then Championship Points then order new entries are processed
Pole position is randomised, and 1st is the inside position.

(e) **Hunchee**
Finishing order in the Dinghy Derby

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DNF position on course in the Dinghy Derby.
Then Championship Points position then the order new entries as processed.
Starting order -Sports, Rookies, 30hp Super Standards, 30hp Standards, 25hp, 300cc and 15hp.
First leg 1-minute intervals and 2 minutes between classes additional time may be allowed between standards and 300cc boats.
Second return leg is started in the position all boats finish the first leg at 1 minute intervals- due to boats and classes may be mixed.

(f) Enduro

Championship Points positions then order new entries are processed
Race 1, 30hp Standards, 25hp,300cc and 15hp
Race 2, Sports, Rookies and 30hp Super Standards.
Pole position is randomised, and 1st is the inside position.

3.7 Race Day Officials

Official's decisions on the day are final.

(a) **Each event shall have the following officials in addition to club officials:**

- Race Director
- Timekeeper
- Scrutineer
- Starter
- Duty Boat Officials
- Note taker

(b) 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, spectators, and officials.
- The Race Director / note taker 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
- The Race Director may be assisted by a dedicated communications operator.

(c) Scrutineer

- The scrutineer is responsible for ensuring that all boats, engine, and competitors comply with 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.

(d) Starter

- 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.

(e) Timekeeper

- The timekeeper shall be responsible for all aspects of timing an event
- The timekeeper may have assistant timekeepers as required.

(f) Duty Boat Volunteers

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

4. RACE DAY PROCEDURES

4.1 Pre-Race Scrutineering

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(a) All boats must present for pre-race scrutineering at the time and location advertised for each event. Usually a two (2) hour time slot is allowed for pre-race scrutineering. As fields will inevitably grow larger your assistance is sought to arrive early and not leave it to the last minute. Delays in the pre-race scrutineering process put the event at risk of running behind in its scheduled time.
(b) Both Driver and Navigator must be present with all safety equipment listed and displayed in these rules.
(c) Boats must remain on trailers.
(d) Both Driver and Navigator must be present to answer questions and to sign the Riverland Dinghy Club Race Event Indemnity Form.
(e) You are required to **move directly to the boat ramp area** once you have completed the pre-race scrutineering. Please ensure your boat is secured and in the correct position on your trailer after the pre-race scrutineering if you have been asked to move it backwards for cav plate checking.
(f) 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.
(g) Alcohol Breath testing will take place at pre-race scrutineering and randomly at any events. Please refer to **section 5.3** and familiarise yourself with the rules and penalties for failure to pass an Alcohol Breath Test.
(h) Drug Testing will take place at pre-race scrutineering and randomly at any event.
(i) Failure to present before the close of pre-race scrutineering will result in Disqualification.
(j) Pre-Race Scrutineering for all round events will take place at the Dinghy Club clubrooms, Marrara Street Renmark (turn in directly opposite the hospital main entrance) or at another location as advertised prior to the Event.

4.2 RDC Indemnity Form – Third Party indemnity where a participant is under 18 years of age.

Please use this link

4.3 Pre-Race Scrutineering Form

Please use this link

4.4 Competitor's Brief

(a) A Competitors brief will be held prior to all events which ALL competitors must attend. This includes both Driver and Navigators.
(b) Disposable wrist bands will be distributed to all who attend and sign on register may be used. These must be worn throughout the event to indicate you have attended the competitor's brief.
(c) Failure to attend may result in exclusion from the event unless prior approval is granted by event officials.

4.5 Race Starts

(a) Solid Red light indicates grid is open
(b) Yellow light indicates no more than 10 seconds to start
(c) Green light indicates the start of the race
(d) Flashing Red light indicates a false start, and you must re-grid.
(e) Any competitor found guilty by the Race Director of jumping the start shall receive a two (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
(f) Starting grids for all classes shall be limited to a maximum of nine (9) boats. This is subject to change at any time if it is deemed unsafe by the R.D.C. committee
(g) Once a class grid reaches ten (10) the grids will be split equally

4.6 Protest Procedure

(a) Any competitor wishing to protest any breach of competition rules by another competitor must do so within one (1) hour of the completion of the event as recorded in the race director's log. This must also be accompanied by the fee of $100.00.
(b) Competitors are required to provide evidence to support the protest.
(c) Any competitor wishing to protest a breach of class rules by another competitor must do so within one (1) hour of the completion of the event as recorded in the race director's log. This must also be accompanied by the fee of $100.00- by lodging a protest your boat and motor will be inspected if your claim is unfounded.
(d) Protest fees are refundable if a protest is upheld.

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See sample below

Lodgement of Race Protest
Must be lodged within one hour of the event

Name_____Engine Sticker Number_____
(Name of person lodging protest)
Protest lodged against engine sticker Number_____
Race Event_____
Protest lodged on the grounds that_____

_____

_____

_____

(Please provide a description of what occurred, location etc)
Signed_____***(on completion hand this form to the Race Director)***

Lodgement Forms are available from Race Control

4.7 Post Race Scrutineering

(a) **The driver or a nominated representative only shall be present during post-race scrutineering.**
(b) Podium position boats may be subject to scrutineering where Air boxes, Gear boxes and any other parts may be required to be removed for inspection purposes.
(c) **The R.D.C. is NOT obliged to put engines/parts back together.**
(d) Failure to attend post-race scrutineering if required will result in instant DSQ.
(e) If you finish in the first four (4) positions, **you are required** to attend scrutineering.
(f) Fourth (4th) place should always leave engine tagged or taped for 48 hours in case you are informed you may be elevated as a result of initial first (1st) second (2nd) and third (3rd) scrutineering.

4.8 Sweep / Medic Boats

(a) When necessary, a Sweep or Medic boat may be directed on to the racecourse by the Race Director
(b) A Sweep or Medic boat (s) shall be available at each event.
(c) The Sweep or Medic boat (s) may fly a white flag with a red cross and will operate with an orange flashing light.
(d) All competitors MUST give way to any sweep boat or medical boat(s) on the course at all times and assist if directed.

4.9 Delays or Postponements of an Event

(a) Sufficient notice of change of race day timing must be given to all competitors.
(b) The R.D.C. may postpone an event should it be deemed necessary and make a postponement advisable.
(c) Championship event races not conducted due to weather or extraordinary circumstances, and which cannot be held within 14 days, may, be rescheduled to a date no closer than 1 month from the original date by the R.D.C. Committee.
(d) Every endeavour will be made to reschedule but The R.D.C. reserves the right to remove the event from the season calendar.
(e) Existing entries will stand. However, new entries can be lodged.
(f) Notification must be made to all existing entries.

5 Code of Conduct

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The Riverland Dinghy Club's Code of Conduct is in place to guide members from acting in a manner unbecoming of a club member and prejudicial to the interest of the association or in a manner likely to bring the sport into disrepute. A no tolerance policy is in place for anyone who acts in an unsportsmanlike manner or commits a serious moral or sporting offence.

5.1 Member's Code of Conduct.

(a) As a member of the Riverland Dinghy Club (R.D.C.) 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 R.D.C. events being cancelled or suspended.

(b) All participants in R.D.C. events **MUST BE financial members** of the R.D.C. prior to taking part in any scheduled event and membership shall be current for both Driver and Navigator of any entered boat.

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

(d) R.D.C. risk management requires persons undertaking such actions be asked to leave the event location. If that fails event organisers will request Security personnel for assistance and or contact the Police.

(e) As a Member of R.D.C. **you agree that you will abide** by all River Rules as required by Marine and Harbours (DPTI) at all times.

(f) As a Member of R.D.C. 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 R.D.C. member except on 'event days and during event hours' when special exemptions MAY be authorised by DPTI.

(g) As a Member of R.D.C. 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.

(h) As a Member of R.D.C. you agree that you **will not undertake** any 'private practice' or 'reconnaissance' in any Creek or narrow waterway outside of scheduled R.D.C. events at excessive speed unless two (2) or more boats are present and one (1) boat present shall operate as a controlled 'low speed sweep boat (see note below*)' of the Creek or narrow waterway to ensure the creek or narrow waterway is free of other traffic prior to your entry at above planning speeds into the waterway or narrow creek.

*Low Speed is defined as idle or less than 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.

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

(j) Any R.D.C. 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 R.D.C. Committee **WILL** be excluded from participating in future R.D.C. events at the discretion of the Committee.

(k) As a Member of R.D.C. 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 R.D.C. Committee.

(l) As a Member of R.D.C. you give your **unequivocal guarantee** that before participating in R.D.C. 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 R.D.C. event and you further accept that random tests may be carried out by the R.D.C. or their appointed representative

(m) As a Member of the R.D.C. you understand that you will be Breath tested and may be Drug tested and that you **must return a ZERO (0.00%) or negative reading** when you present to pre-race scrutineering.

(n) As a Member of the R.D.C. you understand that you will not consume any alcohol while participating at any event. Failure to comply will result in disqualification from the event.

(o) As a Member of the R.D.C. you give your unequivocal guarantee that you **will adhere to NOT SMOKING or Vaping** in the pit area and or around any boats and fuel supplies at any R.D.C. Events.

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(p) As a Member of the R.D.C. you give your undertaking that you support the club's aims to **protect the environment at all times.** A team or individual who deliberately commits any action that has an adverse effect on the environment shall be penalised as per the discretion of the committee.

(q) As Members of the R.D.C. you give your understanding that **reports confirming any of the above inappropriate areas and or actions,** received by the club via R.D.C. Scrutineering Officials, Marine Safety, Police or Native Parks and Wildlife could result in the R.D.C. committee imposing disqualification penalties on offenders.

(r) As a member of the R.D.C. you accept that you are responsible to render assistance during a race event to any boat whom you come across who has stopped. If they have just had a mechanical issue and or race incident, they are required to wave you on. The FIRST BOAT must stop and the SECOND BOAT must stop if required, if not must report the incident to the next duty boat including the boat number and the nature of incident.

(s) The R.D.C. will not tolerate any verbal or physical abuse of its members or officials. Any driver/navigator or other class of member of the R.D.C. that is found to have verbally or physically abused another driver/navigator, or other class of member of the R.D.C. or member of the public at an Event or Meeting of the R.D.C. will be disqualified immediately from that Event or Meeting and will be asked to leave the venue.

(t) A Driver will be deemed to be responsible for the conduct and behaviour of their crew members. If a crew member is found to have verbally or physically abused a Driver/Navigator, R.D.C. Official, Volunteer or member of the public at an Event and such crew member is not a member of the R.D.C., the above driver will be handed the penalty.

(u) Such behaviour will result in the offender automatically receiving a disqualification from the event. Any Driver/Navigator, member of the R.D.C. deemed to have committed any of the following will be subject to R.D.C. Committee decision Re: Penalty.

5.2 Alcohol Breath Testing

(a) No Driver/Navigator will be permitted to compete in any event whilst under the influence of intoxicants or prohibited substances.

(b) All Driver/Navigators must submit a breath test analysis at or in conjunction with the pre-race scrutineering or at any designated time specified on the program.

(c) R.D.C. may carry out a random breath test on any Driver/Navigator throughout the duration of an event.

(d) Refusal to submit a breath test at the pre-race scrutineering or when requested randomly by an R.D.C. Official will result in automatic disqualification of the Driver and Navigator from the event.

(e) All Drivers and Navigators must record a blood alcohol content of zero (0.00%)

(f) Where the breath analysis equipment shows any alcohol at all is present, the Driver and Navigator cannot compete at the event.

(g) The consumption of alcoholic beverages during the race event and within the Pit area is prohibited. Any Driver/Navigator consuming beverages during the race event and within a Pit area will be immediately removed and prohibited from taking any further part in that event.

(h) A competitor who has been disqualified from an event at any time throughout the year is ineligible for the club Championships.

(i) The decision of either Race Control or R.D.C. Committee on breath testing **is final and cannot be appealed.**

(j) **Failing a Breath Alcohol Test** the following penalties will apply to any Driver Navigator who returns a positive reading.

Penalties for second (2nd) or third (3rd) offence apply to positive readings returned within a 12-month period of the first (1st) positive reading.

(k) **First (1st) Offence BOTH** Driver and or Navigator cannot race

(l) **Second (2nd) Offence – The previous/original offender eg: Driver or Navigator receives a** three (3) race suspension. (The next three races on the R.D.C. Calendar).

(m) **Third (3rd) Offence The previous/original offender e.g.: Driver or Navigator receives** A minimum suspension of twelve (12) months from competing as determined by the R.D.C. Committee

5.3 Drug Testing

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(a) Random drug testing will be carried out at race events.
(b) Testing will be undertaken by an appropriate body, RDC appointed personnel e.g. - Marine and Safety Officers and or their authorized delegated personnel.
(c) Drug use is illegal and as such legal penalties will be applied by the testing body.
(d) **Positive readings will result in immediate disqualification and up to a lifetime ban at the discretion of the Riverland Dinghy Club Committee.**

6. Social Media Policy

Link to Social Media Policy

7. Insurance Recommendation

The Riverland Dinghy Club highly recommends that due to the nature of the sport of dinghy racing that you take out your own Private Health Insurance with appropriate health insurers to cover costs. Ultimately, your own personal insurance arrangements are your responsibility, and you may want to arrange for additional cover such as income and life insurance.
An Ambulance will be called in the event of an accident. The cost of the service is the responsibility of the injured person.

7.1 Medical Assistance Provided at Race Events.

Medical practitioners were first contracted to attend dinghy club race events in late 2017. Since that race, they have been in regular attendance at race events. Along with their attendance a detailed review of sweep boat and closed water marshal boats at race events has been undertaken. The number of these boats on the water at events has been increased significantly and varies from race to race.

The Riverland Dinghy Club views the employment of medical practitioners as mandatory for all race events.

The scope of coverage at events includes providing two staff at events for the provision of medical services to all, this includes:

- 2 x healthcare practitioners with Advanced Resuscitation (including defibrillation) Advanced airway management, advanced drugs including management of severe pain. This will also include the management of patients with suspected spinal/head injuries
- All healthcare equipment to enable rapid response to incidents
- Liaison with local health network including SA Ambulance Service and the closest hospital emergency department. This also includes liaison with the state-wide retrieval service MEDSTAR and registration of each event with SA Ambulance.
- Comprehensive post-event report for organisers where relevant.

8. Competition Rules

8.1 Racing Number Stickers (referred to as Engine numbers eg: B21 or C34)

(a) 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.
(b) This number must be displayed on both sides of the engine cowling along with the attached sponsor logos.
(c) Replacement numbers can be purchased from the R.D.C. If you move up one class during the year you will be provided with a new set of stickers. If you choose to drop down a class during the year you will be required to purchase a set of stickers.
(d) Numbers are allocated according to a driver's finishing position in the previous year's championship series for first, second and third spots.
(e) All other numbers are allocated, based on the order of entry and in conjunction with R.D.C. policies.
(f) Please note this number is a driver's number not engine number e.g. A1, A2, and A3. At the commencement of a new Championship Series, where a driver chooses to race in a higher class, they forfeit the Championship Numbers previously awarded. This number will be re allocated except for A1, A2, and A3 etc. This is the ONLY time of the year this will occur.

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8.2 Flags/Lights

(a) Flags will be on display by Duty Boats and at other locations.
(b) All competitors must obey any flag/lights with no exceptions.
(c) Flags/lights are in effect until the next Duty Boat or flag/light point.
(d) Green flag/light – Course ahead is clear
(e) Yellow flag/light – Incident ahead, proceed with caution at a reduced speed.
(f) White flag with Red Cross – Rescue/Recovery boat ahead - proceed with extreme caution at a greatly reduced speed. Racers are required to follow the direction of the sweep boat driver and only pass if directed to do so with caution. Racers are required to acknowledge that the club's sweep boats may enter the racecourse flying the white flag with red cross and or orange flashing light. They are required to provide the same courtesy they would to an Ambulance approaching with flashing lights and to slow down and move over where possible to provide an access path for the medical boat. They are not required to stop in this instance.
(g) Red flag – Stop immediately and await further instructions.
(h) 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 or returned to the start line.
- Or if the race will be called at certain previous point's i.e. last timing point past to determine a winner.

8.3 Closed Water Section

The Riverland Dinghy Club may and can apply for total water restrictions for the running of its race events.

(a) All creeks as well as 100 mtrs upstream and downstream of all creek entries and exits used during an event will be under closed water conditions during events.
(b) The Start/Finish area will be under closed water conditions (**if not a total closed water restriction** there may be in place a 4-knot passing lane for the duration of an event).
(c) When applicable the main river section from the Renmark Club to the Deadwood will be under closed water conditions (**if not a total closed water restriction) there** may be in place a 4-knot passing lane.

8.4 Open Water Section

(a) All main river sections except those advised during Competitors Brief are considered open water sections.
(b) Members of the public may be using these sections during events.
(c) All normal river rules must be observed in these sections.

8.5 General

(a) Competitors must complete the correct course/required laps in the correct order to obtain a finishing position.
(b) Competitors must follow the marked course through the Deadwood with no shortcuts.
(c) 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.
(d) All entrants shall finish the race under their own power.

8.6 Penalties

(a) RDC has instigated the setting up of an Independent Disciplinary Appeals Tribunal (IDAT). IDAT primary focus will remove the need for committee and executive committee to deal with issues arising from penalties and code of conduct breaches. IDAT will provide equity for all acting as the final decision maker as an extension of the rules.

(b) Any competitor in breach of class regulations or competition rules may 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

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R.D.C. committee or IDAT.

(c) 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) as a minimum.

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

(e) Drivers entering the 4-knot passing lane will be DSQ unless the RDC deems it was necessary to avoid and incident.

(f) Failure to attend competitors brief may result in exclusion from the event. Disposable wrist bands will be distributed and must be worn throughout the event to indicate you have attended the competitor's brief. If there is a sign in register this must be used.

(g) For events such as Dash 4 Cash or Circuit, turn marker infringements will incur the following penalties at a minimum

- Pass on the wrong side of a turn marker – 10 (ten) seconds per marker
- Hit a marker with no advantage gained – no penalty
- Crossing centre line – two (2) minutes. (Dash 4 Cash)

(h) 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 five (5) minute penalty or DSQ and possible exclusion from another event.

(i) 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.

(j) In the case of the Dash 4 Cash all boats must move in convoy following an RDC official and utilise the portable 'all round white mast light' supplied by R.D.C.

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

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

(m) Entrants who receive assistance from any person 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.

(n) Exception – Is it is ok to use basic tools to restart boats or strapping or tape from another competitor or spectator to restart items such as engine, or to secure engine cover or to make safe.

(o) At events such as Dash 4 Cash & Circuit race you may change and adjust Props and engine tuning and pin height (standard class) between heats (these parts must be bought with you to the race and kept in the pit area). All items must be declared on the day on the pre race form. All fuel for these events must be carried in the boat.

(p) FIRE EXTINGUISHERS MUST REMAIN IN THE BOAT AS PER PRE RACE CHECK. AND MUST RETURN with the boat at the end of the race.

(q) Due to safety all boats must finish with an engine cover in place or DSQ will apply.

(r) Entrants found to have disobeyed the directions of a duty boat flag or repeated instructions from Duty Boats will receive a penalty at the discretion of the race director or committee.

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(s) 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 at the discretion of the committee. An incident is defined as any boat whom you come across who has stopped. If they have just had a mechanical issue or minor racing mishap, they are

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required to wave you on. The first boat must stop and the second boats must stop if required if not must report the incident to the next duty boat including the boat number and the nature of incident.

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

(u) Competitors are required to keep helmets and life jackets on during events until moored. Failure to do so and or repeated breaches may result in penalties.

(v) Competitors must not leave the event area once at the event, to test or tune motors as this is a breach of our aquatic licence and may result in penalties.

9. Competition Engine Rules & Specifications

9.1 Transponders all classes

(a) Each transponder has its own unique identifying number. This number is allocated against the boat number (eg A5) driver and navigator, are entered into the club's timing system. Transponders are allocated to individual boats. They **cannot be swapped or exchanged** between boats.

(b) Transponders are compulsory in all classes.

(c) Transponders can only be purchased from the R.D.C.

(d) Transponders must be mounted adjacent to the gear selector on the tiller brace as pictured.

9.2 Engine Straps all classes

(a) A strap which connects in the middle by some means (temporarily is acceptable) is mandatory for all events. (Commenced 2017)

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(b) This style of strap with a permanent middle connection will be mandatory or an equivalent style.
(c) All drivers must wear the new Velcro kill switch strap which will be available from the R.D.C

9.3 Cavitation Plate (all classes except 300cc)

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

9.4 Engine Timing all classes

(a) This method is to be used for all Standard and Super Standard classes.
(b) Timing must be set at +/- 1 deg. of factory specifications for make and model after ensuring top dead centre indicator is in correct position using method used in photos, eg 30 Yamaha 25 deg. +/- 1 deg.

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(c) **Other models as per manufactures spec plus or minus 1 degree**

9.5 Safety Equipment all classes

Bracing swivel bracket and tiller arm is permitted for safety

Only one (1) engine permitted

(a) All boats must comply with Marine safety registration and safety requirements
(b) Anchor is required to be carried whilst practicing and racing.
(c) All boats must carry a minimum of three (3) metres of tow rope which must be attached.
(d) All competitors must wear Australian Standard approved FULL FACE helmet.
(e) All competitors must wear Australian Standard approved "Personal Floatation Device life vest/jacket suitable to their size and weight.
(f) All competitors must wear enclosed footwear.
(g) All drivers must produce their boat licence at the commencement of each season or their first race of the year.

10 15hp, 25hp, 30hp Standard

10.1 HULL

(a) MUST be a common mass produced Australian 'dinghy' manufacturer brand .
(b) Aluminium construction only.
(c) Can be strengthened for safety.
(d) Custom seat(s) permitted front seat may be removed.
(e) Bow must remain enclosed with sufficient floatation
(f) Boat must be fitted with sufficient floatation
(g) Can be fitted with a central mounted keel
(h) Sides of Hull may be lowered or replaced

10.2 ENGINE

(a) Engine must be aspirated (no forced induction permitted)
(b) Engine must be rated at 30hp, 25hp and 15hp respectively for each standard class.
(c) 15 hp and 25hp must not exceed two cylinders
(d) 30hp maximum cubic capacity of 555cc
(e) Engine cowling **must** have at least two secondary catches or latches fitted.
(f) Engine must be fitted with a Kill Switch in full working order.
(g) All exhaust must exit via factory gearbox/mid-section/passages
(h) No factory parts can be removed except,

- Shallow water drive set up
- Spark plug boots may be replaced with aftermarket boot (lead and coil pack must remain original for make and model)
- Original engine tell tail may be redirected from factory outlet position.
- Plastic shroud covering power head bolts may be removed.

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(i) Engines must be in their' badged' true form The 2 cylinder 15HP, 25HP models can race in their true 25hp and 15hp configuration as per factory specs.
(j) Engine MUST retain all original engine manufacturer's specifications and parts with the exception of those listed in **section 10.2 (h).**
(k) NO polishing of ports or die grinder blending or machining of engine parts permitted. (Exception: Bores can be machined or honed for repair purposes only)
(l) Pistons – oversize limit OPEN but MUST be Genuine engine manufacturer's parts (i.e. NO Wiseco or other aftermarket brand)
(m) Engines can be jetted for tuning purposes (larger only) eg Yamaha 30D, 0.99 or larger jets must be used. R.D.C. has a measured spigot (complies with Yamaha specs for minimum. .99 jet) which will be used to check jet size.
(n) NO nose cones permitted
(o) NO stabiliser fins permitted on cavitation plate
(p) Timing must remain as the manufacturer's specifications – eg Yamaha 30D outboards specifications are 25 deg BTDC +/- 1 deg.
(q) Trim pin height is open.
(r) Aftermarket fuel pumps are NOT permitted.
(s) Standard Spark Plugs for make and model must be used
(t) Skegs may be welded for repair but must remain standard shape and thickness (no sharpening or shaping)

10.3 PROPELLER

(a) Aluminium through hub exhaust ONLY
(b) MUST be of Engine manufacturer's specifications for make and model of engine or aftermarket equivalent (eg: Solas)
(c) Re-bushing of propeller for repairs only
(d) Modification of propeller permitted.

10.4 FUEL

- Service Station Pump fuel only, Premium or Unleaded (AVGAS not permitted and or additives)

11. 300cc

11.1 HULL

(a) Open in design and construction material
(b) Can be strengthened and modified for safety
(c) Must be fitted with sufficient floatation
(d) Engine trimming/jacking devices permitted

11.2 ENGINE

(a) Engine can be modified internally eg: porting, head shaving, pistons, electrics (i.e. rev limiter disconnected)
(b) Engine cowling **must** have at least two secondary catches or latches fitted.
(c) Engine must not exceed 300cc
(d) Parts must be 'manufacturers specified' for engine make and model or aftermarket equivalent
(e) Nose cones permitted
(f) Stabiliser fins on cavitation plate permitted
(g) Low water pick-up permitted for surface piercing propeller
(h) Fuel line from fuel tank to fuel pump is open to modification.
(i) Standard manufacturer's gaskets only
(j) Spark plug boots may be replaced with aftermarket boot (lead and coil pack must remain original for make and model)

11.3 PROPELLER

(a) Over hub exhaust/surface piercing permitted
(b) Propeller material open eg: stainless, brass, composite, aluminium
(c) Propeller modifications permitted

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11.4 FUEL

- Any fuel openly available to the general public

12. 30HP Super Standard

12.1 HULL

(a) MUST be a common mass produced Australian 'dinghy' manufacturer brand
(b) Aluminium construction only
(c) Can be strengthened for safety
(d) Custom seat(s) permitted front seat may be removed
(e) Bow must remain enclosed with sufficient floatation
(f) Boat must be fitted with sufficient floatation
(g) Can be fitted with a central mounted keel
(h) Sides of Hull may be lowered or replaced
(i) Chines can be modified
(j) Engine trimming devices may be fitted

12.2 ENGINE

(a) Maximum cubic capacity of 555cc
(b) Engine must be rated up to 30hp.
(c) No factory parts can be removed except:
  - Shallow water drive set up
  - Original fuel fitting from tank to factory fuel filter
  - Spark plug boots may be replaced with aftermarket boot (lead and coil pack must remain original for make and model)
  - Plastic shroud covering power head bolts may be removed.

(d) Rev Limiter may be disconnected.
(e) Aftermarket fuel pumps are NOT permitted.
(f) Engine cowling **must** have at least two secondary catches or latches fitted.
(g) Original water tell tail may be redirected from factory outlet position
(h) Yamaha 30D outboards may use 'pre-2009' carburettors on 2009 to current motors.
(i) Yamaha 30D outboards may use standard .99 or 1.02 main jets in either style carburettors. R.D.C. has a measured spigot (complies with Yamaha specs for minimum .99 jet) which will be used to check jet size.
(j) All other jets must remain standard in any motor.
(k) Must not be able to start in gear.
(l) Timing must remain as the manufacturer's specifications – eg Yamaha 30D outboards specifications are 25 deg BTDC +/- 1 deg.
  I. NO polishing of ports or die grinder blending of engine block casing or other parts permitted.
  II. (Exception): Bores can be machined or honed for repair purposes only.
(m) Head – No machining of heads allowed.
(n) Pistons – oversize limit OPEN but MUST BE Genuine engine manufacturer's parts for your make and model (ie: NO Wiseco or other aftermarket brand).
(o) NO nose cones permitted.
(p) NO stabiliser fins permitted or cavitation plate.
(q) Must not be able to start in gear.
(r) Aftermarket fuel pumps are NOT permitted.
(s) Standard Spark Plugs for make and model must be used.
(t) Skegs may be welded for repair but must remain standard shape and thickness (no sharpening or shaping).
(u) Reeds may be replaced with aftermarket single stage reeds but must be for make and model of engines, Reed stops must be retained to and set to factory measurements.

12.3 PROPELLER

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- Any through hub propeller may be used for make and model, open to modification.

12.4 FUEL

- Service Station Pump fuel only, Premium or Unleaded (AVGAS not permitted and or additives)

13. ROOKIES

13.1 HULL

(a) MUST be a common mass produced Australian 'dinghy' manufacturer brand
(b) Aluminium construction only
(c) Can be strengthened for safety
(d) Custom seat(s) permitted front seat may be removed
(e) Bow must remain enclosed with sufficient floatation
(f) Boat must be fitted with sufficient floatation
(g) Can be fitted with a central mounted keel
(h) Sides of Hull may be lowered or replaced
(i) Chines can be modified
(j) Engine trimming devices may be fitted

13.2 ENGINE

(a) Engine must be naturally aspirated (no forced induction permitted)
(b) 30hp maximum cubic capacity of 555cc
(c) Engine must be rated up to 30hp.
(d) No factory parts can be removed except

- Shallow water drive set up
- Original fuel fitting from tank to factory fuel filter
- Air box and foam around pull cord
- Neutral throttle stop linkage
- Spark plug boots may be replaced with aftermarket boot (lead and coil pack must remain original for make and model)
- Plastic shroud covering power head bolts may be removed.

(e) Original water tell tail may be redirected from factory outlet position
(f) Engine cowling **must** have at least two secondary catches or latches fitted.
(g) Engine MUST retain all other original engine manufacturer's specifications and parts with the exception of those listed in **section 13.2 (d).**
(h) Original Engine's Carburettor, Reeds, Pistons, Ports, Head, Exhaust, Flywheel, Electrics, Choke Butterflies, Gear box and MUST BE TRUE to original manufacturers specifications for make / model and remain fitted to the engine.
(i) Reeds may be replaced but must be for make and model of engines, Reed stops may be removed or altered
(j) Rev Limiter may be disconnected.
(k) Yamaha outboards may use 'pre 2009? Carburettors on 2009 to current motors.
(l) NO polishing of ports or die grinder blending of engine block casing or other parts permitted. (Exemption): Bores can be honed for repair purposes only
(m) Pistons – oversize limit OPEN but MUST BE Genuine engine manufacturer's parts for make and model (ie: NO Wiseco or other aftermarket brand)
(n) Engines can be jetted for tuning purposes
(o) Heads may be machined in thickness but no modifying of Combustion chamber surface area.
(p) Standard Exhaust Tuner must be used but may be modified.
(q) Free Rev in neutral is allow
(r) Must not be able to start in gear.
(s) NO nose cones permitted
(t) NO stabiliser fins permitted on cavitation plate

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(u) Flywheel may be lighted
(v) Trumpets are not permitted
(w) Aftermarket fuel pumps are NOT permitted.
(x) Standard manufacturer's gaskets only
(y) Skegs may be welded for repair but must remain standard shape and thickness (no sharpening or shaping)
(z) Standard Spark Plugs for make and model must be used but may be shimmed

13.3 Propeller

- Any through hub propeller may be used for make and model, open to modification.

13.4 Fuel

(a) Service Station Pump fuel only, Premium or Unleaded (AVGAS not permitted and or additives)

14. 30hp SPORTS

14.1 Hull

(a) Open in design and construction material
(b) Can be strengthened and modified for safety
(c) Custom seat(s) permitted front seat may be removed
(d) Sufficient alternative floatation must be fitted to hull
(e) Bow must remain enclosed with sufficient floatation
(f) Boat must be fitted with sufficient floatation
(g) Engine trimming devices permitted
(h) Central keel and/or turning fins permitted
(i) Sides of Hull may be lowered or replaced
(j) Chines can be modified and turning fins may be added

14.2 Engine

(a) Engine must be naturally aspirated (no forced induction permitted)
(b) 30hp maximum cubic capacity of 555cc
(c) Engine must be rated up to 30hp.
(d) No factory parts can be removed except
    - Shallow water drive set up
    - Original fuel fitting from tank to factory fuel filter
    - Air box and foam around pull cord
    - Neutral throttle stop linkage
    - Pull cord assembly.
    - Spark plug boots may be replaced with aftermarket boot (lead and coil pack must remain original for make and model)
    - Head and head water jacket

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- Plastic shroud covering power head bolts may be removed.

(e) Engine must be naturally aspirated (forced induction not permitted)

(f) Engines which are not fuel injection from factory are not permitted to use fuel injection.

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

(b) Original Engine's parts MUST BE USED and be original 'manufacturer's specified' for engine make and model but can be modified.

(c) Engine cowling **must** have at least two secondary catches or latches fitted.

(d) Trumpets on carbies are allowed.

(e) Fasteners may be replaced

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

(g) Nose cones permitted

(h) Stabiliser fins on cavitations' plate permitted

(i) 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

(j) Gear box may be fitted with either

- one exhaust holes on either side of gear box above cav plate with a maximum diameter of 35mm
- an opening equivalent 4752 mm squared

(k) Fuel line, fuel tank and fuel pump is open to modification or replacement

(l) Alternative head gaskets may be used e.g. copper head gasket and or o-rings

14.3 PROPELLER

(a) Aluminium, Stainless Steel, Brass or Composite through hub exhaust ONLY

(b) Propeller modifications permitted

(c) Re-bushing of propellers permitted

14.4 Fuel

- Any unleaded fuel openly available to the general public.

15. Insurance

(a) Each competitor in an event shall be covered by R.D.C.'s Public Liability Insurance. Each Volunteer at an event shall be covered by R.D.C. .INSURANCE

(b) It is strongly recommended that competitors give consideration to taking out weekly benefits insurance.

16. Medical Services

(a) Health Care Practitioners will be in attendance from the commencement of the race event through to the last grid finishing.

(b) An Ambulance Transport Service means a Civil or Government or privately owned or operated ambulance service.

(c) An Ambulance Officer would mean a Civil or Government, or private qualified officers

(d) **An Ambulance will be called in the event of an accident. The cost of the service is the responsibility of the injured person.**

17. Amendment of Competition Rules

Any amendment, deletion, addition or change of meaning to any part of the competition Rules must be ratified by a majority of the elected committee members present at a general meeting.

18. Notices

A notice may be served by or on behalf of the Association upon any member as follows:
In person: or Sending it through the post addressed to the member at the members registered address; or By email to the details supplied by the member.

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19. Winding Up

The R.D.C. may be wound up in the manner provided for in the Act as per the club's constitution.
The R.D.C. may be wound up or dissolved only after a resolution passed by a three-quarter majority of the members present and eligible to vote at a meeting called for that purpose.
If upon winding up or the dissolution of the R.D.C. there remains after satisfaction of all its debts and liabilities

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