

SEEDING SYSTEM

Background:

Before the sport benefitted from major technical advancements, such as LiPo cells and brushless motors, there was a natural point of entry to the sport in the form of the “standard” class (27T brushed, sealed can motors). This class offered a very level playing field where the clubman competitor could develop their driving skills without being overly concerned about their deficit in power, if any, to the leading competitor in the class. Top competitors in this class often moved onto the less restricted “modified” class, which was seen as the premier class within the sport. This natural progression meant that the standard class bred fresh competition every year, whilst the modified class tended to feature the same racers at the top end, year on year.

Outline:

The club uses a driver grading system that facilitates the integration of a class system and thus the means to offer awards at the end of the season to drivers of different grades. The structure of the system allows for club, national and international racers all to be graded on the same scale. The system is designed to restore the level playing field for new and novice competitors.

Considerations:

- Driver grades will only be updated once a year except for new drivers (first grading).
- Drivers can be classed into different graded ranging from F5 (low skill) to F1 (high skill).
- Each driver’s grading will be relative to a global standard, and not just a club standard.
- A driver’s championship qualifying results and relative championship qualifying results over a set period of time will determine their grading for the following year.
- Drivers of the same grade will be grouped together for the purposes of running qualifying heats at events. When there are not enough competitors of the same grade to fill a heat, the remaining vacant positions in that heat may be occupied by drivers of the next sequential grade.
- Drivers, whom compete in more than one class, may use their highest grading from any 1/10th off-road class.
- Additional technical regulations (e.g. motor restrictions) will be placed on drivers in the F4 and F5 categories. This regulation is implemented to assist drivers in the development of their driving skills which can often be hindered by the installation of equipment/motors that are too powerful.
- Only F5 and F4 drivers will be eligible for an end of season award “Best Clubman” award and/or 1st, 2nd and 3rd Clubman awards.
- The race director on a particular day’s racing, at their discretion, may temporarily re-grade a driver upwards only on the grading system. This facility will allow high skill drivers, whom have been competing in other categories and thus have no grading for 1/10 off-road, to return to category and not fall into the F4 and F5 restricted class.
- Only F1 and F2 may be downgraded. If a competitor fails to maintain their qualification criteria for the F1 or F2 grading, they may be downgraded one grading per year. In the case of where a driver is using their world championship result to determine their ranking, downgrading will be implemented after two years.

Method:

Guidelines for qualification to grades:

F5 NOVICE/NEWCOMER

Novice drivers, newcomers, must have less than one full outdoor seasons experience*** competing in any radio controlled car category.

Drivers who have never won any award, at club championship, national or international level.

Must use a 10.5 brushless/19T brushed motor or greater only.

F4 CLUBMAN

More than one full outdoor season's experience***

Drivers who have never been classified as F1, F2 or F3 in the category.

Must use a 10.5 brushless/19T brushed motor or greater only.

*** One full outdoor season's experience is based on a driver's regular attendance at weekly racing or the completion of the minimum amount of counting rounds of their club's outdoor championship of the previous year. Should a new/unknown competitor wish to be immediately graded as F4, they must submit a letter from their club (only RCCAOI affiliated clubs) secretary making that request, with confirmation of their regular attendance or participation in club racing. This request is likely to only occur when we have more than one F4 and F5 amalgamated heat.

F3 MODIFIED CLUBMAN

Known, but ungraded drivers requesting to be temporarily graded based on their skill level in other categories, such as 1/8th I.C., at race directors discretion.

OR

All drivers with at least one full outdoor season's experience, who wish to run with an unrestricted motor, and who fail to achieve a fastest qualifying time within **4%** of the lead F2 driver's fastest qualifying time on all of the minimum amount of counting rounds of the previous year's RCCAOI national championship+++.

+++ Example: In a national championship of 10 rounds with 6 to count, an F3 driver wishing to progress to F2, will have to achieve personal fastest qualifying times within **4%** of the leading F2 driver's corresponding times on at least 6 occasions within the championship to do so. In a case where the championship is only 1 round, with 1 round to count, only the results from that round will count.

F2 MODIFIED EXPERT

Winner of the RCCAOI national championship from the previous year.

OR

Winner of a RCCAOI national round since the start of the previous season.

OR

Drivers with fastest qualifying times within **4%** of the lead F2 driver's times in all of the minimum amount of counting rounds of the previous year's RCCAOI championship.

Drivers positioned between 51 and 100 in the final classification of the most recent running European or World championship event for the 1/10th off-road category.

F1 MODIFIED PRO

Drivers classified in between 1 and 50 in the most recent European or World championship events for the 1/10th off-road category. This grading must be approved by the RCCAOI 1/10th offroad representative to ensure that the driver qualified at a Euros/Worlds event that was not subject to any special circumstances such as the World Championships in South Africa in 2009 which attracted a very small entry and few international competitors. In this case, no driver would have been permitted to use this event as a qualifier for upgrading to F1 on the bases that the event was not of the usual standard and a high overall finish was too easy to achieve.

Examples:

The following are examples of drivers in each grading:

- F5 New driver, new to the sport, with little or no experience, using a 10.5 brushless motor or greater.
- F4 Clubman driver, with over 1 years experience, using a 10.5 motor or greater.
- F3 Clubman driver, with over 1 years experience, unrestricted motor
- F2 RCCAOI c'ship/round winner + drivers who qualify within **4%**, Top 100 Euros/worlds finalist.
- F1 Top 50 Worlds/Euros finalist