



2026 EP ON-ROAD RULES

CONTENTS

ELECTRIC GENERAL RULES

A1. GENERAL	2
A2. DRIVING	2
A3. RACE PROCEDURES	3
A4. RAIN AFFECTED MEETINGS	4
A5. TRACK RULES	5

ON ROAD GENERAL TECHNICAL RULES

A6. RACE DURATION	6
A7. 21.5T TOURING SPECIFICATIONS	6
A8. LIMITED BRUSHLESS CLASSES MOTOR SPECIFICATIONS	6
A9. MODIFIED CLASS MOTOR SPECIFICATIONS	7
A10. BATTERIES	8

1/10th TOURING CAR CLASS RULES

A11. GENERAL	8
A12. BODYSHELLS	9
A13. WINGS	9
A14. BUMPERS	9
A15. CHASSIS AND DRIVETRAIN	9
A16. DRIVER AIDS	10
A17. TYRES	10
A18. DIMENSIONS	10

OTHER ON-ROAD CLASS RULES

A19. TAMIYA M-CHASSIS	10
A20. FORMULA ONE	11
A21. PRO 10	11
A22. PRO 12	12
A23. 1/8 th GTe	12
A24. ELECTRIC 1/8TH CAN-AM E 4WD CIRCUIT CAR	15

ELECTRIC GENERAL RULES

A1 GENERAL

- A1.1 All cars must be electrically powered.
- A1.2 It is the driver's responsibility to ensure that their car complies with the rules contained within this rulebook irrespective of initial scrutineering at a meeting.
- A1.3 All rules must be strictly adhered to. Violation of the technical rules in a particular Class will result in disqualification from that race. Deliberate violation of NZRCA technical rules will result in disqualification from the meeting.
- A1.4 Body shells must be neatly finished and painted when initially entered in a meeting.
- A1.5 No car can be raced without a body shell being securely fitted at all times.
- A1.6 For those classes where a "straight axle" is specified, the following definition applies: In a straight axle design, there must be a fixed relationship between the axle and the motor. No relative movement is allowed between the rear axle bearings and the motor case, and all suspension action must be applied to the motor, transmission and both rear wheels as a unit.
- A1.7 The running of one car in different classes is allowed providing it meets those classes Technical Specifications and does not hinder the running of the meeting in any way.
- A1.8 In the event of breakage to a car during a meeting, that car may be substituted with another car of the exact same Manufacturers Technical Specifications. The driver must first apply to the Race Director (or his designate) of the meeting.
- A1.9 A driver may enter any and as many classes as they wish at a national meeting.
- A1.10 Only one drive motor may be used.
- A1.11 Batteries may not be changed during a race.
- A1.12 Tyre additives are prohibited in all racing classes as per rule G10.2
- A1.13 Clubs hosting Outdoor national meetings must make their outdoor tracks available for 2 days immediately before the meeting.
- A1.14 At all national meetings a certified test weight should be available to ensure that the scrutineering scales are accurate. This weight should be no less than 1000 grams or more than 1700 grams.
- A1.15 That decisions made by the Electric On-Road Technical Officer about On-Road Technical issues be considered final and when conveyed to the meeting organisers, either orally or in writing, they shall override decisions made by either meeting organisers, Scrutineers or Race Directors.

A2 DRIVING

- A2.1 No car will have the ability to reverse
- A2.2 No car will be driven in the reverse direction of the track.
- A2.3 If a car is removed from the track for any reason it must be returned at the same position as it left. The car must be removed and replaced - only by a marshal.
- A2.4 Drivers may leave the stand during a race but if they leave the stand they may not be permitted to re-take the stand and will only have those laps counted before they stepped off the stand.

- A2.5 The car must be on the grid and the driver on the stand at least 10 seconds prior to the start of the race, otherwise the driver is deemed to be a late starter and must start from the pit lane or other area designated by the Race Organisers. The late starting car must not gain any advantage from starting out of pit lane, with this in mind it must not exit the until all remaining running cars (i.e. not stalled, broken or off the track) have passed the pit exit for their first time. If there is more than one car starting from pit lane at the same time then they must exit the pits in the order they qualified.
- A2.6 A heat or race that has to be re-run will be rescheduled to be re-run at the earliest possible time, with sufficient time allowed for the charging of batteries.

A3 RACE PROCEDURES

- A3.1 An audible signal or warning is to be given at 30 seconds before start, 10 seconds before the start, then an audible countdown for the last 10 seconds before the starting horn which is to be of a different tone to previous warning signals. During staggered start qualifying races, individual drivers are to be called to start after the starting horn is sounded. At the completion of the race time another audible signal is to be given signifying that drivers are to complete the lap they are on. The last audible signal is to be given once all drivers have finished the race. This is to be the standard at national events.
- A3.2 The race result is to be calculated by the amount of laps completed in the race stated time plus 1 lap, with the number of seconds taken to complete the lap after the race stated time, to a maximum of 45 seconds.
- A3.3 Failure to complete the last lap after the heat or final time is completed shall mean the result will be the number of laps and time at which the car completed the previous lap (e.g. in a 5 min race the previous completed lap might have been at 4:43)
- A3.4 Qualifying will be done via a staggered start system. Each driver will have a staggered start and be on an individual clock for the race period. The race director or computer lap scoring programme will determine timing between staggering of drivers. During the first round of qualifying, heat starting positions will be determined either by seeded practice result, or randomly called. Subsequent qualifying rounds will be called by the overall fastest time of the driver from any previous qualifying rounds.
- A3.5 Finals Procedures for national events will be a grid start, where all cars will start simultaneously.
- A3.6 Finals starting positions are on grid positions, based on qualifying - fastest in front.
- A3.7 Grids must be a minimum of 1.5 metres from front each car to the front the next car, measured in a parallel line to the track centre line. Arrangement of the grid is up to the Race Director in consultation with event organiser's.
- A3.8 Heats and finals will consist of a maximum of 12 cars.
- A3.9 There will be a minimum of 3 qualifying heats for each class.
- A3.10 The final positions will be decided by a point system based on one (1) point for the winner of each final on down to ten (10) points for the tenth placed finisher in each separate final.
The best two (2) out of three (3) finishes will count (the best out of two (2) if lower finals are run only two (2) times).
In the event of a tied position, the driver with the single best finishing position in either of the best two (2) finals that counted will be awarded the tie, in the event

of a continuing tie, and then the laps and times from the best finishing position will be compared and the one with the fastest laps and time total will be awarded the tie. If still continuing, then times from the second best position will be compared.

A3.11 Points system to be used for finals is as follows:

1st place:	1
2nd place:	2
3rd place:	3
4th place:	4
5th place:	5
6th place:	6
7th place:	7
8th place:	8
9th place:	9
10th place:	10
11 th place:	11
12 th place:	12

A3.12 Any Club, Regional or Invitation meetings, excluding NZRCA National and Island meetings, may be run under “Reedy/Points” format, at host clubs discretion. Format is to be a minimum of 2 x 5 minute practice runs, followed by a minimum of 6 rounds from which points are accrued from race finishing positions, dropping the single worst round. Grids are to be generated using an approved fair spread random calculator (as approved by NZRCA).

A3.13 Any Club, Regional or Invitation meetings, excluding NZRCA National and Island meetings, may run under “progressive finals” at host clubs discretion. This must be announced in the info pack at time of entry.

A4 RAIN AFFECTED MEETINGS

- A4.1 For national meetings, in the event of bad weather clubs should take all necessary steps to be able to move the event indoors. If there is no indoor venue available it must be started on the entry form. The decision to move to the indoor venue or abandon the meeting if none is available is to be made by the Race Director and his/her decision is to be final.
- A4.2 Any decision made to move the meeting to an indoor venue or abandon the meeting at national events must only be made after the Race Director has consulted with a panel of drivers made up of one representative of each NZRCA member club present.
- A4.3 Any decision made to move the meeting to an indoor venue or to abandon the meeting at National Championships must only be made after the Race Director in conjunction with those members of the NZRCA Executive present has consulted with a panel of drivers made up of one representative of each NZRCA member club present.
- A4.4 If the meeting is abandoned the following shall apply:
- If the racing is abandoned on qualifying day, qualifying position for each driver is to be determined as follows:
 - If no full rounds of qualifying have been completed, then qualifying is to be moved to finals day.
 - If only one full round of qualifying has been completed, then the result of the completed round is to be used.
 - If at two full rounds of qualifying have been completed, the best single

- time is to be used.
- ii) If the meeting is abandoned on finals day, before all rounds of finals are complete, the final positions for each driver are to be determined as follows:
- If no qualifying rounds have been completed, then the meeting is to be abandoned and no result can be declared.
 - If no full rounds of finals have been completed, then qualifying positions are to be used.
 - If one full round of finals has been completed, then the points from that completed round are to be used.
 - If two full rounds of finals have been completed, then the best single points from the two completed rounds is to be used.
- A4.5 If weather conditions dictate that the primary venue is abandoned in favour of completing the meeting indoors then a minimum of 1 hour controlled practice time shall be provided at the indoor venue immediately prior to the continuation of the meeting.
- A4.6 Heats to be run on a “drying track” up to the discretion of the Race Director.
- A4.7 Finals to be started on a “dry track”, up to the discretion of the Race Director.
- A4.8 In the event of rain during a final, the track must return to 100% dry conditions before racing can recommence. The 100% dry conditions will be determined by the Race Director.

A5 TRACK RULES

- A5.1 Corner cutting is to be discouraged by placing markers and barriers.
- A5.2 Start, Stop/Go areas and Finish Lines must be clearly marked.
- A5.3 All tracks MUST be a minimum of 2.5 meters wide, with the Start straight a minimum of 3 meters wide.
- A5.4 The track should be laid out so there are no hidden areas when viewed from the driver's stand.
- A5.5 Adequate protection must be provided for spectators.
- A5.6 Guideline: - Before granting a National event, the NZRCA should ensure that the proposed track has adequate drainage and appropriate surface so that it can be used within two hours of rain stopping.

ON ROAD GENERAL TECHNICAL RULES

A6 RACE DURATION

- A6.1 All heats and finals will be of the time duration specified for each class as listed below, plus the time to finish the last lap: / or a defined number of laps per class, that must not take longer than the standard race time per class, plus the time to finish the last lap.
- 21.5t Touring - Five minutes
 - FWD Touring – Five Minutes
 - Super Stock - Five minutes
 - Touring Modified - Five minutes
 - M-Chassis - Five minutes
 - Formula One - Five minutes
 - Pro 10 - Five minutes
 - Pro 12 - Eight minutes

- i. 1/8 GTe – Five minutes
- j. Can-Am E – Five minutes

A7 21.5T TOURING CLASS

- A7.1a Drivers can only use the specified 21.5t Brushless Motor as selected by the NZRCA for that year.
- A7.1b The specified motor, to be chosen by the NZRCA executive will be updated in a regular two yearly cycle using a tender process.
- A7.1c The motor selected will be specified for a two "calendar" year window. The third year would act as a "crossover" when the newly specified motor would take effect, but the current motor could still be used.

Example:

2022 – 2023 = *Tendered specified motor only to be allowed.*
End of 2023 – NZRCA executive to re-tender specified motor for 2024.
2024 = crossover year (2023 and 2024 motors allowed)
2025 – 2026 = Tendered specified motor only to be allowed

- A7.2 Motors for 21.5t Touring class to be NZRCA21.5TSPEC Fixed Timing Motor only.
- A7.3 It is the responsibility of the competitor to prove that their motor has the correct factory supplied rotor (C77125), timing ring, screw set and stator wind to comply with this rule.
- A7.4 Type and brand of ESC used is open, but must be either 'Stock Spec' (have no boost/turbo or timing advance programming) or be running in 'blinky' mode, with no softening or smoothing functions activated.

A8 LIMITED BRUSHLESS CLASSES MOTOR SPECIFICATIONS

- A8.1 Motors for Super Stock class to be ROAR/EFRA/IFMAR approved brushless motors with a minimum of 13.5 turns.
- A8.2 Motors for FWD Touring will be a spec motor – HobbyWing Justock 17.5 FTM G2.1 #30408011 (older versions may be used)
 - A8.2.1 Newer versions of the Justock 17.5 FTM will be eligible from Jan 1 the following year.
- A8.3 Motors for Pro10 class to be any commercially available brushless motors with a minimum of 13.5 turns
- A8.4 Formula One: ROAR/EFRA/IFMAR approved brushless motors with a minimum of 21.5 turns.
- A8.5 Type and brand of ESC for classes listed in A8.1, A8.2, and A8.4 is open, but must be either 'Stock Spec' (have no boost/turbo or timing advance programming) or be running in 'blinky' mode, with no softening or smoothing functions activated.
- A8.6 Type and brand of ESC for class A8.3 is open.

A9 MODIFIED CLASS MOTOR SPECIFICATIONS

- A9.1 Brushed or brushless 540 size motors may be used as described below.
- A9.2 BRUSHLESS MOTORS:
 - A9.2.1 Sensored or sensorless motors are allowed.
 - A9.2.2 The motor has to be rebuildable. Ball bearings are allowed.
 - A9.2.3 The power connector has to be clearly marked A, B, C. A for phase A, B for phase B, C for phase C.

A9.2.4	‘05` size specifications
A9.2.4.1	<p>Can:</p> <ul style="list-style-type: none"> a. Overall maximum diameter is 36.02mm measured at whatever point yields the maximum dimension, excluding solder tabs or lead wires. b. Overall minimum diameter is 34.00mm measured at whatever point yields the minimum dimension, excluding solder tabs or lead wires. c. Maximum length is 53.00mm measured from the mounting face of the motor to the furthest most point of the end bell, not including solder tabs, lead wires or original manufacturer’s logo or name. d. Minimum length is 50.00mm measured from the mounting face of the motor to the furthest most point of the end bell, not including solder tabs, lead wires or original manufacturer’s logo or name. Motor mounting holes must be on 1.00- inch (25.40mm) centres.
A9.2.4.2	<p>Stack/Stator:</p> <ul style="list-style-type: none"> a. The Stack or Backiron must be continuous. The laminations have to be one after the other without anything in between. b. Stack/Backiron minimum length 19.30mm, maximum 21.00mm. c. The thickness of the Stack/Backiron laminations is 0.35+/-0.05 mm. d. All laminations must be of the same material. Inside diameter of Stack or Windings equals the central space between the laminations or assembly of windings and must accept ‘plug’ gauges of 12.5 mm minimum, 16.0 mm maximum. These dimensions to be measured with the centre of the ‘plug’ gauge in-line with the centre of the motor Can (i.e. Concentric to can).
A9.2.4.3	<p>Winding:</p> <ul style="list-style-type: none"> a. Delta and Y wound stators are permitted. Only circular (round) pure copper wire permitted. No turn limit.
A9.2.4.4	<p>Rotor:</p> <ul style="list-style-type: none"> a. Shaft diameter must be 0.125 inches (3.175mm). b. Only one piece, two pole Neodymium or Ferrite magnetic rotors are permitted. c. Magnet minimum length 23.00mm, maximum 27.00mm. d. Magnet minimum diameter 12.00mm, maximum 15.50mm.
A9.2.4.5	Any commercially available brushless motor that conforms to specific size measurements may be used. No hybrid (mixing of parts from approved brushless motors) allowed.
A9.3	BRUSHED MOTORS:
A9.3.1	Overall maximum diameter is 36.02mm measured at whatever point yields the maximum dimension. Maximum length is 53mm measured from the mounting face of the motor to the furthest most point of the end bell, not including solder tabs or lead wires. Shaft diameter must be .125". Motor mounting holes must be on 1.00"centres.
A9.3.2	Only ceramic magnets are permitted, cobalt and rare earth magnets are specifically prohibited.
A9.3.3	Motors must have replaceable brushes.
A9.3.4	Maximum stack length is 22.6mm. Maximum stack diameter 23.2mm. Only three pole armatures are permitted. All motors must have manufacturer’s logo or name on the end bell.
A9.3.5	The end-bell may be advanced no more than 24 degrees.

A10 BATTERIES

- A10.1 Batteries for all classes are to be as follows:
- Sub-C sized NiCad / NiMH batteries, or;
 - Lithium polymer (Lipo) or LiFe batteries.
- There is no capacity limit in any class.
- A10.2 For Nicad/NiMH, cars will be driven by a maximum of the following:
- 1/10th scale classes: 6 cells with a nominal voltage of 1.2 volts per cell – 7.2- volt total.
 - 1/12th scale class: 4 cells with a nominal voltage of 1.2 volts per cell – 4.8 volt total.
- A10.3 The use of Lipo/LiFe batteries is to be as per NZRCA General Rules G17

1/10th TOURING CAR CLASS RULES

A11 GENERAL

- A11.1 Any narrow scale type touring cars are eligible for these classes.
- A11.1.1 Any 1/10th narrow scale Front Wheel Drive Kit or conversion kit may be used for FWD Touring.
- A11.2 Any type of speed controller may be used, but it must be contained within the car and not protrude through the body shell.

A12 BODYSHELLS

- A12.1 Any commercially available Four-Door or Internationally approved body shell may be used.
- A12.1.1 For FWD Touring any commercially available or BRCA / FEMCA / EFRA / ROAR / IFMAR approved 1/10th scale Front Wheel Drive, or TCR type body shell may be used.
- A12.2 Bodies may not be cut above the lower door line or above the lower rear bumper line.
- A12.3 No cut outs are allowed from the body except for body posts, lap scoring transponder, and aerial tube or for clearance of the wheels from the wheel arches.
- A12.4 Cars are to be neatly finished and painted except for the windows, which must be either translucent, defined by a separate single colour (solid) or authentically decorated.
- A12.5 No GT, Wing or Wedge bodies are eligible.
- A12.6 The body entered for Concours judging must be the body shell used for at least one race during the meeting.

A13 WINGS

- A13.1 The height of the wing may be adjusted but the wing, including endplates must not extend higher than the roofline to be measured with a 10mm block under the chassis. Wings (excluding endplates) are to be of single moulded construction (no flat- packs/bend your own). Gurney strip (if allowed) may not exceed the width of the wing and have an edge not more than 5.00mm high. Total cord of wing, plus the strip is 55.00mm
- A13.2 'Hatch' type bodies are exempt from rule 13.1 as long as the wing used is a

- representation of a production unit.
- A13.3 No under-body venturis or diffusers may be used, however, bumper mounts with air holes present may be used.
- A13.4 Only commercial available wings are to be used. No homemade wings are permitted.
- A13.5 Wing for FWD Touring to be the wing supplied with the body

A14 BUMPERS

- A14.1 Foam or 3D printed bumpers may be fitted. When viewed from any direction, no part of the bumper may extend outside the body shell.

A15 CHASSIS AND DRIVETRAIN

- A15.1 Flat plan 1/10th and 1/12th scale chassis are not allowed. Chassis must have independent suspension to all four wheels. Each driven wheel must have flexible joint, eg universal joint.
- A15.1.1 For FWD Touring only the front wheels are allowed to be driven.
- A15.2 No part of the electronics may protrude outside the body shell.
- A15.3 No rigid aerials or roll-over masts shall be allowed, eg graphite or steel.

A16 DRIVER AIDS

- A16.1 Traction control, including slipper clutches and fluid clutches, active suspension and steering with the use of gyroscopes are not allowed.
- A16.2 Only two channels of the radio control unit may be used.
- A16.3 No two speed gearboxes or transmissions are permitted.
- A16.4 2WD cars may run the slipper which was supplied in the kit set.
- A16.5 Adjustable one way bearings (adjustable brake bias) are allowed.
- A16.6 The use of 2-way intercom is allowed.

A17 TYRES

- A17.1 Only rubber tyres may be used (No foam tyres), except for on carpeted surfaces where foam tyres may be used.
- A17.2 Foam or moulded rubber inserts may be fitted inside the tyre.
- A17.3 A hosting club of an NZRCA on-road event is allowed to nominate a specified tyre for the event in question.
- A17.4 FWD Touring Control are to be mounted on a spoked rim

A18 DIMENSIONS

- A18.1 Dimensional requirements for all touring car classes:

Overall Dimensions & Weight	Minimum	Maximum
Wheelbase	250mm	270mm
Width (without body shell)	170mm	190mm
Width (with body shell)	175mm	195mm
Weight (including transponder)	1320g	1700g
Weight (including transponder) FWD Touring	1250g	1600g

OTHER ON-ROAD CLASS RULES

A19 TAMIYA M-CHASSIS

- A19.1 Any Tamiya M-Chassis car including models:
M02, M03, M04, M05, M06, M07, M08.
This includes kits with "R", "Ra" and "PRO" in their title.
- A19.2 Cars must be assembled as per instruction manual and no chassis modifications or chassis lightening is allowed, with the following exceptions:
- A19.2.1 minor grinding on the M07 for clearance of the brushless motor wire tabs is allowed
 - A19.2.2 Rotating the servo by 180 Degrees and direct connection from the steering linkage to the Servo Horn is allowed on the M08. K1, K2 and K8 may be disregarded
- A19.3 No power train / diff modifications are allowed.
- A19.4 A minimum weight limit of 1230g (with battery & transponder) will apply.
- A19.5 The ride height of all cars will be minimum of 6mm. This will be measured by rolling the car over an NZRCA Approved Gauge after the scrutineer has compressed the car's suspension.
- A19.6 Only genuine Tamiya replacement parts designed for that particular chassis can be used with the exception of the following hop ups:
- a. Standard ball bearing kit (no ceramic bearings)
 - b. Sway Bar kit
 - c. Tamiya High Torque Servo Saver and any aftermarket alloy servo horn specifically made to fit the Tamiya High Torque Servo Saver.
 - d. M-Chassis reinforced gear set Tamiya part number 54277
 - e. Any aftermarket Touring Car shocks and spring set
 - f. Alloy wheel hexes, with a maximum thickness of 5mm
 - g. Universal Swing Shaft, including Double-Carden type driveshafts.
 - h. Hardened motor pinion - 16, 17, 18, 19 & 20 tooth only.
 - i. Any brand of motor heatsink is permitted as long as they attach to the motor in such a manner as to not be considered a structural component of the car.
 - j. 3Racing 7075 Aluminium Side Stiffener 2 pcs for Tamiya M07 – these are required to provide the necessary clearance of the brushless motor wire tabs.
- A19.7 No other hop-up part including (but not limited to) the following are allowed:
- a. Any optional high-speed gear sets, gear adaptors or ball diffs.
 - b. Alloy or aftermarket steering rack
 - c. FRP / Graphite or alloy shock towers
- Basically - if it's not on the "allowed" list - it's not allowed.
- A19.8 Only 16, 17, 18, 19 or 20 tooth pinions to be used.
- A19.9 Body Shells
- Only Body shells (from any manufacturer) specifically designed for M-Chassis with wheelbase of 210 / 225 / 239mm can be used
- A19.10 Spec Tyre & Wheel combo
- Only Ride MT36R Hi-Mid Temp High Grip Tyres (2 pcs) Pre-Glued Rubber Tyre 2 pcs w/ White or Black Rim for 1/10 M Chassis Part #26300/W or Part #26300/B are allowed.
- A19.11 Drilling extra vent holes in the wheels is illegal.
- A19.12 Spec Motor for Mini will be a HobbyWing Justock 17.5 FTM (older versions maybe used)

- A19.12.1 Newer versions of the Justock 17.5 FTM will be eligible from Jan 1 of the following year
- A19.12.2 Spec ESC will be the Hobbywing XERUN XR10 Justock (older versions may be used)
- A19.12.3 Newer versions of the Hobbywing XERUN XR10 Justock will be eligible from Jan 1 of the following year.
- A19.13 Only batteries as per Rule A10 may be used. Modifying the chassis to fit batteries is not permitted.

A20 FORMULA ONE

- A20.1 Any 1/10th Formula One or Indy car type car may be used.
- A20.2 Cars must be 2wd flat pan on road design. The rear suspension must use a straight axle; no independent rear may be used.
- A20.3 Any available option part manufactured specifically for, or as an option part, for Formula One / Indy Cars may be used.
- A20.4 No rigid aerials or roll over masts shall be allowed, eg graphite or steel.
- A20.5 Only stock motors as per Rule A8.4 may be used.
- A20.6 Only 1/10th Formula One/Indy body is eligible for use in this class.
- A20.7 Only speed controllers as per Rule A7.4 may be used.
- A20.8 Dimensional Requirements For Formula One Class:

Overall Dimensions & Weight	Minimum	Maximum
Width		205mm
Weight (Including Transponder)	1000g	

Rear wing width no wider than the body width of the car, front and rear wings must be scale in appearance. No alterations / removal of front or rear wing material is allowed unless the wings are designed with removable planes. Trimming of vertical posts on front wing to allow body fitment is allowed, as long as airfoil surfaces are not altered. Wings must be retained in factory kit positions to keep scale appearance.

- A20.9 Tyres are open.

A21 PRO 10

- A21.1 Cars must be 2WD flat pan on road design. The rear suspension must use a straight axle; no independent rear may be used.
- A21.2 Bodies must be 1/10th scale pro 10 design. This may include saloon, group C or GTP style bodies.
- A21.3 Bodies may not be cut above the lower door line or above the rear bumper line.
- A21.4 Openings in the body or cockpit floor other than for bodyposts, aerial and transponder mount must be appropriate to full size cars (scoops, vents, etc) and contained within the bodyshell manufacturers scribe-lines. Openings for wing mounts and battery on/off switch shall provide no more than 10mm clearance around such components. No other openings are allowed, aside from those allowing roll over clearance of the wheels from the wheel arches.
- A21.5 No rigid aerials or masts shall be allowed, eg graphite or steel.
- A21.6 Only motors as per Rule A8.3 may be used.
- A21.7 Dimensional Requirements For Pro 10 Class:

Overall Dimensions & Weight	Minimum	Maximum
Wheelbase	230mm	280mm
Length		500mm

<i>Weight (Including Transponder)</i>	1115g	
Wheels and Tyres		
<i>Diameter</i>	41mm	51mm
<i>Width</i>	19mm	51mm

A21.8 Tyres are open.

A22 PRO 12

- A22.1 Cars must be 2WD flat pan on road design. The rear suspension must use a straight axle; no independent rear may be used.
- A22.2 Bodies must be 1/12th scale pro 12 design, group c or can am style.
- A22.3 On carpet tracks the minimum ground clearance of 3mm is mandatory at the start of each heat and final.
- A22.4 No proportion of the chassis, wheels and tyres, or electronic equipment may extend beyond the body shell.
- A22.5 Openings in the body or cockpit floor other than for bodyposts, aerial and transponder mount must be appropriate to full size cars (scoops, vents, etc) and contained within the bodyshell manufacturers scribe-lines. Openings for wing mounts and battery on/off switch shall provide no more than 10mm clearance around such components. No other openings are allowed, aside from those allowing roll over clearance of the wheels from the wheel arches.
- A22.6 No rigid aerials or roll over masts shall be allowed, eg graphite or steel.
- A22.7 The use of tyre additive shall be at the organiser's discretion.
- A22.8 Only motors and speed controllers as per Rule A9.2 & A8.5 ESC Settings are open.
- A22.9 Dimensional Requirements For Pro 12 Class:

Overall Dimensions & Weight	Minimum	Maximum
<i>Width (including Body, Bumpers & Wings)</i>		172mm
<i>Weight (Including Transponder)</i>	730g	

A23 1/8th GTe Rules

- A23.1 General
- The class run will be the Electric 1/8 GTE On road.
- A23.1.1 The official measurements in these Technical Specifications are metric measurements.
- A23.1.2 All measurements referred to in these rules are maximum or minimum values.
- A23.1.3 It is the object of these rules to ensure that racing is a test of driver skill.
- A23.1.4 It is the responsibility of the driver to ensure that their car complies with the rules and regulations at all times it is on the track. The organizer may check any car at any time during the championship for compliance with the regulations. On checking immediately after a race, if a car is found to be under the minimum weight or has incorrect dimensions, positive proof of race damage may prevent disqualification.
- A23.2 Motor
- A23.2.1 Any motor up to a maximum rating of 2200kV.
- A23.3 Battery

A23.3.1	LI-POLY (LITHIUM POLYMER) Hi Voltage BATTERIES allowed. Capacity 2x 2S batteries or 1 x4S battery.
A23.3.2	Batteries must be factory sealed in a hard case. Lipo/LiFe batteries MUST be charged in a closed Lipo Sack/Bag at all times. A23.3.3 No soft cased batteries allowed, for primary battery source.
A23.4 Body	
A23.4.1	Bodies are to be 1/8th scale GT1, GT2, Super GT, DTM, or V8. Supercar cars. Prototype (LM) P1, (LM) P2 and open cockpit bodies are not allowed. Wedge shaped bodies are not allowed. For the definition of a wedge a body will be considered a wedge and therefore illegal if it includes an integrated wing which is equal to or greater than height than the roof line of the car. Body shells with a small kick up at the rear are legal for the purpose of the class (for example Serpent McLaren body)
A23.4.2	The entire chassis, wheels and engine must be covered by the body when mounted to the car as viewed from above.
A23.4.3	The body must be made from a flexible material and painted. Where used, the gurney strip must remain transparent.
A23.4.4	Bodies must include full front and rear fascia's, and conform to the rules herein that limit openings in the body for antenna holes.
A23.4.5	Bodies must be reasonably detailed. The body must have visible window, body panel and trim markings. Light tinting of the windows is permitted
A23.5 Technical Specifications Electric 1/8 GTE On-road	
A23.5.1	Cut-outs in the body that were not in the original full scale version will be allowed for the following: <ul style="list-style-type: none"> • Bodies are not to be cut above the lower bumper line at the front or the back, or above the bottom line of the doors. Maximum 70mm cut-out at rear on 20mm blocks. • The aerial hole will be no larger than 10.0mm in diameter • All bodies must have the front and rear sides cut out for the wheels, the radius of the cut-out must not exceed the tyre by more than 20mm.
A23.5.2	Gurney strips may only be used on bodies with an integrated spoiler.
A23.5.3	Maximum width of body and wing/spoiler is 330 mm.
A23.5.4	Wing and spoiler, must have a chord of no more than 79 mm.
A23.5.5	Additional cut-outs in rear built-in spoilers are not allowed.
A23.5.6	No additional items may be fastened to the body exterior other than the rear gurney strip, or rear wing/spoiler.
A23.5.7	If body stiffeners are used they cannot cause the body to be wider than 330mm across the lower edges of the body. Body or wheel flares extenders are not allowed.
A23.6 Chassis	
A23.6.1	Any shaft driven 1/8 scale buggy, truggy and GT based electric powered vehicle.
A23.6.2	All cars must have operating brake(s) capable of stopping the car.
A23.6.3	The front of the car must be equipped with a bumper in such a manner that it will minimize a wound in the case of it entering into contact with participants or members of the public. The bumper must be made from a flexible material with all corners and sharp edges rounded off. The contour of the bumper will follow the contour of the body with which it is being used. At no point may the bumper protrude in front of the body.

A23.6.4	The aerial support must be flexible. Carbon, GRP, steel, etc. are not allowed.
A23.6.5	Hop up and optional chassis are permitted however vehicles must fall within weight limits specified Chassis may either be flat or have a front kick up.
A23.6.6	The minimum weight is 3500g. The weight will be checked with battery/batteries, body and a transponder installed.
A23.6.7	Overall dimensions: <ul style="list-style-type: none"> • Length Maximum: 509mm • Width Maximum: 330mm • Height: 220mm (20mm blocks) • Wheelbase Maximum: 270 – 380mm
A23.6.8	The car must roll freely between the inspection measuring rails with any steerable wheel set in the straight ahead position, irrespective of the compression or extension of the suspension.
A23.7	Transmission and Drivetrain
A23.7.1	A shaft-drive system with front and rear differentials is required. Belt driven cars are not permitted.
A23.7.2	Single speed transmission only and must include a solidly mounted spur gear to a standard bevel gear centre differential or a solid spool (no one-way bearing). No other differential types will be permitted.
A23.7.3	One-ways, spools, locking “Torsion-type,” or externally adjustable differentials are not permitted. Differentials can only be tuned with the use of silicone-based oils.
A23.7.4	Front and Rear differential gear ratios must be identical. Front or rear underdrive or overdrive is not permitted.
A23.8	Wheels and Tyres
A23.8.1	Any rubber tyre and insert GT8 or 1/8 Scale on-road designed wheel and tyre is allowed. Full slick or tread pattern allowed. Rubber tyres only. No foam tyres allowed.
A23.8.2	Tyres must be black, except for writing on sidewalls.
A23.8.3	Wheels must use a 17mm hex hub consistent with the dimensions and function of the hubs used in 1/8 off-road racing. The wheel must be affixed by a 17mm wheel nut, threaded on to the hex hub. Quick change mechanisms are not permitted.
A23.8.4	Tyre Warmers are permitted. No Traction Compounds allowed
A23.9	Technical Exclusions
A23.9.1	It is not allowed to use any electronic devices with the exception of:
A23.9.1.1	Two radio channels of the receiver which will be used to operate steering, throttle and brakes
A23.9.1.2	No more than two servos.
A23.9.1.3	A transponder.
A23.9.1.4	Fans which must be powered from the main battery packs
A23.9.1.5	The use of traction control devices, active suspension devices and any steering control aided by gyroscopes/'G'-force sensors is strictly forbidden. Exemption may be granted for drivers with physical disabilities. This includes Spektrum and Traxxas Receivers with Stability Control unless those functions are specifically disabled.

- A23.10 Not allowed:
- A23.10.1 Liquid cooled engines.
 - A23.10.2 Hydraulic braking systems.
 - A23.10.3 More than single speed transmissions.
 - A23.10.4 Quick change wheel systems are not allowed
 - A23.10.5 Body extenders or wheel flares.
 - A23.10.6 Buggy/Truggy type wings.

Electric 1/8th Can-Am E 4wd circuit car

- A24. DIMENSIONS
- A24.1 The Dimensions of Electric 1/8th Can-Am E 4wd Class must be within the following:

Overall Dimensions & Weight	Minimum	Maximum
Wheelbase	270mm	330mm
Width		267mm
Weight (<i>including batteries & transponder</i>)	2250g	

Wheels and Tyres	
Diameter (Front & Rear)	54mm
Front Tyre Width	37mm
Rear Tyre Width	64mm

Foam tyres only allowed. No other material allowed

A24.2 BODY

- A24.2.1 Group C, Can Am: Bodies eligible for this class are those raced in these particular Championships. The outer edge of the wheels must be covered at the center of the axles when viewed from above.
- A24.2.2 Specifically for the 1/8th class (all body classes), cut-outs rear of the back axle shall be free, but side profile must remain.
- A24.2.3 For all classes, 10 mm round holes may be cut for the following;
- a. Aerial
- A24.2.4 All parts of the vehicle must be covered, except:
- a. Rollover bar
- A24.2.5 Only if these parts are extending the body. Cut-outs for the above mentioned parts are to have no more than 10mm clearance.

A24.3 SPOILERS AND WINGS

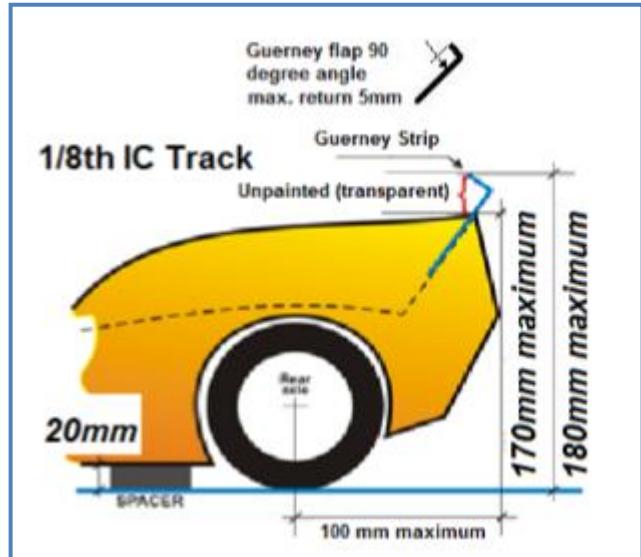
- A24.3.1 A spoiler/wing which conforms to IFMAR regulations may be fitted
- A24.3.2 Spoiler/wing sizes for sports cars/prototypes:
Overall width of body and spoiler max 267mm (measured on top).
Separate Wings or spoilers are not allowed. Only a Gurney strip directly mounted on the rear of the body is allowed.

No additional items may be fastened to the body exterior other than a rear Gurney strip. All measurements for the wing height will be taken with the chassis raised on 20mm blocks. The Gurney strip return should not be greater than 5mm with a 90 degrees angle.

Maximum height for the body, side and rear wing is 170 mm, with the chassis placed on 20 mm spacer blocs. The maximum overall height including the Gurney strip is 180 mm, the Gurney strip, must be attached directly to the body. No independently mounted wings are allowed.

The maximum overhang behind the rear axle measured from the rear axle centre point is 100mm.

If body stiffeners are used they cannot cause the body to be wider than 277mm at any point.



A24.4 MOTOR

- A24.4.1 Brushless electric motors only permitted
- A24.4.2 No motor size restrictions

A24.5 REAR BUMPER

- A24.5.1 If a rear bumper is fitted to a car, it must finish not more than 50mm behind the rear axle.

A24.6 BATTERIES

- A24.6.1 A maximum cell count of the batteries shall not exceed 4S in total

A24.7 Race durations

- A24.7.1 Finals shall have a 6 minute duration