



RADIO CONTROLLED CAR ASSOCIATION OF IRELAND

Handbook

RCCAOI Rulebook 2010

General Rules

- 1.1 A calendar meeting should be held by the RCCAOI at the earliest possible point of the year in order to set dates for the racing season. This may also be done through the RCCAOI's website.
- 1.2 The calendar once set will not be subject to change. In exceptional circumstances change may be made only with the agreement of all clubs and with written consent to such change (e-mail is acceptable) by all clubs represented within the given class or classes affected by the date change. When the date change is made a suitable re-run date should also be forwarded and agreed before the cancellation is allowed. Note that clashes with other dates in foreign calendars will not be deemed as suitable reason for cancellation of an event. It is the host clubs responsibility to forward reason for date cancellation and proposal of the new date.
- 1.3 Host clubs running any RCCAOI event will be responsible for the allocation of all race officials.
- 1.4 Race officials should be as follows, one race director, a minimum of one race controller, a minimum of one scrutineer, a minimum of one and a maximum of three race referees.
- 1.5 Any member of the RCCAOI will be allowed to participate in any RCCAOI National rounds provided that their fees are up to date and they are a member of a club Associated to the RCCAOI.
- 1.6 Membership shall be € 10.00, excluding class fees.
- 1.7 Class Fees €5.00 per class
- 1.8 Entry fee for an RCCAOI sanctioned national championship event shall be € 10.00 or £6.87 (Sterling).
- 1.9 Each driver may only have 1 entry per class.
- 1.10 Section rules take precedent over general rules.
- 1.11 For each class the section chairman shall be responsible for ensuring that suitable measuring devices are available for use at each meeting. In situations where devices are not made available for whatever reason, rules requiring such a measuring device may be waived at the race director's discretion.
- 1.12 Any clubs unable to provide the race officials will be unable to host an RCCAOI National event.
- 1.14 The RCCAOI Committee has the power to delete, amend or change any existing rule(s) or add any new rule(s) to the Rules, to accommodate any changes on legal or fiscal requirements, or change in recognised or legally required safety procedures. This action can take place at any time within the association's year without the need for a EGM or AGM. Any action of this nature will be made known to the membership by notification on the RCCAOI website. Any decision taken must be ratified at the following AGM with a 2/3rds majority.

2.0 Definition of Rolls

- 2.1 Race Controller – Person responsible for operation of timing equipment and general running of the event with regards to timing, lap counting etc.
- 2.2 Race Director – Person responsible for the overall organization and control of the event, regarding any timing interruptions, issuing of penalties etc. the race director will have the final word on the application of penalties and has the power to quash any penalties issued by the referees or scrutineer.
- 2.3 Scrutineer - Person responsible for the technical inspection of cars throughout the race day.
- 2.4 Race Referees – Officials responsible for driving standards, interpretation of the rules. Referees are responsible for watching the days racing and issuing warnings and penalties when required. The referees are responsible for the control of driver behaviour on and off the track.

3.0 The Running of an RCCAOI National Event.

3.1 Booking In – Booking in shall take place the morning of the event, pre-booking is allowed a minimum of 72 hours before the event. It is up to the Race Director's discretion whether to allow drivers arriving after official registration to register.

3.2 The following areas must be clearly defined. Race control, scrutiny and the pit stop area.

3.3 All transmitters should be kept at the scrutinizing point and should only be released for use in the correct heat. If at any time a driver required to check radio operation he / she should ask the permission of the race director to have his transmitter released for testing. (Where this is not possible rule 3.3 may be waived at the race director's discretion).

3.4 At the end of each heat all cars and transmitters should be left into the scrutiny area. All drivers should then marshal the following heat. (Where this is not possible rule 3.3 may be waived at the race director's discretion).

3.5 At no point will there be practice on the track between rounds or between rounds and finals. At the discretion of the race director a driver may use the main straight to test radio or engine/motor problems, any such testing should be restricted such as not to allow the driver to gain practice on the track.

3.6 Scrutiny – Cars should not be realised from the scrutiny area until the scrutineer is satisfied that a car has passed or failed. If at any point the scrutineer is unsure or the use of illegal equipment he / she should be allowed to remove the part at the end of the round in order to fully inspect the part. If a driver refuses to allow the scrutineer to do this car will be deemed to be using illegal equipment and the driver automatically disqualified

3.7 At the end of each qualifying round the race controller should post the end of round positions for all drivers. Where possible the timing of each qualifying heat should also be posted.

3.8 There should be at least one race referee watching each race at all times. The race referee should notify back markers when they are being lapped by race leaders, and issue any penalties they feel necessary. These penalties should be issued in the form of "CAR NUMBER X PENALTY" e.g. "CAR NUMBER 4, 10 SECOND PENALTY FOR CORNER CUTTING" etc.

3.9 In the event of a local "Club" rule being in contradiction to an RCCAOI rule, Agreement must be reached at a 'Team Managers' Meeting before the event takes place and the resulting rule / agreement advised to drivers at the driver briefing.

4.0 'Teams Managers'

4.1 If at any time during the meeting a rule definition is required to be clarified then a 'Team Managers' meeting should be called. This should be made up of the race director; all referees and one representative of each RCCAOI affiliated club represented in the event.

4.2 If at any point in the event the race director or the race referees feel that weather conditions become too severe to continue racing then a 'Team Managers Meeting' (See section 4.1) should be called. If the meeting is abandoned the rules regarding this matter should be applied.(See section 6.5 & 6.6)

4.3 Regardless of the subject matter at a 'Team Managers' meeting the race director will have the casting vote when required to provide a decision.

4.4 At the end of each race event the race director on the day should make a brief report of the days event making record of any penalties issued, and the final results of the meeting. If possible a disk copy of the results of the meeting should be made from the race programme used. The race director should sign the report. This report should then be forwarded to the section chairman responsible for the class of the meeting within 7 days.

4.5 If for some reason a dispute cannot be resolved on a race day, race officials must submit within 24 hours a report to the RCCAOI outlining the unresolved issues.

RULES

5.0 RC Equipment

5.1 Only commercially available RC equipment may be used. In competition, all drivers must have a minimum of three frequencies available.

5.2 Reversed crystals are prohibited.

5.3 No change may be made to the allocated frequency, without the approval of race control. Only changes notified by race control will be official.

5.4 Power supply for the transmitter must not exceed the designed voltage for the transmitter.

5.5 For finals and in the event of crystals clashes, it is the responsibility of the lower qualifier to change crystals as is required.

6.0 Race Procedure & Scoring

6.1 All heats and finals shall consist of no more than 8 cars.

6.2 At the end of each heat cars should be scrutinized at the scrutineers discretion. All cars should be scrutinized at least once during the heats and all cars should be scrutinized at the end of the finals.

6.3 At the end of round 3 or 4 there will be a 30 minute lunch break. To be announced at the driver briefing.

6.4 For all qualifying heats a stagger start system will be used, cars leaving the start at a minimum of one second intervals as directed by race control.

6.5 Each event shall be planned for 4 rounds and 1 leg of finals. A minimum of 3 rounds must be completed before a result can be declared. In the event that it is necessary to abandon the event prior to the end of round 3 the round shall be deemed not to have taken place. The round shall be run again at a later date (if possible).

6.6 In the event of a round been abandoned after the completion of 3 rounds, the result shall be obtained as follows:

If all heats in round 4 in a class are completed, then the final result shall be deemed to be the final positions after round 4.

Any class not completing a full round of heats in round 4, then the result shall be deemed to be the final position after round 3.

If all finals in a class are completed the results will stand as normal. Any class not completing all finals i.e. A, B, C...etc. All results for that class including finals ran, shall be taken from qualifying positions at the end of round 4.

The score will be as follows: -

1st place 100pts, 2nd place 99pts, 3rd 98pts,....etc.

6.7 Best 4 rounds from 6 to count, the championship winner will be the person with the highest number of points. In the event of a tie for any position then the 5th round shall be included. If this still results in a tie then the 6th round shall be included. If this still results in a tie then the best placing shall be used i.e. Most 1st places, 2nd places, etc.

If in the event of a round being cancelled and not re-run, the best 4 from 5 shall count for the purpose of calculating results. If in the event of 2 rounds being cancelled then the best 4 rounds shall count. If less than 4 rounds have been completed then they shall be deemed null and void for that class.

6.8 At the race directors discretion the choice of using FTQ or round by round qualifying may be used. If in the event of round by round is used points will be calculated from the drivers best two rounds, in the event of a tie subsequent best rounds will be counted.

6.9 Only RCCAOI members can race in a national race series.

7.0 Conduct Of Competitors & Race Officials

7.1 Drivers shall at all times practice good manners and sportsmanship. It is understood that on occasion a marshal's attention may need to be drawn to an incident and that also a mechanic may need to be advised as to a problem. If in the opinion of the race officials a driver(s) talking or calling out is interfering with other drivers on the rostrum, then penalties may be issued.

7.2 The use of abusive language or aggressive behaviour will not be tolerated. Consistent abuse of this rule will result in penalties.

7.3 It is the drivers responsibility to ensure that his / her car has the correct numbers properly displayed. No delays will be allowed because of incorrect crystals or numbers and a car with incorrect numbers displayed will not be permitted to start.

7.4 A driver may nominate a competent person to marshal on his behalf, race control should be informed of this prior to the thirty second mark and that driver will be penalized in the event that the stand in marshal incurs penalties for bad marshalling.

7.5 If it is felt that a race official has conducted themselves in an unfair manner, a report must be submitted within 24 hours to the RCCAOI with signatures from at least 50% of the racers and €100.

7.6 Any driver who ignores directions from any of the race official's can be asked to leave the event.

8.0 Penalties

8.1 Failure of scrutiny, this will be represented by use of equipment contrary to any of the specification rules for the given class or failure to comply with any request of the scrutineer regarding the technical inspection of the car, will result in the loss of time for that race, if scrutiny is failed in a final, automatic last place in the relevant final.

8.2 Approaching race control before the posting of results, inquiring or complaining about positions and times, driver may be penalized. Approaching race control on behalf of a driver inquiring or complaining about positions and times, driver may be penalized.

8.3 Leaving the rostrum while the race is still in progress.

8.4 Corner cutting, will be deemed when all 4 wheels of the car leave the track area. It is expected that drivers WILL return to retake the corner. If this is not done and an unfair advantage is gained then penalties will be applied.

8.5 Deliberately impeding faster cars (during heats), and failure to allow lapping cars past.

8.6 Reckless/careless driving.

8.6.1 Reckless, implies a deliberate action with lack of regard to the consequences.

8.6.2 Careless, implies a lack of action which might have prevented a situation, i.e. impeding other cars as you re-enter the race after a crash.

8.6.3 Collisions, a car hitting the car in front. Slippery condition, no breaks, wrong line, or whatever excuse, shall be deemed in breach of this rule.

8.7 A jump start will be deemed to have taken place if the front wheels cross the line before the car should start. In the event of a car jump-start occurring, a 10-second penalty will apply. If in the event that the car crosses the 1M lines during a jump-start. 1 lap will be deducted from that cars time for the race.

8.8 Not leaving the start line when instructed. If a car fails to leave the start line in sequence in accordance with the stagger start system 1 lap will be deducted from that cars time for the race.

8.9 Unfair or careless marshalling may be penalized.

8.10 All penalties should be issued via the race controller and after the race has finished, with the exception jump start penalties which should be issued immediately.

8.11 Any complaints or appeals should be made to the race controller by the driver only, these complaints will then be passed on and dealt with accordingly. Any complaints from mechanics or other persons on their behalf may result in penalties issued against that driver.

8.12 Drivers will be held responsible for any unpartisan like behaviour on the part of their representatives and may be penalized accordingly.

8.13 For all above offences, unless otherwise stated the following penalties will apply:

1st offence Warning.

2nd offence 10 Second penalty.

3rd offence loss of FTD

4th offence Disqualification

Warning: Official warning given by race directors of unsatisfactory behaviour.

10 Second Penalty: 10 Seconds added to the first lap time of your race and recalculated from that point.

Loss of FTD: Loss of your fastest qualifying time of the day for that class.

Disqualification: disqualification from that class for the remaining duration of the event, no points shall be awarded.

NOTE THESE PENALTIES WILL NOT APPLY TO THE SAME OFFENCE I.E. BEING PENALISED ON ANY FOUR SEPARATE OCCASIONS WILL GET YOU DISQUALIFIED. THE RACE DIRECTORS WITHHOLD THE RIGHT TO IGNORE ANY OR ALL ABOVE STAGES OF PENALTIES AND MOVE STRAIGHT TO DISQUALIFICATION IF THEY DEEM THE SEVERITY OF THE OFFENCE REQUIRES THIS ACTION.

8.14 Under extreme and exceptional circumstances drivers behaviour may be referred to the RCCAOI by race officials. This will involve the RCCAOI making a judgement on an appropriate sanction if required.

9.0 Qualification For Worlds & Euros Events

9.1.1 The top ten or number of allocated places for the given event plus 50%(whichever is the greater) finishing drivers in the given class will be offered places as available. In the event that not all places are filled then they will be handed back to EFRA. All drivers competing in European or World championships will be required to pay the first € (on request) per place.

Or

9.1.2 Places for the Worlds and Euros will be offered to the top 10 drivers in each class. In the event of less than 10 places being available then the places will be offered to drivers on the basis of their results of last seasons qualifying. Refusals will be offered to the next driver in line and so on, In the event of all available places still being available, they will be offered to drivers in the previous years championship, whose times in at least 2 of their finals have been within 110% of the average times of the first 4 A-Finalist. I.e. the sum of the average lap times of the first 4 drivers of the A-final divided by 4 and 10% added on.

10.0 Club Remuneration

10.1 Clubs pay an annual fee of €150. Each club keeps 50% of the total race fee for each RCCAOI round hosted by the club.(not required 2009)

11.0 Driver Classification

11.1 Drivers are to be classified into formula in accordance with their previous year's results as follows:-

F1 drivers who have won a notional round in their respective class.

F2 drivers who reached at least 4 A Finals in the previous year in the respective class.

F3 drivers who have competed in the class in the previous year.

F4 drivers who have not competed in the class in the previous year.

Note: - Classes to be modified & standard for electric racing.

11.2 The qualifying heats to be seeded using the current championships positions. For the first round of the championship, last years championship positions are to be used for seeding the heats. A driver who has not raced in the previous season should be given a seeding of rank 99 for the first round of racing.

12.0 **APPENDIX A 1/10TH ELECTRIC OFF ROAD** (see section following)

13.0 **APPENDIX B 1/10TH ELECTRIC TOURING CARS** (see section following)

14.0 **APPENDIX C IC CIRCUIT ON ROAD** (see section following)

1/8TH IC CIRCUIT

1/10TH 200MM IC CIRCUIT

15.0 **APPENDIX D IC OFF ROAD** (see section following)

16.0 **APPENDIX E LARGE SCALE 1/5TH IC** (see section following)

12.0 Appendix A 1/10th Electric Off Road

12.1 Classes

- 12.1.1 2wd Standard – 2 wheel drive (rear) using standard motors as at current defined rule
- 12.1.2 2wd Modified – 2 wheel drive (rear) using modified motors as at current defined rule
- 12.1.3 4wd Standard – 4 wheel drive using standard motors as at current defined rule
- 12.1.4 4wd Modified – 4 wheel drive using modified motors as at current defined rule

12.2 Track Layout

- 12.2.1 The track must be laid out so that there are no hidden areas when viewed from the rostrum.
- 12.2.2 Corner cutting must be discouraged by the placing of barriers of a suitable material which will cause damage to the cars hitting them. Corners are also to be of such construction that they will not trap the car.
- 12.2.3 The minimum track width is to be 2M, the straight will be minimum of 3M wide. The straight will be a minimum of 20M in length.
- 12.2.4 Marshalling points 1 to 8 will be clearly marked around the track. (Where possible all heats and finals should have 8 marshal's, heats may be ran with a minimum of 6 marshal's, who will be spread evenly around the track, at the race directors/referees direction. Finals must have 8 marshal's.) Voluntary marshal's must be capable of the task. Marshal's must ensure that their marshalling point is free from distractions.(e.g. accepting / making phone calls, talking to spectators, eating / drinking etc.) Marshal's MUST NOT work on cars.
- 12.2.5 The start line for the heats shall have a further line marked 1M in front of it for the use in the adjudication if jump-starts.
- 12.2.6 For the finals, a grid shall be laid out in front of two lanes of 2M apart, the gap between each car should be 2M, if straight accommodates (***the full length of the straight should be used for the grid with at least a 1M gap from the back of car 1 to front of car 2 etc.***) Option will be given to the given to the pole position as start lane and cars will be alternated down the grid.
- 12.2.7 For the finals the first corner shall NOT be a hairpin.

12.3 Appearance

- 12.3.1 Cars entered for racing should be reasonable representations of the style of full-sized cars generally accepted as being suitable for rally cross, rallying, trail or desert racing.
- 12.3.2 Any commercially available 1/10th scale body shell may be used.
- 12.3.3 All cars must make suitable arrangements for racing numbers to be displayed facing to the front and one side as directed by race control.
- 12.3.4 No car may be driven without a body shell being securely fitted at all times.
- 12.3.5 When initially entered in a meeting the body must be neatly finished and painted.

12.5 General Construction

- 12.5.1 No car shall be constructed so as to be dangerous or capable of causing damage to other cars, marshal's officials or spectators.
- 12.5.2 The overall width of the front bumper (if fitted) must not exceed the overall width of the front of the car including wheels.
- 12.5.3 The bumper must be constructed of resilient material such plastic or rubber, minimum thickness 2.5mm and edges to be rounded.
- 12.5.4 Gear covers must be securely fixed to the car at all times.
- 12.5.5 Only one drive motor may be used.
- 12.5.6 The use of electronic sensors or devices fitted to wheels/drive or suspension units to enhance performance is strictly prohibited.

12.6 Measurements & Weights

- 12.6.1 Max. Length 460mm(including bumper)
- 12.6.2 Max. Width 250mm
- 12.6.3 Max. Wing Width 220mm
- 12.6.4 Max. Wing Length 80mm
- 12.6.5 Min. Weight 2WD 52oz. Or 1474g
- 12.6.6 Min. Weight 4WD 56oz. Or 1588g

- 12.6.7 Weight applies to cars complete and ready to race, excluding any lap counting equipment.
12.6.8 to be eligible to compete in the 4WD class 2WD cars must race at 1588 grams minimum weight.

12.7 Tyres

12.7.1 Wheels and tyres must conform to the following, no form of metal or plastic spike, tubes or anything similar shall be attached to the tyres. Max. Outside diameter 90mm, any combination of commercially available tyres and wheels may be used. No tyre additive may be used.

12.8 Standard Motors

- 12.8.1 The RRP limit shall be matched to the current BRCA limit in pounds sterling. At present standard motors will have a maximum price of £29 (or euro equivalent)
12.8.2 A stock 540-size motor with permanently fixed timing end bell must be used.
12.8.3 A 27-turn wind using a maximum of 22-gauge wire. An error factor of +/- 1 turns on 2 of 3 poles only.
12.8.4 The overall maximum dimensions of the can, excluding bearing housing and shaft be 36mm diameter, 55mm length. Production tolerances are allowed on all dimensions.
12.8.5 Any 'open able' standard motor must have manufacturers stamp-specifying 27mm turn on the armature.
12.8.6 No modifications of the motor are allowed i.e. re-timing, re-balancing, epoxying or ball bearings.
12.8.7 No other magnets or magnetic field enhancing devices may be attached to the motor.
12.8.8 Capacitors must not be soldered to the can tabs
12.8.9 Motors with defaced labels will only be allowed at the race director's discretion.
12.8.10 Standard motors may be opened and unwound, if a written protest is submitted along with the current BRCA limit pounds sterling or euro equivalent and signed by 3 competitors from the standard class in question.

12.9 Modified Motors

- 12.9.1 Any 540 size EFRA approved motor with a maximum RRP as set by the current BRCA price limit. At present modified motors will have a maximum price limit of £58 (or euro equivalent). There is no limit on the turns for modified motors.
12.9.2 Rare earth magnets are not allowed.

12.10 Batteries

- 12.10.1 Drive batteries must conform to the following; Drive batteries must conform to the following; the cars will be driven by a maximum of six rechargeable batteries. Only Sub C sized cells are approved. The size of the individual cell is 23mm in diameter and 43mm in length. The nominal voltage rated as 1.2 volts. All cells must have their manufacturers heat-shrink substantially intact.
12.10.2 Batteries may not be changed during a race.
12.10.3 Only rechargeable cells approved by EFRA are allowed.
12.10.4 Batteries will have a maximum price of £61.00 (or euro equivalent).

12.12 Points & Scoring

12.12.1 Points shall be awarded for qualifying and final results, the result for that event shall be deemed to be the total score of the final and the qualifying points.

12.13 Qualification For Worlds & Euros Events

12.13.1 In the event that not all places are filled places will be offered to the top ten or number of allocated places plus 50% of the allocated places (whichever is the greater) drivers in the opposite modified class, unless they already have a place. I.e. 2WD places will be offered to the top appropriate number of 2WD mod. Drivers by order of merit. If in the event that all places are not filled then the places will be offered to the top appropriate number of drivers in the 4WD mod. Class, if they do not have one.

13.0 Appendix B 190mm Electric Touring Cars

13.1 Classes

13.1.1 Touring Cars –4- wheel drive touring cars.

13.2 Track Layout

13.2.1 The track must be laid out so that there are no hidden areas when viewed from the rostrum.

13.2.2 Corner cutting must be discouraged by the placing of barriers of a suitable material which will cause damage to the cars hitting them. Corners are also to be of such construction that they will not trap the car.

13.2.3 The minimum track width is to be 2M, the straight will be minimum of 3M wide. The straight will be a minimum of 10M in length.

13.2.4 Marshalling points 1 to 8 will be clearly marked around the track. (Where possible all heats and finals should have 8 marshal's, heats may be ran with a minimum of 6 marshal's, who will be spread evenly around the track, at the race directors/referees direction. Finals must have 8 marshals.) Voluntary marshals must be capable of the task. Marshals must ensure that their marshalling point is free from distractions. (e.g. accepting / making phone calls, talking to spectators, eating / drinking etc.) Marshal's MUST NOT work on cars.

13.2.5 The start line for the heats shall have a further line marked 1M in front of it for the use in the adjudication if jump-starts.

13.2.6 For the finals, a grid shall be laid out in front of two lanes of 2M apart, the gap between each car should be 2M, if straight accommodates (***the full length of the straight should be used for the grid with at least a 1M gap from the back of car 1 to front of car 2 etc.***) Option will be given to the given to the pole position as start lane and cars will be alternated down the grid.

13.2.7 For the finals the first corner shall NOT be a hairpin.

13.4 Appearance

13.4.1 Commercially available 1/10th scale body shells as touring car racing as specified in the following list may be used.

13.4.2 All cars must make suitable arrangements for racing numbers to be displayed facing to the front and one side as directed by race control.

13.4.3 No car may be driven without a body shell being fitted at all times.

13.4.4 When initially entered in a meeting the body must be neatly finished and painted.

13.5 Body Shells

13.5.1 Only body shells as follows.

Honda Accord, Dodge Stratus, Opel Vectra, BMW 3-series, Ford Mondeo, Nissan Primera, Alfa Romeo 156, Chrysler 300M, Mercedes DTM2000, Volvo S60, Audi A4, Lexus IS200, Renault Laguna, Volvo S40, Volvo 850, Peugeot 406 or any suitable scale

saloon shell. No GT/ Nascar or Sports car shells allowed (i.e. Group C, Lola etc.).

13.6 Measurements

13.6.1 Width (including body shell) Max. 200mm, Min. 175mm

13.6.2 Length (including body and wing) Max. 460mm, Min. 360mm

13.6.3 Wheel base Max. 270mm, Min. 250mm

13.6.4 Wing cord Max. 40mm

13.6.5 Width of rear wing (inc. Endplates) Max. 185mm, Min. 125mm

13.6.6 Height of rear wing Max. 25mm

13.6.7 Height Max. 175mm, Min.120mm

13.6.8 Wing overhang (at rear) Max. 10mm

13.6.9 Wheel Diameter (excl. tyre bead) Max. 50mm , Min. 46mm.

13.6.10 Wheel width inc. bead Max. 26mm , Min. 18mm.

13.6.11 Tyre Diameter (when mounted on wheels) Max. 67mm, Min. 52mm.

13.6.12 Tyre width (across sidewalls)-rubber Max. 27mm.

13.7 Weight

13.7.1 Minimum weight for electric touring cars is 1500g (ready to race and excluding lap counting equipment).

13.8 Tyres

13.8.1 The Control tires for all National Championship events are:

Take Off CS27

Pit Shimizu D20 (21mm)

13.8.2 There is no concept of a 'wet round', i.e. either control tyre may be used at any time. NO TYRE ADDITIVES ARE ALLOWED AT ANY TIME AND ON ANY TYRES

13.8.3 The use of any type of tyre warmers is not allowed.

13.9 Motors

13.9.1 No minimum motor limit for 1/10th Electric on Road events(modified class). Motors must be EFRA approved with a maximum RRP as set by the current BRCA price limit. At present modified motors will have a maximum price of £58 (or euro equivalent).

13.9.2 Rare earth magnets are not allowed.

13.9.3 Super stock class to run 19t BRCA legal, '19 turn spec motors'.

13.10 Batteries

13.10.1 Drive batteries must conform to the following; the cars will be driven by a maximum of six rechargeable batteries. Only Sub C sized cells are approved. The size of the individual cell is 23mm in diameter and 43mm in length. The nominal voltage rated as 1.2 volts. All cells must have their manufacturers heat-shrink substantially intact.

13.10.2 Only rechargeable cells approved by EFRA are allowed.

13.10.3 Batteries may not be charged during a race.

13.10.4 Batteries will have a maximum price of £61.00 (or euro equivalent).

13.11 Heats & Finals

13.11.1 The start of each round should be a maximum of 1 hour apart in the event of a round finishing earlier than this a break must be allowed.

13.11.2 Heats & finals shall be of 5-mins. Duration plus the finishing time for the last lap completed after the 5-mins. Duration.

13.11.3 For heats a minimum of one second staggered start procedure shall be used. In round 1 number order shall be used to determine start order, in subsequent rounds overall FTQ shall be used to determine start order.

13.11.4 For finals a line start procedure shall be used with cars in the appropriate grid formation as given in the track layout section.

13.12 Points & Scoring

13.12.1 Points shall be awarded for qualifying and final result, the result for that event shall be deemed to be total score of the final and qualifying points. Points start at 100 and work back in sequence. E.g....100, 99, 98, etc.

14.0 Appendix C IC Circuit

14.1.4 The National series for 1/8th IC Circuit and 1/10th IC Circuit shall be 6 rounds and the best 4 to count as per general rules regarding points scoring.

14.2 1/8th IC Circuit –4 wheel drive

14.2.1 General Construction

14.2.1.1 Exhaust outlets must face horizontally or below.

14.2.1.2 The body and chassis must be securely joined at all times when the car is racing.

14.2.1.3 Cars must have a de-clutching device.

14.2.1.4 Cars must have operating brakes capable of stopping the car and holding the car motionless with the engine running.

14.2.1.5 Wheel nuts and /or axles may not protrude beyond the wheel.

14.2.1.6 Bumpers must be constructed so as to minimize injury that may result from being hit by a car.

14.2.2 Appearance

14.2.2.1 A car must be 1/8th scale character representation of a racing car.

14.2.2.2 All hardtop cars must have transparent windshields fitted. Side, and /or rear windows, if any, must be transparent or open.

14.2.2.3 A driver figure consisting of at least a driver's head shall be mounted in an appropriate position in open cockpit cars. The figure shall be realistic in appearance.

14.2.2.4 When initially entered in a meeting the body must be neatly finished and complete.

14.2.2.5 No portion of chassis, wheels, tires or equipment (bumper exempted) may extend beyond the body, except to the rear.

14.2.2.6 Cut Outs, one hole of max. 6.00 sq. cm for cooling is permitted. All parts of the vehicle must be covered, except: cooling head of engine, air filter, aerial, outlet pipe of muffler, fuel filler cap & rollover bar.

14.2.3 Measurements

14.2.3.1 The minimum dry weight is in accordance with EFRA rules, 2500 grams for 4wd and 2400 grams for 2wd Models.

14.2.3.2 Wheel rim diameter 54mm max., 44mm minimum or scale.

Group C Cars & Can Am

14.2.3.3 Wheelbase – 267mm maximum

14.2.3.4 Overall Body width – 267mm maximum, measured on the top of the wing and the top of the sides. The lower sides will not be taken into account for technical inspection as long as they are not wider than 277mm. If the body is wider than on the lower sides the technical inspection has the right to take action with a first warning and when in second case with disqualification from the result.

14.2.3.5 Cut-outs – One hole of maximum size 6sq cm's is permissible in the front windscreen, A 10mm allowance is permissible around protrusions through the shell (engine, roll-over bar, etc.,)

14.2.3.6 Fuel tank – A 50mm diameter hole is allowed (Note that any of the above cut outs may overlap providing the maximum dimension is not exceeded beyond invisible allowance lines).

14.2.3.7 Bumper width – may extend 7mm beyond side of body or to 267mm whichever is less.

14.2.3.8 Wing – Width 267mm max. Chord 77mm max.

14.2.3.9 Spoilers – Max. spoiler height 39mm. Max. spoiler length 51mm.

14.2.3.10 Max. Height 170mm (inc. added parts/wing) measured with 10mm spacers under the chassis.

Dams – Max. dam length 153mm. Max. height 39mm. These dimensions can be exceeded if they are within 10% of scale.

Note: Spoiler and dam dimensions include moulded in portions of the body.

The Max. Height of the wing trailing edge is 190mm with side dams not exceeding more than 13mm above, making the maximum height of any part of the aerofoil 202mm.

14.2.4 Tires

14.2.4.1 Tread width front 25mm, rear 64mm maximum. Maximum diameter front 60mm, rear 65mm

14.2.4.2 TREATMENT OF THE TIRES WITH ADDITIVES IS PROHIBITED.

14.2.4.3 Tires must be black in appearance and may only comprise a maximum of four rings of rubber for rears and three rings maximum for fronts.

14.2.5 Engines

14.2.5.1 The maximum engine displacement is 3.5cc.

14.2.5.2 The maximum percentage of Nitro methane allowed in fuel is 25% by volume.

14.2.5.3 The fuel tank including filter and fuel pipes up to the carburettor may hold a maximum of 125ml. No loose inserts allowed in tank.

14.2.5.4 INS boxes should be fitted to the carburettor conforming to EFRA specification.

14.2.5.5 The engine must be fitted with an adequate exhaust silencing system which complies with the following specification:-

14.2.5.6 The exhaust must consist of three interconnecting chambers, the exhaust pipe from the final chamber shall be 15mm minimum length with a maximum 8mm hole.

14.2.5.7 There shall be no direct exhaust outlet from the intermediate chamber other than a single fuel pressurization nipple which must be connected to the fuel tank at all times.

14.2.5.8 The exhaust pipe should be of a 2 or 3 chamber construction and be stamped with a EFRA homologation number engraved on the sidewall of the muffler.

14.2.6 Heats & Finals

14.2.6.1 All heats shall be 5 minutes in duration plus the time to finish last lap.

14.2.6.2 Finals shall be a line start with each car spaced 5 meters on a le mans style grid.

14.2.6.3 The finals will be run to a Christmas tree format with the top four fastest qualifying directly into the A final to be joined by the top 3 finishers from the B finals etc.. Christmas tree format only to apply when there are more than 20 drivers qualified for the Finals.

14.2.6.4 The A final shall be of 30 minutes duration, B final shall be 15 minutes duration and all subsequent finals should be of 10 minutes duration. At the race directors discretion these times may be altered.

14.2.6.5 Cars must be lifted out of the pit lane when being refuelled.

14.4 200mm IC Circuit 1/10th scale

14.4.1 Classes

14.4.1.1 Pro – 4wd cars conforming to measurements and specification rules below.

14.4.1.2 Pull start – 4wd cars conforming to measurements and specification rules below.

14.4.2 General Construction

14.4.2.1 All cars must have de-clutching device and have an operating brake capable of stopping the car and holding the car motionless with the engine running.

14.4.2.2 Chassis must be commercially available and bought as a branded 180mm to 200mm scale saloon.

14.4.2.3 The front bumper must follow the body contour and must be constructed so as to minimize injury that may result from being hit by a car.

14.4.2.4 Both 2wd and 4wd propulsion and braking is allowed.

14.4.2.5 Only single and 2 speed transmissions are permitted.

14.4.2.6 Exhaust pipe, should be of a 2 or 3 chamber construction and be stamped with a EFRA homologation number engraved on the sidewall of the muffler.

14.4.2.7 INS boxes should be fitted to the carburettor conforming to EFRA specifications. Pro class only.

14.4.3 Appearance

14.4.3.1 All cars must suitable arrangements for racing numbers to be displayed facing to the front and one side as directed by race control.

14.4.3.2 No car may be driven without a body shell being securely fitted at all times.

14.4.3.3 When initially entered in a meeting the body must be neatly finished and painted.

14.4.3.4 Only one rear wing is permitted.

14.4.4 Body shells

14.4.4.1 Only body shells as follows:

Honda Accord, Dodge Stratus, Opel Vectra, BMW 3-series, Ford Mondeo, Nissan Primera, Alfa Romeo 156, Chrysler 300M, Mercedes DTM2000, Volvo S60, Audi A4, Lexus Is200, Renault Laguna, Volvo S40, Volvo 850, Peugeot 406 or any suitable scale saloon shell. No GT or Sports car shells allowed (ie Group C, Lola etc.)

14.4.5 Measurements

14.4.5.1 A hole a 50mm maximum diameter of the height of the windscreen is permissible in the front windscreen for engine cooling.

14.4.5.2 Windscreen and all other windows must be transparent. Only the front side windows and the rear window may be removed in part or whole, other windows must remain clear and the rear side windows must remain intact. No windows to be bent to the outside.

14.4.5.3 A hole a maximum size of 30mm diameter is allowed in the roof for refuelling.

14.4.5.4 A hole a maximum size of 15mm diameter is allowed in the roof to access the glow plug.

14.4.5.5 A hole a maximum size of 10mm diameter is allowed in the roof for access to the mixture screw.

14.4.5.6 A hole a maximum size of 10mm diameter is allowed for an aerial tube to protrude.

14.4.5.7 Min weight without fuel and including transponder 1700g.

14.4.5.8 Height of the top of the roof (measured with a 10mm spacer under the chassis plate level) 120mm Min / 175mm Max

14.4.5.9 Width without body 170mm Min and 200mm Max.

14.4.5.10 Wing are allowed only if fitted to the original car and must be in the original position and may not project above the height of the roof line.

14.4.6 Tires

Pro class

14.4.6.1 Only rubber or foam tires are permitted. Wheels width (incl.tyre bead) and tyre width (across side walls):
Max. Front width 31mm / Rear 31mm

14.4.6.2 Tire inserts may only be made of foam,rubber,sand or adhesive tape.

14.4.6.3 TREATMENT OF THE TIRES WITH ADDITIVES IS PROHIBITED.

Pull start class

14.4.6.4 Only rubber tires permitted.

14.4.6.5 TREATMENT OF THE TIRES WITH ADDITIVES IS PROHIBITED.

14.4.7 Engines

Pro Class

14.4.7.1 The engines may only have 4 ports including the exhaust port with a cylinder capacity up to 0.12cu inches or 2.11 cc.

14.4.7.2 A max. carb diameter of 5.50mm

Pull start Class

14.4.7.3 The engines may only have 4 ports including the exhaust port with a cylinder capacity up to 0.16cu inches small block only are allowed.

14.4.7.4 Fully functional pull starts including cord, casing, spring, pulley, one way bearing and crank extension, must be fitted to the car at all times.

14.4.7.5 Only engines which are specifically design for use with a pull start may be used.

14.4.8 Pro & Pull start Classes

14.4.8.1 Only methanol with 16% nitro methane is allowed in fuel for combustion purposes.

14.4.8.2 The fuel tank including filter & fuel pipe up to the carburettor may hold a maximum of 75ml. No loose inserts allowed in the tanks.

14.4.8.3 The engine must be fitted with an adequate silencing system and must not exceed 77db at meters. The maximum internal diameter of the outlet pip is 5.2mm. The minimum total length of the outlet pipe is 10mm.

14.4.8.4 Standard and conical glow plugs are allowed.

14.4.9 Heats & Finals

14.4.9.1 All heats shall be 5 mins. in duration plus time to finish lap

14.4.9.2 Finals shall be a line start with each car spaced 2 meters on a staggered grid.

Pro Class

14.4.9.3 The A final shall be of 30 mins. duration, B final shall be 20 mins. duration and all subsequent finals should be of 10 mins.

Pull start Class

14.4.9.4 The A final shall be of 15 mins. duration, B final shall be 10 mins. duration and all subsequent finals should be of 5 mins.

14.4.10 Pro & Pull start Class

14.4.10.1 Cars must be lifted out of pit lane when being refuelled.

14.4.10.2 A Maximum of one machine per driver will be permitted in the pit lane service area during refuelling.

15.0 1:8th IC Off Road Rules 2008

AIM

To provide a uniform format for 1/8th scale off-road racing cars to compete with one another on an open National basis. The intention is to encompass all commercially available 1/8th scale cars, yet still encourage invention and innovation with the aim of developing the hobby by allowing one-off home constructed cars, and modifications of kit products.

15.0. TECHNICAL SPECIFICATION

15.1 Dimensions

15.1.1 Overall length 730mm maximum.

15.1.2 Overall width 310mm maximum.

15.1.3 Wheelbase 270-330mm.

15.1.4 Minimum overall weight 4WD - 3.2 kilos. (The overall weight includes personal transponder and receiver pack, but not fuel).

15.1.5 Overall height measured from the ground including roll bar at full suspension compression 250mm maximum. [This measurement does not include the receiver aerial.]

15.1.6 The car shall be measured for width by placing it on a baseboard equipped with two side rails of 20mm height spaced 310mm apart constructed in such a way that the car can roll freely between them. Baseboard and rails must be constructed of high quality board suitably stiffened to prevent distortion. The car must roll freely between the side rails with any steerable wheels set in the straight ahead position irrespective of the compression, extension or roll angle of the suspension.

15.1.7 The car shall be measured for length and height in a similarly constructed box of internal dimensions 730 x 310mm, which includes provision for checking maximum height.

15.1.8 The measurement of the wheel base may be made by simple measurement of axle centre distances with the suspension in any position. Race Directors should be prepared to make more exact checks in case of doubt or protest. It is suggested that the wheels are removed and the spindles placed on blocks whilst accurate measurements are made.

15.1.9 It is the responsibility of the driver to ensure that his car complies with the regulations at all times that it is on the track. Race Organisers may check any car for compliance with the regulations at any time during a race meeting.

15.1.10 At the end of each qualification heat, all cars (together with fuel bottle) are to be taken to scrutineering immediately. This applies to all cars that have participated at any time during the race. Cars need to be taken before the one minute to start signal for the next heat or in the case of the final heat of qualifying and for any finals, this needs to be one minute from being requested by the Race Organiser/Committee Official. See Rule 15. Cars should be available for collection at the end of the following race.

15.1.11 If a car is found to exceed the dimension limits on checking immediately after a race, positive proof of race damage may prevent penalty.

15.2 Engines

15.2.1 Only internal combustion engines with a maximum capacity of 3.5 cubic centimetres are allowed.

15.2.2 A fuel tank capacity of 125cc maximum including all piping tubes and filter up to the carburetor is allowed.

15.2.3 Exhaust noise levels should not exceed those set out by EFRA.

15.2.4 All silencers are to point downwards, i.e. anywhere below the horizontal and must meet EFRA approved regulations and appear on the most up to date EFRA homologation list plus the previous years list (available on request).

15.2.5 Factory fitted pullstart engines to a maximum capacity of 4.6cc will be allowed.

15.3 Tyres

15.3.1 All tyres must be black, with the exception of side wall lettering.

15.3.2 Tyres must be commercially available.

15.3.3 It is not permitted to reduce the diameter or width of a tyre by cutting material out. Trimming of spikes is allowed.

15.4 Wings

15.4.1 A wing of maximum overall size 217mm length x 77mm width may be fitted.

3. APPEARANCE

3.1 Cars shall be a reasonable representation of the style of car used for off-road, desert or trial racing.

3.2 Full bodysells of saloon style are permitted, but they may only be trimmed to expose 50% of the tyres at full suspension depression.

3.3 Openings may be cut in the shell to allow access to fuel filler, switch and engine adjustments. Clearance around such items shall be kept to a minimum.

3.4 Bodysells as described in 3.2 need not conform to scale but should conform to the provisions of EFRA rules. Acceptance of a saloon bodysell by another EFRA section shall be deemed to imply approval by the Rallycross Section for racing purposes.

4. RADIO CONTROL EQUIPMENT

4.1 It is the responsibility of all drivers to ensure that their equipment does not cause interference to others, and that their receiver is not faulty.

4.2 Only approved frequencies are to be used. Any driver using a 2.4 GHz system cannot call for a frequency check at any time.

4.3 On the day of the meeting, drivers must be able to provide three crystal choices.

4.4 Flags shall not be used on aerials during races.

4.5 Under no circumstances shall a transmitter be taken on to the track.

4.6 All frequency changes must be approved by Race Control.

4.7 It is not permitted to add any additional batteries to a transmitter either internally or externally to raise the designed supply voltage above the original manufacturer's design specification, i.e. a six cell transmitter may not be fitted with more than 6 cells, either nicad or dry cell, also any 8 cell transmitter may not be fitted with more than 8 cells, etc. No additional aerial or extension should be added to the driver's radio equipment.

4.8 No other function than steering and throttle/brake are allowed to be operated by the transmitter. No electronic device can operate within the car other than the two channels back to the transmitter, a fail safe, a switch and a personal transponder.

5. OFFICIALS

The meeting organiser will appoint the following officials familiar with all aspects of the Association Rules:

5.1 A Race Director who controls all racing and is responsible for the smooth running of the meeting. Specifically the Race Director controls (and appointed assistants as is required), the maintenance of the circuit, safety, marshal positioning, manning and substitution and start procedures and delivers the Driver's Briefing.

5.2 A Scrutineer who will inspect cars at random throughout the meeting and will authorise any change of chassis or side rails.

5.3 If, in the event of a decision being required which is not met by the existing rules as stated in the Sectional Rules, a representative from each club present at the meeting and the race director on the day (who shall have the casting vote if required) shall be able to make a decision and that decision shall stand.

6. DRIVERS-BRIEFING

A Drivers' Briefing will be held prior to the race starting. The Race Officials should be introduced to all competitors. The Race Director will give a drivers' briefing as pointing out all race procedures and marshalling requirements for the specific track.

7. TRANSPONDERS AND LAP COUNTING

7.1 All competitors taking part in a National event are to have a Personal Transponder fitted to their car. No Club transponders should be allowed to be used at any National round. Each individual is required to ensure the correct individual transponder number is recorded on the race computer during the booking in process and are responsible for their equipment to be fully functional. Clubs to have available 2 PT's for sale on race day.

8. PRACTICE

Practice will be run prior to the commencement of the meeting. Timing of practice shall be at the race directors discretion. At the end of practice the drivers will be called to the pits and must immediately follow that instruction.

9. QUALIFICATION

9.1 Qualifying heats shall be of 5 minute duration with a maximum of 5 heats taking place, with a maximum of 10 cars in a heat.

9.2 There will be 4 rounds of qualifying heats. Points will be awarded for each round. Tied positions within a round will receive equal points. The points for subsequent positions will be displaced by the number of tied drivers involved. A driver's best 3 scores will be added together to give a qualifying position. Ties will be eliminated firstly by using discard points and secondly, by use of the fastest overall time.

9.3 Qualification will be run using a "rolling start". All cars will be released from the pit-lane by the Race Director, after Race Control has signaled that the warm up period can commence. The warm up period will last for 2 minutes. Drivers will be notified that there are 2 minutes, 1 minute, 30 seconds and 10 seconds to the start of the 5 minute qualification period. They will be notified when the qualification period has started. The 5 minute qualifying period commences when each car crosses the timing line after the expiration of the warm up period. A car not starting its individual clock prior to 1 minute after the first car has completed its first lap will, at this time, have its clock started and be deemed a late starter.

9.4 When all cars on the track have completed the lap following the expiry of their individual 5 minute period, Race Control will request that all cars return to the pits. Any car not on the track will be given a split time of the last lap completed.

9.5 Drivers and mechanics should wait until the rostrum and pit lane have been vacated before taking up their positions. Radio equipment may be turned on during the prior heat and engines started, as frequency clearance on the prior and following heats should exist.

9.6 On completion of their heat, drivers should go immediately to the marshal point of their car number and relieve the existing marshal. Marshals need to be at their posts prior to one minute to the start of the following race.

9.7 Marshals should wear the distinguishing tabards provided. No marshal shall leave their point whilst fulfilling their marshalling duties [e.g. should not return cars to the pit lane/mechanic] or at the end of a race should not leave until the race has fully finished and has been announced over by race control

9.8 The highest heat number will marshal heat one and marshals must be in place for Practice. Drivers will marshal the appropriate race themselves, unless agreed by the Race Director.

9.9 At the end of each round, qualifying times and positions will be published, as will the points scores.

9.10 A maximum of two mechanics per driver will be allowed in the pit lane to assist with repairs, refueling, etc. All mechanics in the pit lane will be required to wear luminous jackets/bibs so that they are equally visible on the track as marshals (see Rule 5).

9.11 No Track cutting is allowed during the out laps or in laps during the race itself, penalty to be applied.

10. FINALS

10.1 On completion of all qualifying rounds, the top 50 point scorers will be placed in order. The top points' scorer will be No. 1 in the A Final, down to the 50th points' scorer who will run as No. 10 in the F Final. Ties will be decided firstly by discarded points and secondly by using the fastest qualifying laps and time. Finals will be run in single-sided Christmas tree format. There will be 6 finals from A down to F. The F Final will consist of 10 drivers; all the rest will have 8. The top 2 from each final will move up to the next one and fill positions 9 & 10. Each final will run for 20 minutes except the B final that will be 30 minutes and the A final which will be 45 minutes duration. A minimum of 3 cars are required to constitute a final.

10.2 Frequency clearance for finals will be limited to those running in a specific final. Where a frequency clash occurs, the lower qualifier will be requested to change. If the change cannot be made the lower qualifier will not be allowed to run.

10.3 The interval between finals will be a minimum of 10 minutes. During this period the track is open for the next group of finalists. As in qualifying, the next group may not utilize the rostrum or pit area until it has been vacated by the previous finalists. Unlike qualifying, radio equipment must remain off until the prior final is complete.

10.4 Le Mans type starts will be used for finals. Numbers will be placed along the main straight at intervals of at least 3 metres - Where the track does not allow for this spacing, the whole of the main straight must be used.

10.5 Race Control will call 1 minute before the start for 1 mechanic per driver to go to their car's start position on the straight. No starting equipment may be taken to the start grid by the mechanic.

10.6 Race Control and not the Start Marshal has ultimate say over the start times of each race. When called to the start line by Race Control, the cars must return immediately to their start line mechanic.

10.7 When appropriate, Race Control will commence a count down from 10 and the Starter will indicate with a flag each increment. At 3 the starter's flag will be on the ground and Race Control will call 'cars down' The mechanics must then place the cars on the track, release them and step back when placing down the cars back wheel must be touching the piping of the straight, no throwing of the cars into the centre of the track will be allowed. Penalty to be applied after first lap. The count continues to zero when Race Control will start the race by an audible sound [e.g.

horn] and the Starter will raise his flag. The race is started by the signal from Race Control, not the Starter's flag. All racers and mechanics must be able to hear clearly the starting horn from race control on the starting of the race. All tracks must have a PA system capable to provide the Racers and Mechanics clear audible sound during the race meeting. This sound should also be clearly audible in the pitting area of the track.

Clarification of the starting procedure is clear, and should be made clear to the racers at the start of the finals.

10.8 Once the countdown has commenced, no mechanic/car may cross between the start grid and pit lane in either direction until the start is underway and all cars have passed. A car starting from the pit lane may only join the race when all other competitors have passed the pit exit.

10.9 The race director may call a restart if they deem it necessary.

10.10 The race will be considered complete when all the cars on the track next cross the timing line after the allotted race time has elapsed. The car must actually cross the timing line between the track markings to have been deemed to finish the race. No car may be pushed over the line. Any car that is manually aided over the timing line at ANY time during the race will lose that lap counted. Other penalties may apply.

10.11 Drivers moving up may have to make a frequency change.

10.12 On completion of their final, drivers not progressing to the next final should go immediately to a marshal point to relieve the existing marshal. No marshal shall leave their point whilst fulfilling their marshalling duties [e.g. to return cars to the pit lane] or at the end of a race until a replacement arrives.

10.13 Marshals should wear the distinguishing tabards provided. The A Finalists will marshal the first final that runs. Points 3 to 10 will be set out. Drivers qualifying 1st & 2nd will marshal at points 9 & 10 with 3 to 8 on their qualifying positions. For the following finals, drivers will marshal at the numbered point relating to their finishing position in the final they have just completed [i.e. 3 to 10]. It is the driver's responsibility to ensure that they know their finishing position and go to the appropriate marshalling point. Substitute marshals must be competent to carry out duties and be agreed with the Race Director.

10.14 A maximum of two mechanics per driver will be allowed in the pit lane to assist with repairs, refueling, etc.

10.15 No delay may be called for by any driver before the start of a final.

11. RACE INTERRUPTION

11.1 If in agreement, the Race Director, Section Chairman, may decide to interrupt a Final due to adverse weather conditions. In the absence of one of these Committee Members, the opinion of another Committee Member should be sought.

11.2 If more than half a final has been run and the race has to be stopped, the position at the time of interruption will be the result. Otherwise points will be allocated from the latest qualifying positions.

12. PROTESTS

12.1 All protests must be made verbally within 15min of the posting of Results and in writing by close of Meeting together with a deposit of €30 to the Race Director. If the protest is upheld, this money will be reimbursed.

12.2 Protests must be made within 15 minutes of the publication of the results in question. The protest period of 15 minutes commences when the results are published on the Results Board and announced as such.

12.3 Protests regarding the legality of cars must be made in writing, together with the fee, to the Race Director.

12.4 A copy of the National Rules and Section Rules in printed format, must be available and in the care of any race control hosting a National Round, for the clarification of rules and answering of questions.

13. PENALTIES

Penalties will be handed out in the following order, the race director has the right to ignore any or all of the stages of penalties and move straight to disqualification if he/she deems the offence requires such action to be taken. Failure of scrutiny for the car not meeting the correct specification will result in loss of that rounds time, whereas blatant cheating i.e. incorrectly sized fuel tanks or engines may result in disqualification.

1. Warning

2. 10 second penalty applied to the race time that the penalty was incurred.

3. Loss of FTD, the driver will lose his best qualifying time for the day.

4. Disqualification from the entire event.

Each of these penalties may be applied by the race director for any infringements relating to sportsmanship, driving or marshalling.

Examples of infringements, failure to marshal, late marshalling (arriving at the track to marshal after the race has started), corner cutting, deliberate collision with another car on the track, use of bad or inappropriate language whilst on the rostrum, please note it is also possible for a drivers mechanics or substitute marshal to incur penalties on their behalf.

14. TRACK AND SAFETY Guidelines

Please note that due to the lack of track options the following comments are simply guidelines that clubs should aspire to achieve when constructing a track for use at RCCAOI national level. The final decision as to whether a track is suitable for use or not will be made by the section chairman.

14.1 Tracks must be a minimum of 4 metres wide and at least 250m long when walking the shortest route. (Guidance to organisers: should aim for a lap time of minimum 35 seconds). There may, however, be a single point of the track layout where the width may be reduced by 1 metre [i.e. to 3 metres] for a maximum length of up to 10 metres.

14.2 No public access to the track Area allowed. Spectators and marshals are to be protected from the risk of being hit by cars. A suitable safety fence is to be constructed to protect marshals in dangerous areas such as the end of the straight, or points where traffic on another part of the track is travelling towards the marshal from behind.

14.3 Track markers and design should reduce the ability of cars to cross lanes or cut corners, be such that they minimise the risks of cars becoming airborne and to minimise the risk of damage to cars.

14.4 The rostrum must be a minimum of 10 metres in length, 1.83 metres high and able to accommodate 10 persons safely (i.e. with good margin). The front must have a safety rail and a kickboard and the floor should be constructed of solid material and be all at one level. All steel-constructed rostrums must be fully earthed in at least two places. The rostrum should be marked into equal sections so that 10 spaces are marked out, enabling drivers to see which space is available to use. Where possible the raised pit area to be located safely below the raised podium.

14.5 Any person inside the safety fencing must be directly involved with the racing, i.e. marshals and mechanics. At the start of a heat or final, mechanics, on the release of the cars, must return to the pits as soon as possible and marshals must be standing at their designated points.

14.6 Track features will be 'vetted' by the section chairman before the commencement of a meeting and, with the agreement of the majority of Committee Members present, removed if deemed necessary.

14.7 No car shall be used outside of the track vicinity at any time of a race week-end (including periods when the race event is not taking place). See Rule 15. A small controlled area can be set up for use, to be completely fenced in by double fencing, at the Race Organiser's discretion. This is not compulsory on the Race Organiser.

14.8 No motorised bike/bicycle/scooter is allowed to be used within or outside of the track vicinity at any time of a race week-end (including periods when race event is not taking place). See Rule 15. This does not include motorised vehicles required for disabled members of the public.

14.9 There should be no "blind spots" on the track at no point should it be possible for driver to lose sight of their car (including the pit lane) regardless of what point on the rostrum they stand. A significant amount of the car should be visible at all times (not just a portion of the wing or aerial).

15. TRUGGYRULES

150ccm fuel tank and monster truck wheels.

Exhaust pipes: All silencers are to point downwards, i.e. anywhere below the horizontal and must meet EFRA approved regulations and appear on the most up to date EFRA homologation list plus the previous years list (available on request).

Truggy A finals will be 30 minutes and any subsequent finals will be 20 minutes.

16. APPROVED FREQUENCIES

16.1 27MHz

26.975 grey/brown 27.075 red/orange 27.175 yellow/green

26.995 brown 27.095 orange 27.195 green

27.025 brown/red 27.125 orange/yell 27.225 green/blue

27.045 red 27.145 yellow 27.255 blue

16.2 40MHz

665 675 685 695 705 715 725 735 745 755 765 775 785 795 805 815 825 835 845 855 865 875 885 895 905 915

925 935 945 955 965 975 985 995

16.3 2.4 GHz (however, see rule 4.2)

17. NATIONAL POINTS ALLOCATION

Winner 100pts, Second place 99pts, third place 98pts etc

There will be 6 national rounds with 4 rounds to count, in the event of a tie count back (count back means the addition of the next best round to the points scored), followed by number of highest finishes will be used to separate them.

18. MANDATORY TRACK FEATURES

18.1 All tracks must feature a raised pit area suitable for refueling of cars, including provision for cars to be lifted out of the driving lane through the pit area.



RADIO CONTROLLED CAR ASSOCIATION OF IRELAND

Committee contacts 2010.

Chairman. Micheal Bolger.

Treasurer. Nick Wyatt.

Secretary. Colin Whelan.

1/10 Rep. Luke Collins.

1/8 Rep. Declan Collins.

Electric Rep. Tony Kavanagh.

Electric Touring Cars Rep. Keith Dempsey.

1/8 Off-Road Rep. Pete Wells.

Large Scale Rep. Cormac Wyatt.