



## ***" The Home of Professional Scale Motorsports "***

RCGP focuses on the most exciting sector of Radio Controlled Car Racing using innovative formats and professional media production to engage with racers onsite, fans online and anyone discovering the sport for the first time.

RCGP Factory teams compete to become the RCGP World Champion. Points can be won at every race for both the drivers and constructors championships, taking the excitement to the last race.

Each event will create outstanding visuals, relevant content and competitive nail-biting races that will be streamed live.

RCGP's goal is to enhance the enjoyment for everyone involved, providing exposure for teams and brands, great value for money for racers and the best possible coverage for supporters and new comers alike.

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## SECTION 1 - RCGP ENTRIES

### 1.0.0 RCGP MANUFACTURER OR MANAGED TEAMS

- 1.0.1 Teams may request or be invited to enter RCGP
- 1.0.2 Entry Fees must be paid on time as invoiced.
- 1.0.3 All entry fees are non-refundable unless an Event is cancelled.
- 1.0.4 If the complete entry fee has not been paid 3 months before the 1st race, the team loses it's right to enter the series.
- 1.0.5 RCPG's explicit preference is that each team sends two drivers to each race.
- 1.0.6 Drivers can be switched but a switch of drivers has to be reported to RCGP by the team in writing 30 days before the event at the latest.
- 1.0.7 Both drivers of the team collect points for the team's championship and also every driver in the series collects personal points for the driver's championship.

### 1.1.0 RCGP WILD CARD TEAM

- 1.1.1 RCGP will have wild card team spots open to fill by local fast drivers without a team spot for each GP.
- 1.1.2 The number of wild card spots are to be determined at the start of the season.
- 1.1.3 The wild card drivers can get championship points, but cannot complete the full series. In case the wild card team has a main sponsor, the team will collect points for the team's championship.
- 1.1.4 The car brands / drivers used by wild card entries must be selected from the RCGP approved cars.
- 1.1.5 RCGP approved cars are the cars of the manufacturers that have a team in the series.

## SECTION 2 - CLASSES

### 2.0.0 RCGP

- 2.0.1 The RCGP class uses a completely new and different racing format, unique to the series.
- 2.0.2 One heat of RCGP drivers. Teams of 1 or 2 drivers compete. Maximum entry is 15 drivers.

### 2.1.0 RC2

- 2.1.1 Open class uses a new more exciting qualifying format, followed by standard bump up ladder style finals.
- 2.1.2 Control tire will be used to make attending as easy and affordable as possible
- 2.1.3 Sign up for an event is unlimited as long as section 2.1.7 is satisfied.
- 2.1.4 Confirmed entries are limited to maximise track time.
- 2.1.5 An Invitational style entry system is used to select drivers from the sign up list. Drivers are selected as follows :
  - a) Selection priority for RCGP team brands, RCGP supporters, juniors, juniors' family members, female drivers and international entries.
  - b) After drivers in selection priority have been confirmed, rest of the confirmed drivers will be at random.
- 2.1.6 Specific information about the entry system will be provided during the sign up process
- 2.1.7 All drivers that are not paid a salary by sponsors or have not made the Worlds, Euros or ROAR Nationals A Final within 5 years of the 1<sup>st</sup> of January of the series year are eligible.

## SECTION 3 – CHAMPIONSHIP POINTS

### DRIVERS CHAMPIONSHIP

#### 3.0.0 DRIVERS CHAMPIONSHIP

- 3.0.1 Drivers' Championship Points are awarded for each race, with the driver with the most points at the end of the Championship being declared the RCGP World Champion.
- 3.0.2 All races that RCGP allocates points to are counted towards the drivers championships
- 3.0.3 Saturday's overall finishing results are counted as one race, and Sunday's results are counted as another race.
- 3.0.4 Bonus points can be scored by winning the qualifying races. Each qualifying race win as well as overall TQ will reward one point towards the Championship.
- 3.0.6 Championship Tie Breakers:
  - 1st tie breaker: Number of wins.
  - 2nd tie breaker: Number of 2nd place finishes.
  - 15th tie breaker: Amount of 15th place finishes.
  - Last possible tie breaker: Finishing position in the last race.

### CONSTRUCTOR, TEAM AND BRAND CHAMPIONSHIPS

#### 3.1.0 CONSTRUCTORS CHAMPIONSHIP

- 3.1.1 The Constructor Championship is for the vehicle brands. The same manufacturer may field multiple teams, or a privateer team may use a certain manufacturer's vehicles, or even different vehicles within the same team, meaning that the constructor and team championships are separate.
- 3.1.2 All races that RCGP allocates points to are counted towards the constructors championships
- 3.1.3 Constructor points consist of points gathered by adding together the best two drivers points from each race, throughout the season. All drivers that have completed an RCGP race for a team collect points for the constructor whose car they race. This includes wild card entries.
- 3.1.4 Bonus points collected from qualifying races are also added for the constructor. All points collected by a driver are counted for that driver's car brand's Constructor Championship points tally.
- 3.1.5 In case a driver switches car brands mid-season, that driver's points collected until that point in the season stay with the constructor he collected those points for. Switching car brands/teams does not affect the driver's personal points in the driver championship.

#### 3.2.0 TEAM CHAMPIONSHIP

- 3.2.1 The Team Championship is designed to encourage each team to work together in an attempt to gain the most points as a group. Collaboration and camaraderie at the highest level.
- 3.2.2 The two drivers' points are added together for Team Championship points.
- 3.2.3 All races count, with no drop outs.
- 3.2.4 Drivers are nominated to a team in writing 30 days before the race weekend.
- 3.2.5 In case a driver switches teams mid-season, that driver's points collected until that point in the season stay with the team he collected those points in. Switching teams does not affect the driver's personal points in the drivers championship.

## POINTS BREAKDOWN

FINISH	POINTS
TQ	1 pt
1st	25 pts
2nd	17 pts
3rd	14 pts
4th	12 pts
5th	11 pts
6th	10 pts
7th	9 pts
8th	8 pts
9th	7 pts
10th	6 pts
11th	5 pts
12th	4 pts
13th	3 pts
14th	2 pts
15th	1 pt
Qualifying Race Win	1 pt

RCGP RUSH EVENT FINISH	POINTS
1st	3 pts
2nd	2 pts
3rd	1 pt

## SECTION 4 – RACE WEEKEND FORMAT

### RCGP CLASS FORMAT

#### 4.0.0 THURSDAY

4.0.1 Media day & Free Practice

#### 4.1.0 FRIDAY

4.1.1 3 rounds of Controlled Practice

4.1.2 Seeding Practice

a) 3-5 best lap times (TBD at driver's meeting) from the seeding practice round (SP) with the average lap used for seeding into Friday's Show Race.

b) Seeding results becomes the starting order for Show Race.

4.1.3 RCGP Rush

#### 4.2.0 SATURDAY

4.2.1 1 round of 3-5 best lap average Seeding

4.2.2 3 rounds of Time + 2 laps (7min total) Qualifying Races

4.2.3 Double, Time + 2 laps (15min total), Main Events.

#### 4.3.0 SUNDAY

4.3.1 1 round of 3-5 best lap average Seeding

4.3.2 3 rounds of Time + 2 laps (7min total) Qualifying Races

4.3.3 Superpole

4.3.4 Single, Time + 2 laps (60min total), Main Event.

### SEGMENT 1 - SEEDING PRACTICE

- One 6min heat following a 3min warm up where the best 3-5 laps average is used for ranking the drivers.
- The results are used to set the grid for the 1st Qualifying Race.

### SEGMENT 2 - QUALIFYING RACES

- Qualifying Races, 1 heat of up to 15 drivers.
- Qualifying Races are done as a X-time + 2 laps race following a 3 minute warm up
- The amount of time is determined based on the track's average lap time, resulting in an approximately 7min race. Starting positions are off a gate start or staggered in groups.
- Race time starts as the starting tone goes off. As the leader crosses the loop for the first time after time has run out, there are 2 laps left. After the leader crosses the line again, the final lap starts. As the leader crosses the finish line to end the final lap, everyone finishes behind the leader and the race is over.
- The finishing position equals each driver's qualifying position in the round. Points are awarded as follows :
  - 1st 0pts
  - 2nd 2pts
  - 3rd 3pts
  - .....
  - 15th 15pts

- The grids for Q2 & Q3 are based on the previous Qualifying Race's finishing order. The grid is inverted halfway, with 15 drivers, 1st place starting 7th, and 7th place starting 1st. 8th-15th start how they finished. With 12 cars the cut off is 1st-6th.
- GATE START: When a gate start is used, the front and rear rows are flipped, with top finishers on 2nd row.
- All rounds count for qualifying.
- The driver with the lowest amount of points is the top qualifier, and the driver with the second lowest amount of points is second after qualifying etc.
- Tie breakers :
  - 1st tie breaker: Best round point score.
  - 2nd tie breaker : 2nd best round point score.
  - 3rd tie breaker: 3rd best point score.
  - 4th tie breaker: Best laps/time.

### SEGMENT 3 - MAIN EVENTS

- After qualifying, drivers are placed into a Main Event according to the qualifying order.
- Saturday's Main Event – GATE STARTS
  - Double, time + 2 laps (15 min total) races.
  - Both races added together.
  - Points as in qualifying:
    - 1st = 0pts
    - 2nd = 2pts
    - 3rd = 3pts
    - .....
    - 15th = 15pts.
  - The 2nd race breaks a tie. The better placed driver in the 2nd race wins in a tie.
- Sunday's Main Event – GRID START
  - Single, time + 2 laps (60min total) race.

### ADDITIONAL NOTES

- Friday Seeding Practice will be used for the Show Race starting order on Friday.
- The Saturday race will consist of 1 round of seeding, 3 rounds of qualifying races, followed by 2 shorter main events, added together for the overall result.
- The Sunday race will consist of 1 round of seeding, 3 rounds of qualifying races, followed by a single long main event.
- Both Saturday's and Sunday's races award the same amount of points for the championship.

### RCGP SUPERPOLE

- On Sunday, the final qualifying order is set after Qualifying Race 3 for 4th-15th. Positions 1-3 enter the super pole.
- The superpole is immediately after Q3.
- Each driver gets the out lap as warm up, followed by 3 timed laps. After the driver on track finishes his 3rd timed lap, he must pull into pit lane backwards, no cool down lap.
- The following driver enters the track on his out lap warm up when given permission.
- The best single lap time for each driver is used for ranking.
- 3rd place drives first, followed by 2nd, and 1st.

- Final qualifying order is the one after Superpole. The single Championship point is awarded to the winner of the super pole who is TQ.

## **RCGP RUSH**

- The idea is to showcase RC Racing in a short 45minute time slot.
- There is one Show Race on Friday after 2 rounds of Seeding Practice.
- Driver introduction is done, where each driver goes out on track to their choice of music, with the announcer announcing them. After following them for 20s around the track, focus switches to the next driver. Start with 15th, end with 1st. Use Championship order. For season opening, use seeding order.
- 1 Qualifying Race to start off, using Seeding Practice starting order. See Qualifying Race rules below.
- The qualifying race result is used to place drivers into 3 lap bracket races as follows:
  - Race 1: 1st-3rd
  - Race 2: 4th-6th
  - Race 3: 7th-9th
  - Race 4: 10th-15th
- Races will be conducted as follows:
  - Race 4 begins, gate start, 3 lap race with the winner bumping up to Race 3.
  - Race 3, gate start, 3 lap race with the winner bumping up to Race 2.
  - Race 2, gate start, 3 lap race with the winner bumping up to Race 1.
  - Race 1, gate start, 3 lap race with finishing order being final positions, 1st-4th.
- Top 3 Podium, and drivers are rewarded the following Championship points:
  - 1st: 3 points
  - 2nd: 2 points
  - 3rd: 1 point

## **RC2 CLASS FORMAT**

### **SEGMENT 1 - SEEDING PRACTICE**

- 3-5 best lap times (TBD at driver's meeting) from the last two practice rounds (SP1 and SP2) with the average lap used for seeding into Saturday's qualifying heats.
- Points awarded for ranking in seeding rounds just like in qualifying. Best point score used to seed into qualifying heats.
- Tie breaker: second best points, final tie breaker best time / second best time.
- Seeding results are used to create the qualifying heats for Saturday. 1st place is car 1 in the last heat. 2nd place is car 2 in the last heat. The last driver is the last car in the 1st heat.
- The same heats are used for Q1, Q2 and Q3.

### **SEGMENT 2 - QUALIFYING**

- The first 3 rounds of qualifying are 6-minute heats following a 3 minute warm up. The starting procedure is the standard IFMAR type qualifying where the loop goes live at the end of warm up, and everyone races on a personal clock.
- The top 3-5 fastest laps average from a drivers run is used.
- The finishing position equals each drivers qualifying position in the round. Points are awarded as follows:
  - 1st 0pts
  - 2nd 2pts
  - 3rd 3pts



- .....
- 96h 96pts
- The 2 best points count from 3.
- Tie Breakers:
  - 1st tie breaker: Best round point score.
  - 2nd tie breaker: 2nd best round point score.
  - 3rd tie breaker: Best time of the three counted races, for that racer. In case the tie has not been broken the next best time is used.

### SEGMENT 3 - QUALIFYING RACES

- After the 3 rounds, drivers are re-seeded into Qualifying Races. The fastest 12, (up to 15, depending on entry) drivers go into the last race, for example race 10. TQ starts 1 st, 12th starts 12th. 13th overall (16th if 15 driver heats) after qualifying heats starts 1st in race 9. The last driver after qualifying starts last in race 1.
- The winner of Qualifying Race 10 is TQ. 12th place in Qualifying Race 10 is 12th qualifier. Last place in Qualifying Race 1 is last qualifier.
- Qualifying Races are done as a X-time + 2 laps race following a 3 minute warm up. The amount of time is determined based on the track's average lap time, resulting in an approximately 6min race. Starting positions are staggered in groups or off a gate.
- Race time starts as the starting tone goes off. As the leader crosses the loop for the first time after time has run out, there are 2 laps left. After the leader crosses the line again, the final lap starts. As the leader crosses the finish line to end the final lap, everyone finishes behind the leader and the race is over.
- Drivers are placed into A and B ladder style as illustrated below.

### 12 DRIVER HEATS

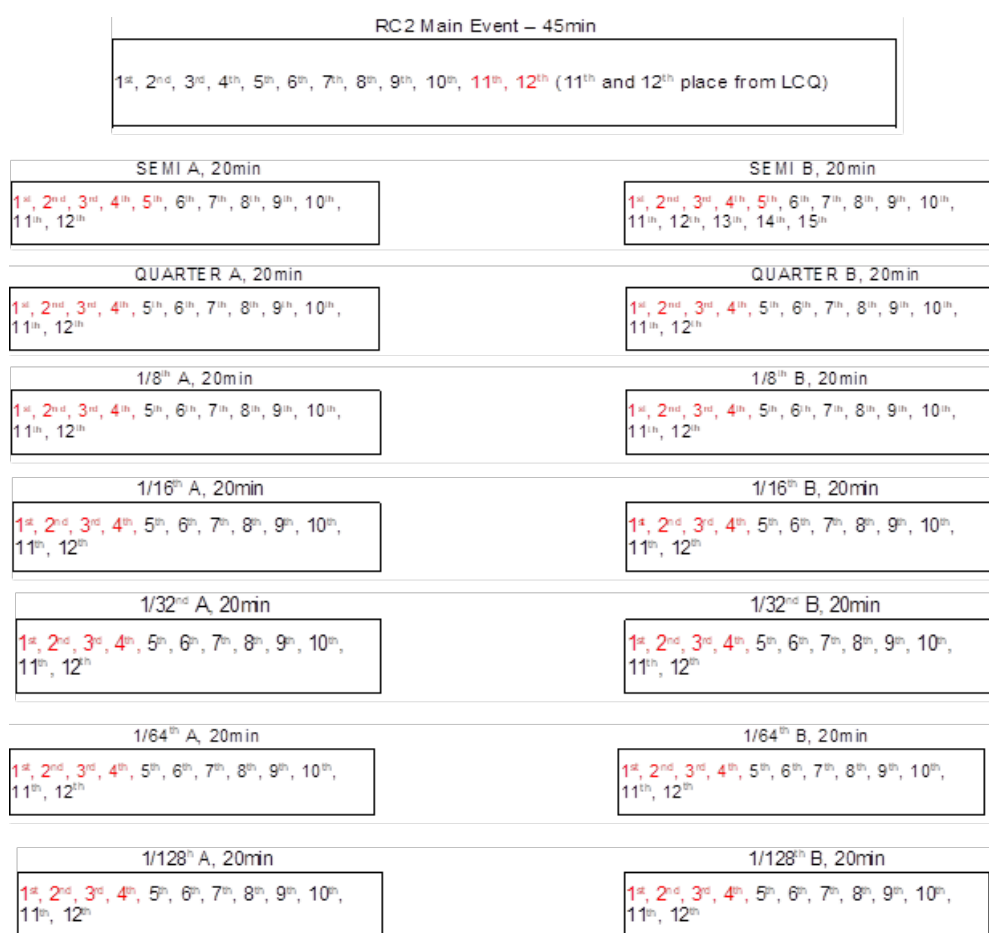
A	B
1, 3, 5, 7, 9, 11, 13, 15	2, 4, 6, 8, 10, 12, 14, 16
17, 19, 21, 23, 25, 27, 29, 31	18, 20, 22, 24, 26, 28, 30, 32
33, 35, 37, 39, 41, 43, 45, 47,	34, 36, 38, 40, 42, 44, 46, 48
49, 51, 53, 55, 57, 59, 61, 63,	50, 52, 54, 56, 58, 60, 62, 64
65, 67, 69, 71, 73, 75, 77, 79,	66, 68, 70, 72, 74, 76, 78, 80
81, 83, 85, 87, 89, 91, 93, 95,	82, 84, 86, 88, 90, 92, 94, 96
97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119	98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120

## 15 DRIVER HEATS

A	B
1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21	2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22
23, 25, 27, 29, 31, 33, 35, 37, 39, 41, 43	24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44
45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65	46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66
67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87	68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88
89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109	90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110
111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131	112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132
133, 135, 137, 139, 141, 143, 145, 147, 149	134, 136, 138, 140, 142, 144, 146, 148, 150

## SEGMENT 4 - FINALS

- Every sub-final has a 3min warm up followed by a 20min race.
- Each sub-final has 12 drivers. ( up to 15 drivers), and the 4 first drivers bump up to the next sub-final. A sub-final drivers bump to the next A sub-final, and B sub-final drivers bump to the next B sub-final.
- The first 5 drivers from each Semi Final make the RC2 Main Event, followed by the top 2 from the LCQ resulting in a 12 car main. (With 15 driver heats, it is 6+6+3) The RC2 Main Event is 45min long.
- Illustration of bump up format below for 12 driver races.



## RC2 CONTROL TIRES

- Tires will be allowed to be collected as following:
  - 1 set of tires Friday
  - 1 set of tires Saturday for qualifying
  - 1 set for each main (if driver bumped)
  - 1 free set for A-Final
- Each RC2 race will be run with a control tyre in order to control costs, and lower the bar of entry. It will be one tread, and one compound of pre glued tyres.
- Tyres will be available for pre-order online before the event. They will be available for below market rates. All tyres will have to be purchased from RCGP pre-order / at the event.
- Drivers can run any tyres they want in free practice. Seeding practice on, the marked control tyres must be used.
- Tyres will be marked and checked from the 1st seeding practice round onward on Friday, and will be personal to each driver.
- Additive is not allowed, regardless of where it is applied.
- There are no free tyres included with the race entry.
- Replacement tires: Go to the RCGP tent and the staff will decide what to do depending on tire damage and on the racing phase drivers are in.

## RC2 FUN RACES & EVENTS

- Every RCGP weekend will have a selection of special fun races and helpful events.
- OPTION 1: After free practice on Friday, the track is closed, and a 30min Setup Clinic is organised, where each brand's representative's are present to give their setup ideas for cars and engines, for the particular race track. All RC2 drivers will be able to ask questions from RCGP drivers and brand representatives.
- OPTION 2: After qualifying on Saturday, there will be a 8-15 minute Junior Final, with the 12- 15 best under 18 year old drivers after qualifying. All RC2 drivers under 18 years old the 1st of January of the series year are eligible.
- OPTION 3: After qualifying on Saturday, there will be a 8-15 minute 40+ Final, with the 12- 15 best over 40 year old drivers after qualifying. All drivers at least 40 years old at the time of the event, including turning 40 before the end of Sunday are eligible.
- OPTION 4: At select events, an RC2 Academy Track Day will be organised on the Thursday before the race, intended for Junior drivers under 18 years of age.

## SECTION 5 – RACE PROCEDURES

### STARTING PROCEDURES

#### 5.0.0 STARTING PROCEDURE

- 5.0.1 Track opens (3min warm up).
- 5.0.2 At 1 minute the RD calls the cars in the pit lane.
- 5.0.3 Once all the cars are in the pit lane, after some seconds, the mechanics will be allowed to go to the starting grid.
- 5.0.4 Once all mechanics are ready the countdown will start.
- 5.0.5 At 3 all cars must be put on the ground and mechanics have to stand back immediately. The start will be at the sound of the tone.
- 5.0.6 Starter boxes are allowed on the starting grid, and can be used up to 5 seconds after the start. If the car does not start, it has to be brought back to pit lane after 5 seconds. The RD will call the mechanic back to the pits.

### **5.1.0 STARTING GATE**

- 5.1.1 When a starting gate is in use, the starting procedure is adjusted.
- 5.1.2 There must be a minimum of 2 sets of gates, max 8 in front, and max 8 behind.
- 5.1.3 Mechanics pick a starting gate in qualifying order. Cars 1-8 must pick a gate from the front row.
- 5.1.4 After all cars are on the gates, the race director gives the sign to fill up the cars. The mechanics then leave. The gates will then drop within a few seconds.
- 5.1.5 A restart is called if the gates malfunction.
- 5.1.6 A restart will be called if a car falls off, or gets stuck on a gate.
- 5.1.7 A restart will never be called due to crashes or accidents after a correctly functioning start.
- 5.1.8 Instructions for what to do in the case of a car flaming out on the gate will be given on a race by race basis. This depends on the track layout.

## **POST RACE PROCEDURES**

### **5.2.0 MARSHALLING**

- 5.2.1 Marshals must be 15 years old and above. If not they have to find a substitute. No open toed shoes allowed.
- 5.2.2 If a marshal isn't at his position when the race starts (not the warm up, the race), the driver will lose their best time. In case it is the marshalling turn for an RC2 final, the driver will have to start last in their final regardless of where they qualified.

### **5.3.0 TECHNICAL INSPECTION**

- 5.3.1 Technical inspection will be conducted as per the schedule
- 5.3.2 If in doubt team personnel or assistants should check to confirm whether a driver's car is needed for inspection.
- 5.3.3 The driver will be disqualified from that heat, or final if the car is not left in technical inspection.

## **TRACK MAINTENANCE PROCEDURES**

### **5.4.0 TRACK MAINTENANCE, FIXING AND WATERING**

- 5.4.1 Decision will be taken by RD and track owner together. The goal is to make things as fair as possible for all drivers.

## **SECTION 6 - SCHEDULE CONTINGENCY OPTIONS**

### **GENERAL**

### **6.0.0 UNFIT CONDITIONS FOR RACING**

- 6.0.1 If the event area is deemed unsafe for marshals, attendees or RCGP staff due to external conditions RCGP will have to take appropriate measures to maintain the validity of the event. Examples of these conditions include but are not limited to the following sections.
- 6.0.2 Natural events:
  - a) Rain
    - Muddy track, highly increased risk of marshals falling over and facing injury
  - b) Thunderstorms

- Risk of lightning striking the driverstand
  - c) Forest fires
    - Risk of the event being trapped inside an area where there is no way to evacuate
  - d) Extreme winds
    - Risk of damage to property and injuries
- 6.0.1 Human events:
- a) Terrorist attack in the area of the event

## AWARDING POINTS

### 6.1.0 POINTS GUIDELINES

- 6.1.1 Points will be awarded based on the overall standings at the time conditions are considered to be unfit as defined in section 6.0.0
- 6.1.2 If only one round is completed that round will be the determining one.
- 6.1.3 If more than one round is completed but not all rounds are able to be completed and the segment includes drop out results, the following items are applied:
  - a) 2 rounds: 1/2 | Points | Best result | Last counted round
  - b) 3 rounds: 2/3 | Points | Best result | Last counted round
  - c) 4 rounds: 2/4 | Points | Best result | Last counted round

### 6.2.0 FRIDAY

- 6.2.1 After completing both rounds of seeding practice 50% of points can be awarded for Race #1.

### 6.3.0 SATURDAY

- 6.3.1 After completing seeding practice 50% of points can be awarded for Race #1.
- 6.3.2 After completing the 1st sprint final 100% of the points can be awarded based on that final.
- 6.3.3 A full sprint final has to be completed for the result to be counted in the final results.

### 6.4.0 SUNDAY

- 6.4.1 After completing seeding practice 50% of points can be awarded for Race #2.
- 6.4.2 After completing 30 minutes of the endurance final 100% of the points can be awarded.
- 6.4.3 The endurance final can be restarted and the choice is up to the Race Director assessing the racing conditions.
- 6.4.4 If the endurance final has to be cut short the results will be based on the following check points:
  - a) 15 minutes
  - b) 30 minutes
  - c) 45 minutes
- 6.4.5 If the endurance final has to be cut short after 30 minutes, the final will not be continued.
- 6.4.6 The length of the restarted final will always be 30 minutes + 2 laps.
- 6.4.7 The starting order for the restarted final will be according to the last completed check point.
- 6.4.8 All drivers' time/laps will start from 0 when the race is restarted.
- 6.4.9 Cars will NOT be under parc fermé between stopping the race and the restart.

## PRECAUTIONARY MEASURES

### 6.5.0 PRECAUTIONARY MEASURE GUIDELINES

- 6.5.1 RCGP can make an official decision to modify the schedule and race format.

a) If and only if there is a serious risk of external conditions affecting the possibility to run according to the full race schedule.

b) Modifying the schedule and race format requires a mandate of a majority of the teams e.g. 7 teams so 4 is a majority and 5 teams so 3 is a majority.

6.5.2 The following items can be applied if there is a need to modify the schedule and race format:

a) Qualifying or qualifying rounds can be skipped and the sprint or endurance finals can be ran in the starting order of seeding or the completed qualifying rounds.

b) The length of the endurance final can be cut down to a minimum of 30 minutes.

c) Both Race #1 and Race #2 can be run on the same day, but at least one seeding round has to be completed for both events to determine the starting order for the sprint or endurance finals.

#### **6.6.0 RAIN**

6.6.1 As per the HOA between RCGP and the host facility, a system must be in place to protect the track from rain as well as 'repair' the track after rain so racing can resume as quickly and safely as possible.

6.6.2 RCGP will use iPhone and Android weather information for frequent monitoring of conditions as well as The Weather Channel.com for more detailed analysis of the weather. Analysis of these sources of information will be made by the individual responsible for the host facility, the RCGP Event Manager and RCGP Director.

## **SECTION 7 - TEAM RULES**

### **APPEARANCE**

#### **7.0.0 GENERAL**

7.0.1 The reason we require the items in this section is that we will be taking photos, videos and other coverage. We work hard to market the sport to outside sponsors and the way we want to impress those possible sponsors is to show that the sport is professional and ready for a bigger more mainstream market.

#### **7.1.0 RCGP TEAM CLOTHING**

7.1.1 Throughout the 4 day race weekend all team personnel (managers, drivers, mechanics, other personnel) are required to wear matching team apparel for a more professional team look.

7.1.2 Teams are given templates by the RCGP which they will use to create their team clothing.

7.1.3 Clothing is at the teams expense.

7.1.4 All RCGP team personnel will only use the team clothing approved by RCGP.

7.1.5 All RCGP team personnel will only have logos on team clothing that are approved by RCGP.

#### **7.2.0 RCGP PITTING**

7.2.1 RCGP is responsible for setting up each round of RCGP

7.2.2 Teams are responsible for ensuring the pits are kept in a professional manner as per RCGP's directions.

#### **7.3.0 RCGP DRIVER BODYSHELLS**

7.3.1 RCGP drivers will only use the team body shells, which must be confirmed with RCGP no less than FOUR WEEKS prior to the start of the season.

7.3.2 Body shells are the teams expense.

7.3.3 RCGP drivers will only use stickers on the car (including but not limited to the body shell and wing) that are approved by RCGP.

7.3.4 A car will not be allowed on track without the correct body shell design.

- 7.3.5 The reason for this is to make it easier and more exciting for the audience, specially live audience, or new people watching online. Each team will have their colour, for example, SWorkz team in the "Red Cars", HB Racing in the "Silver Cars". Wing and wheels can be used to create a difference between the two cars, but the bodies need to be identical and have a clear team colours.

## **TEAM RESPONSIBILITIES**

### **7.4.0 RCGP DRIVERS MEETING**

- 7.4.1 Team personnel are required to ensure drivers attend all drivers meeting as required in a timely manner.

### **7.5.0 RCGP MEDIA DAY**

- 7.5.1 Thursday prior to practice is RCGP media day.
- 7.5.2 All teams are required to attend the media day with their drivers and team personnel present.
- 7.5.3 Track will ONLY be open for teams to work in coordination with RCGP media partners.

### **7.6.0 RCGP MEDIA RESPONSIBILITIES**

- 7.6.1 Team personnel are expected to ensure drivers attend ALL media duties as required and as scheduled in a timely manner
- 7.6.2 Media duties include but are not limited to overlay headshots, photographs, video interviews, live stream commentary, pre race interviews, post race interviews, press conferences, set up clinics and podium presentations

## **SECTION 8 – PENALTIES**

### **8.0.0 RACE PENALTIES**

- 8.0.1 WARNING: Advice from RD (Race Director) to a driver that they are driving too aggressively, without causing any crash.
- 8.0.2 GIVE BACK THE POSITION: The driver must give back the position to a determined car. If the driver does not give back the position within 1 lap of where the incident took place, the penalty becomes a DRIVE THROUGH.
- 8.0.3 DRIVE THROUGH: A pass through the pits at a slow speed (slow speed means SLOW SPEED, not full throttle). RD calls a driver (Name and car number) for the penalty, driver has 3 laps to do the penalty. If the driver does not stop during the first lap the RD reminds the driver again, and then a final time on the 3rd lap. If after 3 laps the driver does not do the penalty, they will be black flagged.
- 8.0.4 STOP & GO: Car enters the pits, the mechanic will raise the car, the RD counts to 5 seconds and says GO! The mechanic drops the car and the car exits the pits. RD calls a driver (Name and car number) for the penalty, the driver has 3 laps to do the penalty. If the driver does not stop during the first lap the RD reminds the driver again, and then a final time on the 3rd lap. If after 3 laps the driver does not do the penalty, they will be black flagged.
- 8.0.5 BLACK FLAG: The driver has to quit the race and is disqualified for that race (not the entire event).
- 8.0.6 Refuelling or adjustments to the car in any way are not allowed during penalties served on the pit lane.

### **8.1.0 REASONS FOR PENALTIES**

- 8.1.1 Hitting a car in front, but only causing the car to lose the position, may be a GIVE BACK position.
- 8.1.2 A collision between 2 cars resulting in a rolled over car may be penalised with DRIVE THROUGH for the car that caused the collision.

- 8.1.3 Jumping on another car (landing from a jump or in the air) and causing the other car to lose time, may result in a DRIVE THROUGH.
- 8.1.4 T-bone crash or major crashes will result in a STOP & GO
- 8.1.5 Mechanics that drop the car on another car on the pit lane after a pit stop will get a DRIVE THROUGH penalty for their driver.
- 8.1.6 Side by side contact is allowed.
- 8.1.7 Physical altercations on the rostrum or in the pits means black flag for both drivers.
- 8.1.8 WAITING AFTER A CRASH WON'T EXCLUDE ANY PENALTY. It is of course always better to wait, and most of the time this solves the situation. This is the safest choice, but if the offence is bad, waiting is not enough.

#### **8.2.0 PROTEST**

- 8.2.1 A protest can be done up to 10 minutes after the end of the race. Protest must be written and given to the RD.
- 8.2.2 The cost of a protest is 50 euros (€).
- 8.2.3 Protest can only be done if the incident in question is visible from video footage.

#### **8.3.0 TEAM PENALTIES**

- 8.3.1 RCGP's discretion up to 50% of the earned team championship points, as well as drivers points (if relevant) at the current race event may be deducted if any team members do not adhere to the team rules in SECTION 7.
- 8.3.2 A car will not be permitted to enter the track without the correct, team branded, RCGP approved body shell.

## **SECTION 9 – TECHNICAL RULES**

### **CHASSIS**

#### **9.0.0 WHEELBASE**

- 9.0.1 Maximum : 330mm
- 9.0.2 Car wheelbase will be measured with equipment provided by RCGP: 'box' the car will be placed in.

#### **9.1.0 TRACK WIDTH**

- 9.1.1 Maximum : 310mm
- 9.1.2 Car width will be measured with equipment provided by RCGP: 'box' the car will be placed in.
- 9.1.3 When the car is moved inside the 'box' it should move freely in all positions of the suspension travel. If the box moves along with the car, due to the tyres rubbing on the sides of the boxes, the car will be deemed too wide.
- 9.1.4 If the car has been visibly damaged during the race, causing it to be too wide, it will be deemed legal.

#### **9.2.0 LENGTH**

- 9.2.1 Maximum : 550mm
- 9.2.2 Car length will be measured with equipment provided by RCGP: 'box' the car will be placed in.
- 9.2.3 Car length will be measured from the most rearward point of the car to the most forward point of the car, including wings.
- 9.2.4 If the car has been visibly damaged during the race, causing it to be too long, it will be deemed legal.

#### **9.3.0 HEIGHT**

- 9.3.1 Maximum measured from highest point (excluding antenna tubes) : 250 mm
- 9.3.2 Car height will be measured with equipment provided by RCGP: 'box' the car will be placed in.
- 9.3.3 Car height will be measured with the chassis pressed down and completely touching the testing surface.



- 9.3.4 If the car has been visibly damaged during the race, causing it to be too high, it will be deemed legal.

#### **9.4.0 WEIGHT**

- 9.4.1 Minimum: 3000g
- 9.4.2 Car weight will be measured with equipment provided by RCGP.
- 9.4.3 Car weight will be measured with an empty fuel tank.
- 9.4.4 If the car is over 150g over the weight limit there is no need to empty the tank for inspection.

### **ENGINE AND EXHAUST**

#### **9.5.0 ENGINE**

- 9.5.1 Only 3.5ccm (.21) internal combustion engines are allowed.

#### **9.6.0 EXHAUST PIPE**

- 9.6.1 A car must be fitted with an exhaust pipe and it must be connected to the exhaust port of the engine.
- 9.6.2 If the exhaust pipe comes loose during a race the driver will be immediately called into the pits to fix the pipe by the race director.
- 9.6.3 Only IFMAR or EFRA homologated exhaust pipes are allowed.
- 9.6.4 Team managers are responsible for ensuring that the pipe used is listed as homologated on IFMAR or EFRA's website  
<https://www.ifmar.org/approval-lists/>  
<https://www.efra.ws/handbook/>
- 9.6.5 In the event of any dispute the homologated list on the website will be considered to be current and accurate.

#### **9.7.0 FUEL SYSTEM**

##### **9.7.1 FUEL SPECIFICATION - EUROPE**

- 9.7.2 EFRA's guidelines and rules on fuel purchase, supply and use will be considered to be and followed as best practice.
- 9.7.3 Under the REGULATION (EU) 2019/1148 a licence is needed to be able to use fuel with nitromethane content over 12% in volume in any EU country.
- 9.7.4 Team Managers and Drivers are responsible, regardless of nationality or travel complications for ensuring they comply with all EU nitromethane regulations. The expectation is that they will coordinate with a regional federation, national federation, manufacturer, distributor or fellow teams and or team managers to ensure they are prepared in good time for an RCGP Event.
- 9.7.5 If appropriate fuel exceeding the EU REGULATION may only contain methanol (CAS number 67-56-1), lubricating oil, a small content of anti-corrosion chemicals and maximum 25% of nitromethane (Cas number 75-52-5) in volume.
- 9.7.6 RCGP is not responsible for a team or drivers licence compliance or completing processes correctly.

##### **9.8.1 FUEL SPECIFICATION - OTHER COUNTRIES**

- 9.8.1 fuel may only contain methanol (CAS number 67-56-1), lubricating oil, a small content of anti-corrosion chemicals and maximum 30% of nitromethane (Cas number 75-52-5) in volume.

#### **9.9.0 FUEL TANK**

- 9.9.1 Volume 125ml (125cc) including the complete fuel line system (filters and coolers etc.).
- 9.9.2 Fuel volume will be measured with equipment provided by RCGP: 125ml beaker and liquid pump.

- 9.9.3 The capacity of the fuel tank must not be adjusted by insertion of any loose object.
- 9.9.4 For races over 10 minutes a car will have a 5 minute cool down period from when the car was checked into technical inspection before the tank measurement can be made.
- 9.9.5 after a failure a 10 minute cool down is allowed prior to a retest.
- 9.9.6 Two tests maximum (Initial + one re-test).
- 9.9.7 For RC2 rules 9.9.5 and 9.9.6 only apply for Semi-Final and Main Final.
- 9.9.8 Measurement on the line, hard to call, deemed legal.

## **TIRE SPECIFICATIONS**

### **9.10.0 TIRE DIMENSIONS**

- 9.10.1 Maximum width: 47mm
- 9.10.2 Maximum diameter: 120mm

### **9.11.0 TIRE MANIPULATION**

- 9.11.1 Tires are not to be treated with any additives (saucing). If cleaning is necessary ONLY water is allowed.
- 9.11.2 No external objects are allowed to be attached on to the tire/wheel apart from exceptions in rules 9.11.3 and 9.11.4
- 9.11.3 Only allowed manipulation of the tire are:
  - a) Glueing of the sidewall
  - b) Cutting pins off from the tire
  - c) Making holes to the tire for air passage.
- 9.11.4 Balancing of the tire is allowed but the 'material' used for balancing can only be putty or similar. The material used must be fitted to the inside of the wheel.
- 9.11.5 If a driver is caught violating rule 9.11.1 RCGP has the right to give this driver as well as this drivers team manager a ban from all RCGP and RC2 events for a maximum of 5 years.

### **9.12.0 RC2 CONTROL TIRES**

- 9.12.1 Each RC2 race will be run with a control tyre in order to control costs, and lower the bar of entry. For each event there will be one thread pattern and one compound of pre glued tyres chosen for the event.
- 9.12.2 Tyres will be available for pre-order online before the event. They will be available for below market rates and drivers are able to acquire them once they are at the event in the RCGP tent.
- 9.12.3 All tyres will have to be purchased from RCGP pre-order / at the event.
- 9.12.4 Drivers are not obliged to use the control tire in free practice.
- 9.12.5 Tires will be marked and these markings will be checked from the 1st seeding practice round onward on Friday.
- 9.12.6 Each driver is allowed to buy and/or acquire tires within the following regulations:
  - a) 1 set of tires on Friday for seeding practice
  - b) 1 set of tires on Saturday for qualifying
  - c) 1 set of tires for each main the driver participates in
  - d) 1 set of tires for main final free of charge
- 9.12.7 The tires are personal to the driver and sharing tires with other competitors is not allowed.
- 9.12.8 If the control tires get damaged or are faulty the driver can go to the RCGP tent and the staff will conduct an assessment of the damage or fault and based on this assessment the driver may receive a replacement tire.

## **AERODYNAMIC COMPONENTS**

### **9.13.0 ALLOWED AERODYNAMIC COMPONENTS**

- 9.13.1 Wings or aerodynamic components are not allowed to be installed on any suspension element of the car. This includes elements such as upper and lower wishbones, wheel hubs, shock absorbers and any suspension linkages.
- 9.13.2 Rear wing, Body shell and Front wing are the only allowed aerodynamic components.

### **9.14.0 REAR WING**

- 9.14.1 Rear Wing Dimension
  - a) Maximum Width: 217mm
  - b) Maximum Chord: 85mm
  - c) Maximum Height from side view: 70mm
  - d) Maximum Width from side view: 100mm
- 9.14.2 The wing and the side dams have to be made from a flexible plastic material. Fibre materials are not allowed.

### **9.15.0 BODY SHELL**

- 9.15.1 The body shell is not allowed to cover the tires.
- 9.15.2 The body shell has to be made from a flexible material such as polycarbonate. Fibre materials are not allowed.
- 9.15.3 Additional winglets are allowed to be installed on the bodyshell
  - a) The winglets have to be made from a flexible material such as polycarbonate. Fibre materials are not allowed.
  - b) Winglets connected to the body shell will be considered a part of the body shell under technical inspection.
- 9.15.4 Body shell dimensions:
  - a) Maximum height of side: 80mm
  - b) Maximum height of hood: 120mm
  - c) Minimum width of hood: 50mm
  - d) Maximum width of hood: 120mm
  - e) Minimum width: 150mm
  - f) Maximum width: 250mm
  - g) All height dimensions are measured from the bottom of the chassis

### **9.16.0 FRONT WING**

- 9.16.1 The front wing has to be made from a flexible material such as polycarbonate. Fibre materials are not allowed.
- 9.16.2 Front wing Dimensions:
  - a) Maximum Width: 75mm
  - b) Maximum Chord: 40mm
- 9.16.3 Front wing placing from the bottom of chassis / end of front bumper:
  - a) Minimum Height from the bottom of chassis: 20mm
  - b) Maximum Height from the bottom of chassis: 80mm
  - c) Maximum distance forwards from end of front bumper: 20mm
  - d) Maximum distance rearwards from the end of front bumper: 50mm

## **ELECTRONICS**

### **9.17.0 ALLOWED ELECTRONIC DEVICES**

- 9.17.1 Transmitter, receiver, receiver battery, two servos one for steering and one for throttle, a transponder and an electrical on/off switch and data logger (see 9.16.4) are allowed.
- 9.17.2 Other electrical devices such as gyroscopes or any kind of traction control are forbidden. If any kind of forbidden device that can be viewed as a driving aid is discovered in a driver's car, RCGP has the right to give this driver a ban from all RCGP and RC2 events for a maximum of 5 years.
- 9.17.3 Any integrated driving aid device is forbidden. If any kind of forbidden driving aid device is discovered being integrated in an electrical device in a driver's car, RCGP has the right to give this driver a ban from all RCGP and RC2 events for a maximum of 5 years.
- 9.17.4 Only permitted data device is RCGP Partner Test Logger.

## **SECTION 10 - TECHNICAL INSPECTION**

### **TECHNICAL INSPECTION GUIDELINES**

#### **10.0.0 WHEELBASE**

- 10.0.1 Will be measured by placing the car inside the 'box' provided by RCGP.
- 10.0.2 Markings on the side of the box represent maximum wheelbase. Looking through the holes, center of the rear axle is placed on the marking rearward marking. If the front axle does not reach the other marking, the car is deemed legal.

#### **10.1.0 TRACK WIDTH**

- 10.1.1 Will be measured by placing the car inside the 'box' provided by RCGP.
- 10.1.2 Car will be first raised to maximum rebound and moved front and back. Then the car is released to ride height and moved front and back. Then the car is pushed down so that the chassis is touching the testing surface and moved front and back. If during any of these tests the tires make contact with the 'box' in a manner that starts to move the 'box' with the car, the car is deemed illegal.

#### **10.2.0 LENGTH**

- 10.2.1 Will be measured by placing the car inside the 'box' provided by RCGP.
- 10.2.2 If the car fits inside the 'box', the car is deemed legal.

#### **10.3.0 HEIGHT**

- 10.3.1 Will be measured by placing the car inside the 'box' provided by RCGP.
- 10.3.2 Height measuring tool is added on top of the 'box' and the car is pressed down so that the chassis is touching the testing surface and the height measuring tool is moved on top of the car. If the car fits under the height measuring tool, the car is deemed legal.

#### **10.4.0 WEIGHT**

- 10.4.1 Will be measured by placing the car on a scale provided by RCGP

10.4.2 Car will be first measured in the condition it checked in into Technical Inspection. If the car is over 150g over the weight limit, the car is deemed legal. If the car is over the weight limit but under 150g over the weight limit the tank of the car will be emptied and the weight will be measured again. If the car is over the weight limit with an empty tank, the car will be deemed legal.

#### 10.5.0 FUEL TANK

10.5.1 Will be measured by emptying a full tank through fuel lines into a beaker with equipment provided by RCGP.

10.5.2 Drivers are required to provide a fuel bottle with over 150ml of fuel for fuel tank inspection.

10.5.3 For races over 10 minutes a car will have a 5 minute cooldown period from when the car was checked into technical inspection before the tank measurement can be made.

10.5.4 10 minute cooldown is allowed after failure to be inside the 125ml limit.

10.5.5 Two tests maximum (Initial + one re-test).

10.5.6 For RC2 10.5.3 and 10.5.4 only apply for Semi-Final and Main Final.

10.5.7 If the capacity of the tank is 125ml or under, the car is deemed legal.

10.5.8 Measurement on the line, hard to call, always in favor of the driver, deemed legal.

#### 10.6.0 TIRES (RC2 Only)

10.6.1 Tires must have the correct RCGP markings on all four tires.

10.6.2 Tires are inspected to comply with rules under section 9.11.0 and 9.12.0

10.6.3 If the tires have the markings and comply with rules under section 9.11.0 and 9.12.0, the car is deemed legal.

#### 10.7.0 AERODYNAMIC COMPONENTS

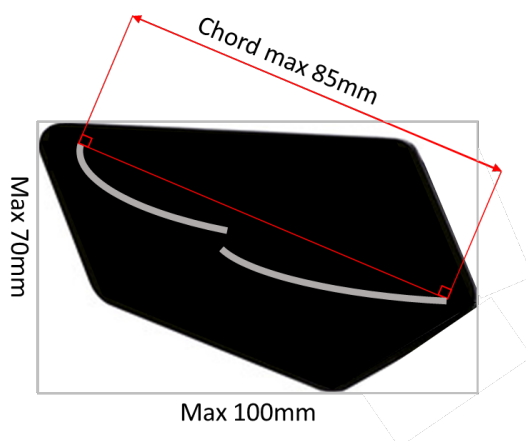
10.7.1 Wings or aerodynamic components are not allowed to be installed on any suspension element of the car. This includes elements such as upper and lower wishbones, wheel hubs, shock absorbers and any suspension linkages.

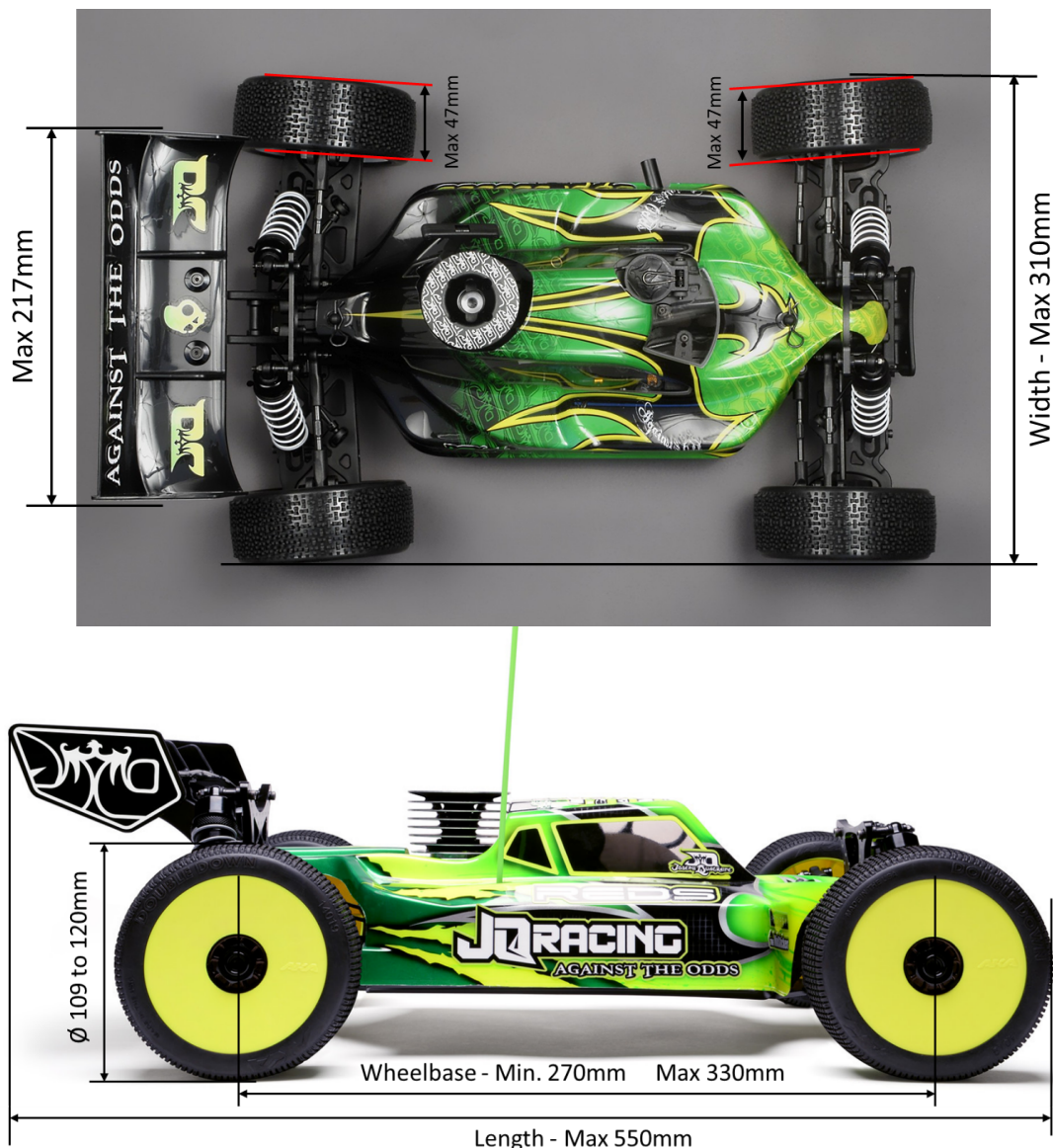
10.7.2 Rear wing, Body shell and Front wing are the only allowed aerodynamic components.

10.7.3 Will be measured by placing the car inside the 'box' and using the wing measuring tool provided by RCGP.

10.7.4 Width of the wing is measured by the height measuring tool while the car is placed inside the 'box'. If the rear wing fits inside the measurement, the car is deemed legal.

10.7.5 The chord and side view dimensions of the wing are measured with the wing measuring tool. If the wing fits inside the measurements, the car is deemed legal.





## PASS/DISQUALIFICATION PROCEDURES

### 10.8.0 PASS PROCEDURE

- 10.8.1 When a car passes Technical Inspection, the car will be checked with a "✓" on the spreadsheet provided by RCGP.
- 10.8.2 Passed cars will be placed on the "Passed" table for drivers to pick up.
- 10.8.3 If all cars from the Heat or Final pass Technical Inspection the technical inspector will communicate "ALL CARS PASSED" to Scoring/Timing.
- 10.8.4 Communication between Technical Inspection and Scoring/Timing will be conducted through a message app (WhatsApp) or through systems in The House of RC.
- 10.8.5 For Finals the technical inspector will sign the final results provided by Scoring/Timing after possible disqualifications to confirm final results.

### 10.9.0 DISQUALIFICATION PROCESS

- 10.9.1 When a car does not pass Technical Inspection, the car will be checked with a "DQ" on the spreadsheet provided by RCGP.
- 10.9.2 Disqualified cars will be placed on the "Disqualified" table with a note declaring the reason(s) for disqualification for drivers to pick up.

- 10.9.3 If a car(s) from a Heat or Final do not pass Technical Inspection the technical inspector will communicate "DQ CAR.XX" to the scoring and timing. After communicating all cars that have received a disqualification, the technical inspector will communicate "OTHER CARS PASSED" to the scoring and timing
- 10.9.4 Communication between Technical Inspection and Scoring/Timing will be conducted through a message app (WhatsApp, Messenger) or through systems in The House of RC.
- 10.9.5 For Finals the technical inspector will sign the final results provided by Scoring/Timing after possible disqualifications to confirm final results.

## **TECHNICAL INSPECTION REQUIREMENTS**

### **10.10.0 PERSONNEL**

- 10.10.1 Two personnel are required exclusively for Technical Inspection duties.
- 10.10.2 Third person for communication between race directors and Technical Inspection is suggested but not required.

### **10.11.0 EQUIPMENT AND AREA**

- 10.11.1 All Technical Inspection equipment will be provided by RCGP.
- 10.11.2 3 tables in total are required for technical inspection: Cars checking in, Passed cars and DQ'd cars
- 10.11.3 The Technical Inspection requires a closed area where all inspections can be concluded. Only RCGP personnel are allowed inside the Technical Inspection area.