



REMOTE CONTROL RACING AUSTRALIA

1/8th SCALE I.C. OFF-ROAD SECTION

Construction and Race Format Rules

Amended August 2023

The following rules are supplementary rules to the most current IFMAR rules which shall be used to form the basis of the Australian Off-Road Construction and Race Format rules. The only time RCRA shall deviate from IFMAR rules are listed below.

Preamble

The purpose of these rules is to provide a clear understanding of the requirements to host an RCRA Affiliated Event from 1 January 2023. Unless stated below, all other requirements to host an Australian National or State title event will follow the current IFMAR rules.

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1 CAR/TECHNICAL

- It is the drivers responsibility to ensure that their car complies with the regulations at all times when it is on the track. The race organiser may check any car for compliance with the regulations at any time during the race meeting.
- Positive proof of any race damage may prevent disqualification if a car is found to exceed the dimensions limit when scrutineered immediately after a race.

1.1 1/8TH SCALE I.C. BUGGY

The RCRA 1/8th Buggy regulations are based solely on the latest IFMAR 1/8th Off Road Racing Technical rules and regulations unless stipulated below. These can be found at: www.ifmar.org/rules

1.2 1/8TH SCALE E.P. BUGGY

- 1.2.1** E.P. Buggy regulations are as per the IFMAR I.C. Buggy rules and regulations with the exceptions below:
- Batteries must off a hard case design.
 - Configurations of Two (2) x 2S, one (1) x 3s or one x (1) 4s batteries will only be accepted.
 - If 2 x 2s Li-Po packs are being used, they must be of the same manufacturer and part number.
 - HV Li-Po batteries in the configurations above up to a maximum of 15.2v will be accepted.
 - Reverse must be disabled for all electric class cars at all times.

1.3 1/8TH SCALE I.C. TRUGGY

Definition: A Truggy is a combination of a 1/8th scale racing buggy and a stadium truck

- 1.3.1 Overall length:** 730mm maximum.
- 1.3.2 Overall width:** 465mm maximum.
- 1.3.3 Wheelbase:** 345mm to 405mm.
- 1.3.4 Overall height:** This is measured from the ground (including roll bar) and at full suspension, compression is 250mm maximum.
- 1.3.5** The minimum weight limit shall be 4000 grams with a full tank of fuel.
- 1.3.6** The car shall be measured for width by placing it on a flat base material equipped with two side rails of 150mm in height. These shall be spaced 465mm apart. The Truggy must fit inside this box, in the straight forward position.
- 1.3.7** Drive train is to consist of three buggy style differentials.
- 1.3.8** Single speed gearbox only. No multiple speed gearboxes allowed.
- 1.3.9** With tyres removed from the vehicle and the chassis placed under full compression, the lowest part of the engine is not to exceed 40mm in height.

- 1.3.10** Internal combustion engines of no more than 4.6 cubic centimetres or 0.458 cubic inches acceptable.
- 1.3.11** Fuel tank capacity: 150ccm including all piping, tubes and filters up to the carburettor. The tank will be measured using an Australian approved measuring cylinder.
- 1.3.12** Bump start engines accepted.
- 1.3.13** All cars will be fitted with brakes and clutch in such manner as that the car can be held stationary whilst the engine is running.
- 1.3.14** Minimum wheel diameter is 80mm. (This does not include glue bead).
- 1.3.15** Minimum tyre diameter is 118mm.
- 1.3.16** 1/8th Buggy wheels/tyres not accepted.
- 1.3.17** All tyres must be black with the exception of sidewall lettering.
- 1.3.18** No spikes, tubes or additional items intended to increase traction may be either glued to the outside of tyres or passed through tyres from the inside.
- 1.3.19** A wing of maximum overall size of 217mm in length and 85mm chord may be fitted (as per IFMAR I.C. buggy rules)
- 1.3.20** Bodies must be made for a truggy and be available from manufacturers or mainstream suppliers
- 1.3.21** Body mould lines will not be altered other than for the purpose of an exit hole for the silencer.
- 1.3.22** No greater than 50% of the front window is to be removed.
- 1.3.23** Left and right hand side windows can be removed 100%.
- 1.3.24** Windows to remain transparent. Bodies with windows painted out will not be accepted. Pre-painted ready-to-run bodies will be the only exception to this rule.
- 1.3.25** Openings may be cut in the shell for the antenna, the pipe ends, to allow access to the fuel filler, radio switch and engine adjustments as well as a maximum of half of the front windscreen to assist in cooling the engine if not already opened by the fuel filler access. Clearance around such items shall be kept to a minimum.
- 1.3.26** Aerial hole size not to be greater than 10mm in diameter.
- 1.3.27** Engine head-cooling hole to be no greater than 10mm from the outside of the cooling head in diameter. Only exceptions will be holes for tuning purposes.
- 1.3.28** Front and rear bumpers are not to exceed 10mm past the body unless O.E.M (Original Equipment Manufacture) or factory.

2 RCRA GENERAL RULES

2.1 STATE DELEGATES

RCRA sanctioned events shall use duly appointed State Delegates instead of an International Jury.

2.2 TIMING KEEPING SYSTEM

- 2.2.1** Only a single timing system is required for RCRA sanctioned events.
- 2.2.2** During RCRA sanctioned events, timing and lap counting is to be done automatically by means of an automatic lap timing system with transponders fitted to each car.
- 2.2.3** No manual lap counting will be accepted at any time.
- 2.2.4** If a timing system or loop stops working, the race currently underway will be re-run unless 90 per cent of the race has been completed to form a result.

2.3 TRANSPONDER

- 2.3.1** If a timing system or loop stops working, the race currently underway will be re-run unless 90 per cent of the race has been completed to form a result.
- 2.3.2** All competitors are to provide and use personal MyLaps RC compatible transponders.
- 2.3.3** It is the responsibility of the driver to ensure that a transponder is attached to the car for all practice, qualifying and finals sessions and that it is working at all times. The driver is also responsible to ensure that the transponder has the same device number as that was entered for the event.
- 2.3.4** If a driver loses a transponder during the race or if the transponder stops working, the driver and pit-crew will be notified by race control as soon as possible. It is the driver's responsibility to repair or replace the transponder before the next race.
- 2.3.5** If a transponder needs to be replaced, it is the driver's responsibility to notify Race Control of the new transponder number as soon as practical prior to the drivers next race.

2.4 FUEL

- 2.4.1** The following additives are strictly prohibited: Hydrazine, Hydrogen Peroxide, Toluene, and Propylene Oxide.
- 2.4.2** Random fuel tests may be made at any time during the event. Samples and counter samples will be collected for analysis and any competitor found to be using any of the above additives will be disqualified and any race result obtained will be null and void.
- 2.4.3** **For all RCRA events, irrespective of class, there will be no restriction on Nitro Methane percentage.**

2.5 DRIVER AIDS

- 2.5.1** The use of traction control devices, active suspension devices and any steering control aided by gyroscopes/'G'-force sensors is strictly forbidden. Sensors are only allowed for the purpose of passive data recording and not for adjusting the performance of the car whilst in motion. It is the object of this rule to ensure that the event be a test of driver skill.

2.6 TYRE ADDITIVE

- 2.6.1** Irrespective of class, no traction additive will be permitted at any 1/8th RCRA event. To start with, this will be just monitored by the honour system until time RCRA can get the appropriate equipment to test with.

2.7 MARSHALLING

- 2.7.1** Drivers must marshal for their designated race/s and be in their marshalling position before the two (2) minute call to race.
- 2.7.2** Failure to be at your designated marshalling position by the two (2) minute call will result in the loss of your best qualifier for the first infringement.
- 2.7.3** Should a second infringement occur the driver shall lose the next best qualifying time and a final warning from the race director.
- 2.7.4** Should a driver fail to arrive at their marshalling spot a third time, they will be disqualified from the event.
- 2.7.5** Any substitute marshal must be approved by the Race Director unless the substitute is a paid entrant. It is the original driver's responsibility to find a substitute and they are responsible for the actions of that substitute.
- 2.7.6** Turn marshals are not permitted to repair vehicles. Marshals will take disabled vehicles to the designated area at the end of the pit lane as soon as is reasonably possible.

2.8 STARTING POSITION

- 2.8.1** For all finals, the cars will be placed inside a clearly marked painted box. If a driver leaves the box prior to the start of the race, they will be awarded a stop and go penalty by the Race Director – [See 2.12 Stop and Go Penalty](#)
- 2.8.2** All starting accessories may be taken out to the grid for the start of the race.
- 2.8.3** No cars are to be restarted or repaired on the track once the siren has sounded and the race has started. They are to be taken directly to pit lane to be restarted or repaired.

2.9 DELAYED START

- 2.9.1** A delayed start may only be called within the semi-finals and finals.
- 2.9.2** A delay cannot be called once the warmup is called to an end (either cars called back to the pits or to the starting grid).
- 2.9.3** Every participant of the semi-finals and the final may request a delay of ten (10) minutes for repairs on their car though a delay may only be called once per semi or main final.
- 2.9.4** The 10min delay may only be reduced if all (100%) drivers in that race agree.
- 2.9.5** The delay will be granted only once for each semi-final and the Main Final. The track shall be closed to all cars during the delay period.
- 2.9.6** The driver requesting the delay, for whatever reason, must start from the back of the grid, six (6) metres behind the last official grid position.
- 2.9.7** If this is not possible due to the 6m rule placing the car behind the timing loop, the car must then be released from allocated penalty box by the Race Director or nominated official.

2.10 RE-ENTERING A RACE

2.10.1 All drivers re-entering the race from the following areas shall be required to give way to all other cars:

- Pit Lane
- Re-entering after leaving the track
- Re-entering after leaving the penalty box
- After being marshalled

2.10.2 Any driver caught not giving way to the above shall be awarded a stop and go penalty by the Race Director.
[See 2.12 Stop and Go Penalty](#)

2.11 PENALTIES

2.11.1 As stated below, the following will not be tolerated at any RCRA affiliated event. If a driver is deemed to have broken any of these rules, they will have their best qualifier taken from them. If a driver continues to act in this manner, they can be disqualified from the event with the discretion of the nominated delegates.

2.11.2 Bad or abusive language to:

- Race Director
- Other drivers
- Marshalls
- Pit Crew
- Official's
- Spectators

2.11.3 Failing to attend to your marshalling duties.

2.11.4 Any type of physical violence or tampering of another person car, headset or radio will result in immediate disqualification from the event and be referred to the RCRA Executive for further action.

2.12 STOP AND GO PENALTY

2.12.1 When awarded a Stop and Go Penalty, the driver has three (3) laps to bring their car to a complete stop inside the designated penalty box. In such case as the driver does not stop, or does not comply, either a disqualification or a one (1) lap penalty will automatically be given.

2.13 PROTESTS

2.13.1 Protests shall only be lodged as per IFMAR rules, except:

- Protests are to be lodged directly with the race director or state delegate.
- One Hundred Australian dollars (\$100) must be paid to the Race Director, who will only then accept the protest.
- The time of receipt of the protest must be recorded.
- All delegate decisions are final.

2.14 WORLD CHAMPIONSHIP QUALIFICATION

- In order to qualify to represent Australia at the IFMAR World Championship (IFMAR W.C.). The representing driver must have competed in both of the Australian National titles in the given World Championship qualifying period.
- In the event of a tie in points, the driver with the highest single Australian National title point score will be ahead. If still tied, then the second highest Australian National point score will be used. If still tied then the driver with the better finals finishing position will be ahead.
- The qualifying period for IFMAR W.C. representation shall be based on a two (2) calendar year period prior to the nominated IFMAR W.C. event. This period will be from the 1st of January of the last IFMAR W.C. year, to the 31st of December of the year preceding that of the IFMAR W.C. in question. For Example: for IFMAR W.C. 2024 representation consideration, the qualifying period would be from the 1st of January 2022 to the 31st December 2024.
- The total points for the two (2) Australia National titles results plus four (4) best State Titles results per IFMAR W.C. qualifying period shall be counted towards the overall qualifying position for the IFMAR W.C.
- The points system is as below:

Final Position		Qualifying Position	
Position	Points	Position	Points
1 st	200	1 st	10
2 nd	195	2 nd	9
3 rd	190	3 rd	8
4 th	185	4 th	7
5 th	180	5 th	6
6 th	175	6 th	5
7 th	170	7 th	4
8 th	165	8 th	3
9 th	160	9 th	2
10 th	155	10 th	1
11 th	150		
12 th	145		
13 th	140		
14 th	135		
15 th	130		
16 th	125		
17 th	124		
18 th	123		
...	...		
120 th	21		
121 st +	20		

- Points drop by down by 5 points from 1st to 16th. They then drop down 1 point from 17th to 120th position, which is awarded 21 points. Positions 121st and onwards are awarded 20 points.

3 RCRA STATE TITLE EVENTS

- A club must be affiliated with RCRA for a minimum of one year prior to holding an Australian State Title.
- In order for a club to hold a state title, the club must contact their state RCRA delegate the year prior to discuss their nomination. The state RCRA delegate will then confirm the nomination to the RCRA section head.
- All participants competing in an RCRA event (State or National Level) must be a member of an affiliated RCRA Club.
- The Entry fee for a State Title will be \$65 per car. Secondary classes may be discounted to improve numbers at the discretion of the hosting club.
- At the completion of the event, the host club will be responsible for ensuring that RCRA receives \$5 per entry upon the completion of the event and once in receipt of an invoice from RCRA for the required amount. (This is to be evaluated each year to go with inflation and may be adjusted with the approval of the section head).

3.1 EVENT MINIMUM REQUIREMENTS

- 3.1.1** The Drivers stand must be capable of holding 12 drivers with a minimum total length of 10m.
(800mm per driver)
- 3.1.2** Pit lane capable of holding 12 cars with a minimum of 800mm per car. Minimum of 10m in total length.
- 3.1.3** Enough stickered numbers for all cars participating.
- 3.1.4** Suitable Racetrack and Pit Lighting if the event is to be held at night.
- 3.1.5** Undercover pit areas or gazebo's to be provided with suitable and sufficient tables and chairs to accommodate all "out of town" participants.
- 3.1.6** Continuous compressed air and adequate water wash down stations.
- 3.1.7** Adequate and regularly serviced toilets.
- 3.1.8** Available 240v power.
- 3.1.9** Clean running water.

3.2 TRACK

- 3.2.1** The track shall be constructed in accordance with sections 4.1, 4.2, 4.3 and 4.4 of the IFMAR 1/8th I.C. Off Road Racing and Technical Rules sections. The track width must be a minimum of FOUR (4) meters wide at any given point and should be predominantly constructed from a natural non-made surface.
- 3.2.2** A smooth, freshly rolled and prepped track must be supplied for the event.
- 3.2.3** Repairs or improvements may be made, at any time, during an event with the concurrence of the Race Director
- 3.2.4** A single cut through in a safe location may be permitted but is not essential.

3.3 TROPHIES

- 3.3.1** Trophies /plaques are to provided for all A main finalists.
- 3.3.2** A podium style steps would be appreciated though not required.

3.4 STATE TITLE EVENT DURATION

- 3.4.1** The event shall be of three (3) days duration, from Friday to Sunday.
- 3.4.2** The event may consist of as many classes as the club deems appropriate though with a minimum of 6 cars per class.
- 3.4.3** All finals will be held in the ABC style format.
- 3.4.4** The event schedule may be changed as deemed necessary by the hosting club.

3.5 STATE TITLE TECHNICAL INSPECTIONS

- 3.5.1** Technical inspections at any RCRA affiliated event are based solely on the latest IFMAR 1/8th Off Road Racing Technical rules and regulations unless stipulated in chapter one above.
- 3.5.2** To alleviate pressure on the club hosting the event, open scrutineering will be conducted during all practice and qualifying heats. Although it is not mandatory, it is the responsibility of the driver to have his car scrutineered prior to competing in any final race.
- 3.5.3** The top 5 bump cars from each final must be scrutineered directly after their concluding race.
- 3.5.4** Any car not presented to scrutineering when required directly after their race will be disqualified from the previous race that was completed. All cars must show the correct car number for its corresponding race otherwise the car will not pass the scrutineering process.
- 3.5.5** All vehicles must pass technical inspection when required after the completion of every race. Any vehicle found to be illegal during a post-race inspection will be disqualified from that race.
- 3.5.6** During width measurements, vehicles must roll freely in the tech box at ride height. This will be verified by lifting the rear of the box to 45 degrees above horizontal, and the car must roll forward under its own weight. All dimensions or other specifications quoted as “maximum” include all manufacturing or other tolerances. No further tolerance is allowed above any maximum specification.
- 3.5.7** During post-race inspections, the effects of normal wear and race distortion or damage should be taken into consideration. For post-race inspections, a “cooling-off” period of no more than 10 minutes may be allowed to eliminate any temperature effects on sizes, capacities, etc
- 3.5.8** The designated technical Inspectors, and the Race Director have the right to subject any car to a mechanical or visual inspection or impound the car at any time. It is the driver’s responsibility to tear down a vehicle for inspection if required to do so. Failure to abide by this rule will be Disqualification from that class.

3.6 QUALIFYING

- 3.6.1** All races are to be ten (10) cars per heat minimum. Depending on final entries, the number of drivers in the lowest heat may be reduced to under 10, however, the Race Director shall try to ensure that the number of drivers per heat is a minimum of ten (10) at all times.
- 3.6.2** The host club can run up to 6 qualifiers if entrant numbers permit.
- 3.6.3** A non-rotational system is to be used for qualifying for all state titles. The sequence shall start from heat 1 though to heat 15 in all rounds. Should there be less than 15 heats per round, the timekeeper shall alter the schedule in line with number of heats per round.
- 3.6.4** There must be two numbered stickers on each car corresponding to the car number in each qualifying heat. One sticker must be placed on the side of the car (Facing the outside of the track) and one sticker on the wing.

3.7 ROUNDS TO COUNT

- 3.7.1** Out of six (6) rounds, four (4) will be counted.
- 3.7.2** Out of five (5) rounds, three (3) will be counted.
- 3.7.3** Out of four (4) rounds, two (2) will be counted.
- 3.7.4** Out of three (3) rounds, two (2) will be counted.
- 3.7.5** Out of two (2) rounds, one (1) will be counted.
- 3.7.6** Out of one (1) round, one (1) will be counted.

3.8 TIMING OF ROUNDS

- 3.8.1** For State Titles, there shall be three (3) minutes in between every race in the round.
- 3.8.2** Each race shall be for a maximum of ten (10) minutes with a minimum of seven (7) minutes depending on entrants and as dictated by the Race Schedule.
- 3.8.3** A driver shall have sixty (60) seconds to finish their heat after their race time is up.
- 3.8.4** No breaks in between rounds are permitted unless repairs are required on the track, for safety reasons or under race referee provisions.

3.9 FINALS

- 3.9.1** No breaks in between rounds are permitted unless repairs are required on the track, for safety reasons or under race referee provisions.
- 3.9.2** All main finals shall be twelve (12) cars. The only exception to this rule will be the 2 lowest finals, where there may be fewer than twelve (12) cars.
- 3.9.3** In all finals, the top five (5) cars of each class will bump to the next final.
- 3.9.4** Race times for the A-main final will be 45 minutes, 30 minutes for the B-Main and 20 minutes for the all finals C-Main and below. Electric finals will be 3 x 10 minutes for the A-Main and 10 minutes for all other finals.
- 3.9.5** There must be two numbered stickers on each car corresponding to the car number in each final. One sticker must be placed on the side of the car (Facing towards the outside of the track) and one sticker on the wing.

3.10 STATE TITLE SCHEDULE

- 3.10.1** An example state title schedule can be as below:

<i>Example Schedule</i>			
Friday	12.00pm-5.00pm	Open practice/timed practice (pending on entries)	5 hours
Saturday	8.00am-6.00pm	5 x Qualifiers 100 entries 2 hours per round.	10 hours
Sunday	8.30am- 5.00pm	All ABC finals	8.5

4 RCRA AUSTRALIAN TITLES

The Australian Title requirements are as per the state titles rules unless listed below.

RCRA 1/8th Off-Road section will provide at the cost to the host club of \$25 per entry the following:

- Race Director
- Time Keeper
- All equipment required for scrutineering

A club must be affiliated with RCRA for a minimum of 2 consecutive years prior to the year holding the Australian title.

All participants competing in an RCRA event (State or National Level) must be a member of an affiliated RCRA Club.

In order for a club to hold an Australian title, the club must contact their state RCRA Delegate to discuss their nomination to hold the event in the state's relevant year. The state RCRA delegate will then confirm the nomination to the RCRA section head in writing.

- RCRA will be responsible for booking flights and accommodation for the race referees 3 months prior to the event.
- Host club will pay the \$25 per entry fee when entries close (2 weeks prior to the event) and once in receipt of an invoice from RCRA for the required amount.
- Any late entries taken will be paid upon completion of the event. The host club will deposit the remainder of the monies owing into the RCRA bank account.
- The host club will supply a copy of the results to the section head to be archived.
- A financial statement will be presented to the attending state delegates at the yearly AGM. This will also be available to any RCRA affiliated club upon request.

4.1 EVENT MINIMUM REQUIREMENTS

4.1.1 The Drivers stand must be capable of holding 15 drivers with a minimum total length of 12m.
(800mm per driver)

4.1.2 Pit lane capable of holding 15 cars with a minimum of 800mm per car. Minimum of 12m in total length.

4.1.3 Enough stickered numbers for all cars participating.

4.1.4 Suitable Racetrack and Pit Lighting if the event is to be held at night.

4.1.5 Undercover pit areas to be provided with suitable and sufficient tables and chairs to accommodate all participants within the grounds or suitable designated area.

4.1.6 Continuous compressed air and adequate water wash down stations.

4.1.7 Adequate and regularly serviced clean Male and Female toilets.

4.1.8 Generously distributed 240VAC, power boards and leads.

4.1.9 Clean running water.

4.2 AUSTRALIAN TITLE ENTRIES

- 4.2.1 Entries shall be accepted online only. An entry will not be accepted until monies are paid. There will be no cap limit for the Australian title. Official entries will close 2 weeks prior to the event start date. Any entrants after this date will be charged a \$30 late fee per entry.
- 4.2.2 The Entry fee for the Australian Title will be \$125 for the primary class and \$85 for the secondary class.
- 4.2.3 At the completion of the event, the host club will be responsible for ensuring that RCRA receives \$25 per entry. (This is to be evaluated each year to go with inflation and may be adjusted with the approval of the section head)

4.3 AUSTRALIAN TITLE CLASSES

- 4.3.1 The Australian title each year will consist of three classes unless a class receives nominations less than the required number. This will be 1/8th I.C. Buggy, 1/8th E.P. Buggy and 1/8th I.C. Truggy.
- 4.3.2 The primary class will always be the 1/8th I.C. buggy and heats/races cannot be reduced unless absolutely necessary.
- 4.3.3 The supporting class or the class that may be reduced first due to weather/time issues will be the class with the lowest numbers.

4.4 SEEDING

- 4.4.1 The Driver's seeding for the Australian Titles will be as per the driver average taken from the RCRA driver seeding spreadsheet.
- 4.4.2 The driver's average is taken from the average of their best two results within the current world's years.
- 4.4.3 If it is the start of a new world's year, the average will be taken from the last two events of the previous year.
- 4.4.4 The State Delegates, along with the RCRA section head, may exercise common sense to ensure appropriate seeding if they deem a competitor is out of place or hasn't recorded a result in the previous year.

4.5 PROMOTIONAL CLASSES

- 4.5.1 **All promotional classes will be for I.C. Buggy only**
- 4.5.2 **Junior Class** – As RCRA would like to promote the youth within our hobby, there will be a junior final for all entrants 15 years and under.
- 4.5.3 **Open Class** - The Open Class shall be open to any driver from an affiliated RCRA club.
- 4.5.4 **Sportsman Class** - The Sportsman Class final/s will be run separately. The top 3 shall be determined from the final qualifying positions.

The following drivers shall be prohibited from entering the sportsman class:

- Any driver who receives free equipment from a supplier.
- Any driver who has made a final of the Australian Championship previously in the past 6 years.
- Any driver who has made a final overseas at a major event.

The sportsman's class was designed to ensure the up and coming racers and social racers are recognised. If a situation arises in determining whether a driver is deemed able to enter the Sportsman class or not, the RCRA executive and the relevant State delegates shall have the final decision on class positioning if such issue arises.

- 4.5.5 Over 40 Class** - The driver will be required to prove they are over 40 prior to the start of the event. A driver's licence will be deemed suitable for such proof. The over 40's final/s will be run separately unless time doesn't permit. The top 3 shall be determined from their final qualifying position if this is the case.

There will be trophies awarded to the top 3 of each class

4.6 AUSTRALIAN TITLE EVENT DURATION

- 4.6.1** The event shall be of four (4) days duration, from Thursday to Sunday.

- 4.6.2** The event will run to the following timetable:

- Thursday: 2 rounds of timed practice
The first and second round of qualifying
- Friday: Third through to the fifth full rounds of qualifying
- Saturday: All buggy/ Truggy Lower Finals
- Sunday: Semi practices
Promotional classes
All Finals

4.7 FINALS

- 4.7.1** All main finals shall be fifteen (15) cars. The only exception to this rule will be the 2 lowest finals, where there may be fewer than fifteen (15) cars.
- 4.7.2** In all finals (except the semi-finals) the top five (5) will bump to the next final.
- 4.7.3** For the Australian title Semi-Finals, the top seven (7) from each semi-final will progress to the main final. The last position (wildcard) will be filled by the winner of a last chance qualifier race. The LCQ will be made up of the non-bumping semi-finalists. (The New IFMAR Final rules).
- 4.7.4** Race times for the A-main final will be 60 minutes, 30 minutes for the Semi and 1/4 finals and 20 minutes for all finals 1/8th and below.

4.8 TECHNICAL INSPECTION

- 4.8.1** Technical inspections at any RCRA affiliated event are based solely on the latest IFMAR 1/8th Off Road Racing Technical rules and regulations unless stipulated in chapter one above.
- 4.8.2** To alleviate pressure on the club hosting the event, open scrutineering will be conducted during all practice and qualifying heats. Although it is not mandatory, it is the responsibility of the driver to have his car scrutineered prior to competing in any final race.
- 4.8.3** The top 5 bump cars from each final must be scrutineered directly after their concluding race.
- 4.8.4** All Semi-finalist cars must be presented to scrutineering directly after their respective races. These cars will be held until all cars have been scrutineered before being released.

- 4.8.5** The top 5 A-main cars will be scrutineered at the conclusion of the A-main final.
- 4.8.6** Any car not presented to scrutineering when required directly after their race will be disqualified from the previous race that was completed. All cars must show the correct car number for its corresponding race otherwise the car will not pass the scrutineering process.
- 4.8.7** All vehicles must pass technical inspection when required after the completion of every race. Any vehicle found to be illegal during a post-race inspection will be disqualified from that race.
- 4.8.8** During width measurements, vehicles must roll freely in the tech box at ride height. This will be verified by lifting the rear of the box to 45 degrees above horizontal, and the car must roll forward under its own weight. All dimensions or other specifications quoted as “maximum” include all manufacturing or other tolerances. No further tolerance is allowed above any maximum specification.
- 4.8.9** During post-race inspections, the effects of normal wear and race distortion or damage should be taken into consideration. For post-race inspections, a “cooling-off” period of no more than 10 minutes may be allowed to eliminate any temperature effects on sizes, capacities, etc.
- 4.8.10** The designated technical Inspectors, and the Race Director have the right to subject any car to a mechanical or visual inspection or impound the car at any time. It is the driver’s responsibility to tear down a vehicle for inspection if required to do so. Failure to abide by this rule will be Disqualification from that class.

4.9 AUSTRALIAN TITLE TRACK REQUIREMENTS

This section specifies the minimum facility requirements needed to be in place by the successful club, at their cost, prior to commencement of the Australian Titles.

- 4.9.1** The track shall be constructed in accordance with sections 4.1, 4.2, 4.3 and 4.4 of the IFMAR 1/8th I.C. Off Road Racing and Technical Rules sections. The track width shall be a minimum of FOUR (4) meters at any given point and should be predominantly constructed from a natural non-made surface.
- 4.9.2** If a club is holding an Australian Title, the club must present a fully rolled and prepped track with a minimum of 25% changed for the event.
- 4.9.3** A photo is to be provided to the RCRA section head prior to any changes being made as well as a copy of the proposed new layout. This is to ensure the changes are sufficient to meet the above requirements.
- 4.9.4** Repairs or improvements may be made, at any time, during an event with the concurrence of the Race Director.
- 4.9.5** A single cut through in a safe location may be permitted but is not essential.

4.10 CLUB DAY BEFORE THE AUSTRALIAN TITLE

- 4.10.1** The hosting is club (at their discretion) may conduct one single club day (one day only) on the fresh track leading up to the event. This is to ensure the layout works as expected and to “bed” the track in. This club day shall be open to all members of any RCRA affiliated club though entrants for this club day may be limited/restricted to a designated amount to ensure the club event is completed in the one day.
- 4.10.2** **No** open or controlled practice is to be conducted at all during this club day.
- 4.10.3** The track will remain closed after the club day and there will be no other usage of the track for two weeks before the event. Any entrants of the event caught using the track after the club day will be disqualified from the event though the club may use a non-entrant of the event to test changes or conduct repairs.
- 4.10.4** Live timing is to be made available for the club day for other competitors to view.

4.11 AUSTRALIAN TITLE TROPHIES

4.11.1 The club shall provide cup style trophies in all main classes for 1st, 2nd and 3rd with a minimum size as stated below. For the promotional classes, 1st, 2nd and 3rd acrylic plaques style trophies are acceptable.

- 1st to a minimum size of 400mm
- 2nd to a minimum size of 350mm
- 3rd to a minimum size of 300mm

4.11.2 A podium style with steps must be provided with champagne bottles (3) for the top 3.

4.12 AUSTRALIAN TITLE COSTS GUIDE

4.12.1 Below is a guide to the costs usually associated with running the Australian Title. This is an approximation only and will vary from club to club depending on the facilities already available. Please ensure to take this into account when nominating to hold one of these rounds.

Cost to run a National Round	
Fresh Track	\$2,500
Lights	\$2,000
Toilets	\$1,000
Marque/Shaded area	\$3,500
Tables/Chairs	\$750
Trophies	\$2,000
Total	\$11,750

4.13 AUSTRALIAN TITLE ROSTER

4.13.1 A rotational approach is to be used for the Australian Title each year.

4.13.2 In order for a club to hold a national title, the club must contact their state RCRA delegate the year prior to discuss their nomination. The nomination will then be voted on by the RCRA delegates and section head to approve the nomination.

4.13.3 Shown below is the rotational roster for the national rounds up to and including the year 2027. The state depicted in Blue will be the state that holds the Australian Title each year.

ROTATION

2022	2023	2024	2025	2026	2027
QLD	WA	SA	NSW/ACT	NT	VIC