



BDR Race Information

General Rules and Conditions

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1 Welcome

Welcome to the sport of off-road model car racing. We hope you will have a long and enjoyable association BDR (Brisbane Dirt Racing Inc).

Present members will be happy to assist you with any problems you may have with your car so please ask if you are having trouble. The following is compiled to assist you in knowing what is expected of you as a member of BDR. It is also here to help you enjoy this most thrilling of all radio control sports.

2 Members Responsibilities

Members are expected to assist with maintenance of the complex. Notice of working bees will given and all members are expected to attend.

Experienced members are asked to assist the newer members if they are experiencing trouble. Remember we were all beginners at some stage.

Members are expected to display GOOD SPORTSMANSHIP at all times. Bad behaviour will not be tolerated. Remember your behaviour is on display to members of the public and we wish to display a good image to prospective members. Please see the Code of Conduct in this document.

If everybody abides by these principles then we can all enjoy our chosen sport.

3 Safety

Safety is of paramount concern at BDR, not only for the drivers but importantly for the general public. Drivers must be aware of the general public and make sure that no member of the public is at risk during racing. This includes activities in the pits.

3.1 Footwear

Closed toe shoes must be worn by everyone within the official race area ie: track and surround, pits, officials area, etc. Under no circumstances will sandals, thongs etc. be allowed.

3.2 Marshalling

1. Marshals and pit crew must not run when performing their duties.
2. Marshals will only marshal a car when they are in no danger. **Marshals are not expected to put themselves at risk** because a car has become stuck or incapacitated.
3. Should a marshal fall on the track the race will be immediately stopped by the Race Director.
4. In order to prevent injury, it is the "marshals" responsibility to ask race officials or committee members the correct method to marshal. BDR highly recommends that all new drivers (or those returning to racing from an extended break) seek assistance on the

correct way to marshal cars before racing begins."

3.3 *Marshalling Age Limit*

Juniors 12 yrs and under and NOT allowed to marshal nitro races.

Juniors 12 yrs and under are allowed to marshal for electric classes with the direct supervision of their parent/guardian (who will take responsibility for their safety). Juniors are not obliged to marshal and should only attempt this if confident. Any Junior marshalling must have their parent/guardian seek permission from the Race Director.

3.4 *“Runaways”*

Should a Marshal experience a 'Runaway' car the preferred methods of dealing with it are :-

A. Push the car firmly on the grass. Remove the air cleaner and place finger firmly over the carburettor inlet.

or

B. Blocking the flywheel with your shoe or boot.

These have proved to be the most effective methods of dealing with a 'Runaway' and provides the most protection for car and Marshal.

4 Race Day Organisation

4.1 *Registration*

All drivers must arrive at the circuit and be nominated for the days racing prior to the official close of registration.

A late fee may be imposed on members who nominate late. The imposing of the late fee will be at the discretion of the Race Director. If you are going to be late owing to business or family commitments you can nominate by arranging with someone to nominate for you. This will avoid the late fee. This is not intended to give members a licence to come late. Abuse of the privilege will invoke the late fee. Your co-operation in this matter would be appreciated as it causes great inconvenience to the programming of the Alycat.

4.2 *Pre-Race Practice*

Practice procedure will be controlled by the Race Director. During practice drivers must use the club frequency board. No radio must be turned on during practice unless the driver has checked the frequency board to be sure his frequency is not in use. The frequency is in use if the “peg” associated with the frequency is NOT on the frequency board.

If the frequency is not in use they are to take the corresponding peg from the board and attach it to their radio.

The tag must be removed after switching the radio off on leaving the track.

4.3 *Driver's Meeting*

A driver's meeting is held by the Race Director prior to commencement of racing. The

Race Director will explain any local rules and introduce new drivers to the members. The Race Director will also explain the classes racing on the day and any combinations of classes, the race format, and class race order.

The BDR Committee takes this opportunity to update members and guests as to news of what is happening at BDR.

4.4 Racing Finish

Racing is typically from about 9:15am to 2pm, although it may extend longer depending on the number of entries. The Race Director may conclude racing for the day at any time (typically due to rain, light, or a safety aspect) at which time points accumulated will count towards the day's results

4.5 Race Format

Two formats of racing are generally used at BDR - “**rounds**” and “**finals**”.

An important aspect to note is that BDR uses the Alycat race running and scoring system, as such we used the “standard” options – as determined by the Race Director.

4.5.1 Rounds Format

Rounds is the more generally run format at BDR. It comprises 5 races for each class.

The overall result for each class is determined by taking the best 3 of 5 race results and combining them. In the event of a tie the fast time is used to determine the result.

The first race for each class is run as an “IFMAR Called” race, with subsequent races run as “Grid Start”. The starting position for the first race is randomly set by the Race Director, while each subsequent race is determined by the finishing position of the previous race.

4.5.2 Finals Format

4.5.2.1 Qualifying

Qualifying - consists of 3 races for each class. The best (single race result) time of your 3 qualifying races is what determines your finals starting position. Normally, qualifying races are run as “IFMAR Called” races, although grid start races can be used as determined by the Race Director. The starting position for the first race is randomly set by the Race Director, while each subsequent race is determined by the finishing position of the previous race.

Electric classes qualifying races are of 6 minutes duration. Nitro classes qualifying races are of 6 minutes duration.

4.5.2.2 Electric Finals

For electric classes, finals comprise 2 races for each class. All finals races are run as “Grid Start” races with the starting position for both races determined by the qualifying results. The combined results for the two finals races determines the overall position for the day. In the event of a tie the qualifying position is used to determine the result.

Electric classes final races are of 6 minutes duration.

4.5.2.3 Nitro Finals

For nitro classes, Alycat “bump-ups” or “non-bump-up” races format may be used as determined by the Race Director and Committee..

Points are awarded for the finals races only, with tie breaks being decided by qualifying position. B Main finalists can not attain higher points than the lowest A Main finalist.

Nitro classes lower finals group (B, C, D) races are of 6 minutes duration. The A-Main final is of 20 minutes duration (ie refuelling will be required). Finals durations may be amended by the Race Director and Committee and will be advised at the drivers' briefing.

4.6 Conduct During Racing

1. Drivers are expected to show good sportsmanship on and off the track. No bad language will be tolerated.
2. Smoking is not permitted on the Drivers Stand or in the Pit Lane during racing.
3. Drivers are to refrain from leaning forward on the Drivers Stand as this obstructs other drivers view of the circuit.
4. Should a drivers car stop in the middle of the track he must notify other drivers on the Drivers Stand that the track is obstructed.
5. Should a vehicle require marshalling the driver must refrain from using the throttle when the marshal is picking up the car. That is the brake should be applied.
6. Should a driver jump the start (grid start) he will be required to do a stop and go penalty.
7. Any car considered unsafe by the Race Director will be 'Black Flagged' (A car which has been 'Black Flagged' is disqualified from the race.) A car may be considered unsafe if it is suffering radio malfunction or if any part of the car is unattached. Cars will be considered unsafe if tyre wear or loss of a wheel makes the car hard to control.
8. Drivers who 'barge' other cars will be warned only once by the Race Director. A second offence will result in the loss of one lap in that race. A third offence will result in disqualification.
9. Cars being lapped by faster cars are expected to show courtesy to the overtaking driver. Faster and therefore more experienced drivers should be aware that less experienced drivers may not be able to easily make way for them and overtake cautiously.
10. Transmitters are not to be turned on unless actually racing. Transmitters are not to be taken onto the track area unless placing or removing a car from the pit lane.
11. The Race Director may delay the start of a race due to radio interference. Anyone not on his or her assigned frequency may be disqualified from that heat or final.
12. Drivers of subsequent races must not bring their cars into the pit lane or surrounding area until Alycat has signalled that the previous race is concluded and drivers can leave the drivers' stand.
13. Similarly, drivers of subsequent races should not start their cars until Alycat has signalled that the previous race is concluded and drivers can leave the drivers' stand. This is to ensure there is no radio interference or distraction (noise) for racing drivers.

4.7 Use of Transponders

On race days you will be required to have a transponder fitted to your car. BDR has a set of AMBrc Club transponders that drivers are able to use for the day. Alternatively drivers may purchase "personal" AMBrc transponders and advise the Race Director during registration of the identification number for the transponder.

The transponder must be mounted securely in the car and the mounting post must not be able to contact the ground should the car roll over. The transponder should not be mounted over any component of the car and have clear line of sight to the track.

You are required to take all care in looking after BDR Club transponders and may be liable for its replacement.

4.8 Marshalling Duties

1. Marshals are expected to remove cars from barriers, fences and grassed areas.
2. Drivers must marshal the heat after their own. Any driver not marshalling or providing a qualified (replacement) marshal shall lose their fastest qualifying time. A driver using a replacement must advise the Race Director prior to the start of the race in which they should be marshalling.
3. All marshals shall be at their designated point by the end of the 30 seconds to the start warning.
4. Marshals will check the track for misplaced tyres and barriers. Soil and rocks which may cause damage should also be removed from the track surface.
5. Marshals are NOT required to marshal a car who's engine is not idling and the brakes applied (particularly important for nitro cars).
6. Repairs are not to be carried out by marshals, they will only remove the stricken car from the track and convey it to the next marshal. The car must be conveyed from marshal to marshal around the outside of the track. A car will only be conveyed if the marshal is free of his normal duties. **A marshal must show priority to cars which are still racing.**
7. Marshals and pit crew must not run across the track to convey a car to the pits. (Centre Marshals excluded.)
8. Marshals will only marshal a car when they are in no danger. **Marshals are not expected to put themselves at risk** because a car has become stuck or incapacitated.
9. Should a marshal fall on the track the race will be immediately stopped by the Race Director.
10. Marshals must be aware of the general public and make sure that no member of the public is at risk during the race. This includes activities in the pits.

NOTE :- Should a Marshal experience a 'Runaway' car the preferred method of dealing with it should be :-

A/ Push the car firmly on the grass.

B/ Remove the air cleaner and place finger firmly over the carburettor inlet.

This has proved to be the most effective method of dealing with a 'Runaway' and provides the most protection for car and Marshal.

4.9 Pit Crews

1. People acting as Pit Crew must not stand in pit lane or on the track. A pitting car must be lifted off the pit ramp and serviced behind the wall. (When not involved in fuelling or servicing a car, Pit Crew will stand back so as to allow other pit crews access to the pit ramp).
2. Incoming cars have right of way. A car must not be placed back in pit lane in front of an incoming car.
3. Should a member of a Pit Crew step onto the track surface the driver will be penalised one lap.
4. Pit crew are not to marshal a car from on the track, only convey the car around the outside of the track.
5. Pit Crew must convey messages to their drivers quietly.
6. Pit Crew will not yell at Marshals.

5 Rules and Regulations

It is the responsibility of all drivers to check that their vehicle complies with the rules and enter themselves in the correct class. If in doubt please ask the nitro or electric representative, or a committee member.

BDR rules are generally in accordance with ORRCA (for electric) and AARCMCC (for nitro).

5.1 Radio Frequencies

All drivers **MUST** have at least 2 sets of crystals - preferably 3 sets.

The only frequencies to be used are:

27 MHz 29 MHz 40 MHz 2.4 Ghz

“Turn dial” and 2.4Ghz systems are encouraged as they afford simpler setup in Alycat.

Drivers with only one set of crystals may be excluded in the event of unresolvable frequency clashes.

5.2 Race Classes

The following classes of vehicles are run at BDR. Vehicles that do not meet the appropriate class specification may at the determination of the Race Director be disqualified from the Drivers Points score on the day. Breaches must be brought to the attention of the Race Director prior to completion of racing on the day in question. The Race Director's decision is final in terms of what is “legal” for a given class.

5.2.1 1/10th Stock electric (2WD)

This will include both 2WD buggy and 2WD truck configurations with a “stock” motor as per ORRCA rules for “Re-Buildable Stock, 27 turn, Fixed 24 deg, Motors”.

- The use of brushless “stock motors” (17.5 turn), or as determined by the Committee, are permitted
- 7.4v Lipos – hard cased only batteries are permitted.

5.2.2 1/10th Stock electric (4WD)

This will include both 4WD buggy and 4WD truck configurations with a “stock” motor as per ORRCA rules for “Re-Buildable Stock, 27 turn, Fixed 24 deg, Motors”.

- The use of brushless “stock motors” (17.5 turn), or as determined by the Committee, are permitted
- 7.4v Lipos – hard cased only batteries are permitted.

5.2.3 1/10th Open electric

This will include both buggy and truck configurations (2WD or 4WD) with an “open” motor as per ORRCA rules for “Open Modified Motors”

- Brushed Motor - Bearings, # of magnets, timing, springs and brushes are all open.

- Brushless Motors - Sensor or Sensor-less allowed.
- LiPo batteries are permitted with a maximum nominal voltage of 7.4 volts.

5.2.4 1/10th Nitro

As per AARCMCC rules.

Engine capacity 0.15cc.

5.2.5 1/8th Nitro

As per AARCMCC rules.

- Motor limit is .21cc engine (a larger motor may be used if it supplied as part of a RTR with engine package eg 0.28 motors are fitted in some RTRs).
- No performance .28's are to be allowed (even when replacing existing 0.28 motors in RTRs).

5.2.6 Monster Truck

As per AARCMCC rules with the following BDR specific items.

- At least a two speed transmission.
- Motor limit is .32cc engine (a larger motor may be used if it supplied as part of a RTR with engine package).
- Fuel tank fuel capacity not more than 220cc.
- Wheel diameter including tyre should not be less than 5 inches and width not less than 3 inches. Proline MT-sized tyres are slightly undersized, but acceptable given their wide use.
- Fixed centre drive train with no centre differential.
- Traditional truck bodies, monster trucks should look like monster trucks (the likes of “Crowd Pleazer” designs are not be suitable).
- Aerodynamic aides are limited to a rear wings only.
- LiPo/electric “conversions” are permitted with a maximum nominal voltage of 16.8 volts.

5.2.7 Truggies

As per AARCMCC rules.

- Motor limit is .21cc engine (a larger motor may be used if it supplied as part of a RTR with engine package eg 0.28 motors are fitted in some RTRs).
- No performance .28's are to be allowed (even when replacing existing 0.28 motors in RTRs).

5.2.8 Additional Classes

It should be noted that BDR will run additional classes as “specials” if there is sufficient interest (ie greater than 5 drivers wanting to race a particular class) shown on a club race day. This used as a means of growing new classifications and ensuring that established

classifications continue to be supported, particularly leading up to state and national events (when drivers are looking for more competition).

For example, if 5 or more drivers wanted to race ORRCA 2WD Modified then at the Race Director's discretion a separate group in addition to the normal Stock and Open Classes can be raced.

5.2.9 Mixing/Combining of Classes

BDR strives to ensure that all drives have a chance to race on club race days (in at least one class).

Normally the Race Director will aim to have 5 or more drivers in any race group in order to provide sufficient racing competition, sufficient marshalling for the next race, and reduce the overall time of the race meeting (remembering that each additional group extends the race day by up to 1 hour).

To this end, the Race Director may combine classes that have insufficient numbers to warrant a separate group. Typical combinations of classes that are used at BDR are:

- 1/10th Stock electric (2WD) + 1/10th Open electric.
- Any ORRCA electric classes.
- Any electric + 1/10th Nitro (if there is only 1 or 2 Nitro drivers and they are not racing other classes).
- 1/10th Nitro + Monster Trucks
- Monster Trucks + Truggies
- Truggies + 1/8th Nitro

The main limitation is to ensure that the mix of classes do not affect each others race enjoyment, and that there is a low likelihood of damage from one class on another (eg mixing 1/10th Stock Electric and 1/8th Nitro would likely result in significant electric breakages).

5.3 Race related appeals and protests

Appeals or verbal protests regarding any action by a competitor or an official, including lap counting and warnings, must be lodged with the Race Director within 20 minutes of posting of the race results, or the decision concerned.

Should the Race Director's decision be disputed or considered unsatisfactory the person may lodge an official written protest.

Official written protests must be lodged no more than 40 minutes after the completion of the race concerned or the decision concerned and may be handed to the race director or committee person on duty that day. In the event of an official protest, a jury will be formed. This jury will consist of three non-involved members of BDR Committee including the on duty committee member of the day. The jury's decision will be final and resolved within 36 hours and reported back to the parties concerned.

5.3.1 Vehicle classification appeals and protests

Written Appeals or Official Written Protests regarding the classification of vehicles or the running of the Race Meet must be lodged with a BDR Executive Committee Member

within 5 days of the Race Meet. Under exceptional circumstances, the deadline may be extended at the discretion of the BDR Committee.

In the event of an official protest, a jury will be formed. This jury will consist of three non-involved members of BDR Committee including the Race Director of the day. The jury's decision will be final and resolved within 5 days and reported back to the parties concerned.

6 Driver Registration Form

All drivers (even if not joining club) must complete a Membership form each year before commencing racing.

7 Drivers Points Score System

BDR runs two points series per year. Each series will be tallied with worst 3 results dropped. Awards will be presented for 1st, 2nd and 3rd in each valid class. The Committee may make other awards as it deems appropriate.

To be eligible for points allocation a driver must be a financial BDR member during the applicable race series and have raced a minimum of 50% of the race days of the series.

8 Amenities at the Track

Availability of 240 volt power at raceway for drivers is available, but can not be guaranteed.

Soft drinks are occasionally on sale by BDR as a minor fund raising event.

Food is occasionally on sale by BDR as a minor fund raising event.

Bunya Sports Club is located at JDR and provides meals and drinks. (Note: Bunya Sports is a licensed venue and as such has its own conditions of entry.)

9 Membership

BDR encourages all regular drivers to become members of BDR so that we can improve the racing and facilities of the club.

Members from other ORRCA affiliated clubs are welcome to race at BDR.

Non-ORRCA-club members, and guests are also welcome to race as “temporary members”.

9.1 Temporary Membership

Temporary membership for new drivers to the club who would like to race at BDR's facilities. It entitles the person to race on three (3) meetings throughout the calendar year in which the temporary membership is issued. Race fees are as per “visitor rates” and the driver is not entitled to any other full member offers.

Temporary members are NOT eligible for Drivers Points score, although any points accumulated will be considered if the driver becomes a member of BDR.

After three (3) meetings the person must become a FULL member of BDR at the

appropriate fee, otherwise they will NOT BE ALLOWED TO RACE AT BDR.

It should be noted that racing when not a BDR member, BDR Temporary Member, or a full member of another ORRCA affiliated club (proof of membership will be required), may mean that you are NOT covered for Public Liability Insurance and may result in severe financial costs to YOU in the event that you are involved in an incident.

10 Reciprocal Rights

Amongst ORRCA member clubs there is an unwritten agreement that ORRCA members presenting as visitors at another ORRCA club and, who show a current ORRCA Qld. Membership card, will be treated in the same way as members of the club being visited. In particular this relates to race fees at clubs where a premium is charged for non-members.

Some clubs may not adhere to this unwritten agreement but members are encouraged to show their card at nomination time - and ask. Obviously members who cannot show a current membership card will NOT be allowed any benefit.

BDR honours reciprocal rights for any ORRCA that does so for BDR members. Conversely, BDR will not afford reciprocal rights to clubs who do not afford these same rights to our members. (This is reviewed from time to time by the BDR Committee.)

11 Acknowledgements

BDR would like to acknowledge the following organisations for providing source material that has gone to make up this document.

ORRCA – Offroad R/C Association of Qld

AARCMCC – Australian Association of Radio Control Model Car Clubs.

QRCCRA Inc – Queensland Radio Circuit Car Racing Association.

Appendices

1 Registration Time and Late Fees

All drivers must arrive at the circuit and be nominated for the days racing before 8:45 am.

A late fee may be imposed on members who nominate late. The imposing of the late fee will be at the discretion of the Race Director. If you are going to be late owing to business or family commitments you can nominate by arranging with someone to nominate for you. This will avoid the late fee. This is not intended to give members a licence to come late. Abuse of the privilege will invoke the late fee. Your co-operation in this matter would be appreciated as it causes great inconvenience to the programming of the Alycat.

Nominations normally start about 8am.

2 Racing 9:15am - till 2pm approx.

Racing may continue later than 2pm if there are several groups of drivers. The Race Director may conclude racing for the day at any time (typically due to rain, light, or a safety aspect) at which time points accumulated will count towards the day's results

3 Membership fees

Full calendar year (available January to December)

Half calendar year (available Jan to June /July to Dec)

Note: Membership will lapse 1 month after renewal date or after AGM day (which ever is the later).

Full Adult membership 1 year	\$70
Full Adult Membership ½ year	\$40
Full Junior Membership 1 year (Under 17, or attending school)	\$35
Full Junior Membership ½ year	\$20
Family membership (1 Adult + 2 Juniors) 1 year	\$90
Associate membership (1 year only - does not race)	\$25

4 Race and Other Fees

BDR Member (inc Reciprocal Clubs)	\$10 per class
BDR Juniors	\$ 6 per class
Non-Members (limit of 3 events pa)	\$15 per class
Late registration fee	\$ 5 per driver
Key for Track Access (must be a member)	\$15 non-refundable per annum

5 Australian Sports Commission - Ethics in Sport - Code of Behaviour

The Essence of Australian Sport Template Code of Behaviour

This Template Code of Behaviour is intended to be the minimum standard for anyone involved in sport.

- Operate within the rules and spirit of your sport, promoting fair play over winning at any cost.
- Encourage and support opportunities for people to learn appropriate behaviours and skills.
- Support opportunities for participation in all aspects of the sport.
- Treat each person as an individual.
- Display control and courtesy to all involved with the sport.
- Respect the rights and worth of every person regardless of their gender, ability, cultural background or religion.
- Respect the decisions of officials, coaches and administrators in the conduct of the sport.
- Wherever practical, avoid unaccompanied and unobserved one-on-one activity (when in a supervisory capacity or where a power imbalance will exist) with people under the age of 18 years.
- Adopt appropriate and responsible behaviour in all interactions.
- Adopt responsible behaviour in relation to alcohol and other drugs.
- Act with integrity and objectivity, and accept responsibility for your decisions and actions.
- Ensure your decisions and actions contribute to a safe environment.
- Ensure your decisions and actions contribute to a harassment free environment.
- Do not tolerate harmful or abusive behaviours.

Athletes

- Give your best at all times.
- Participate for your own enjoyment and benefit.

Coaches

- Place the safety and welfare of the athletes above all else.
- Help each person (athlete, official etc) reach their potential - respect the talent, developmental stage and goals of each person and compliment and encourage with

positive and supportive feedback.

- Any physical contact with a person should be appropriate to the situation and necessary for the person's skill development.
- Be honest and do not allow your qualifications to be misrepresented.

Officials

- Place the safety and welfare of the athletes above all else.
- Be consistent and impartial when making decisions.
- Address unsporting behaviour and promote respect for all people.

Administrators

- Act honestly, in good faith and in the best interests of the sport as a whole.
- Ensure that any information acquired or advantage gained from the position is not used improperly.
- Conduct your responsibilities with due care, competence and diligence.
- Do not allow prejudice, conflict of interest or bias to affect your objectivity.

Parents

- Encourage children to participate and have fun.
- Focus on the child's effort and performance rather than winning or losing.
- Never ridicule or yell at a child for making a mistake or losing a competition.

Spectators

- Respect the performances and efforts of all people.
- Reject the use of violence in any form, whether it is by spectators, coaches, officials or athletes.