

Large Scale On Road

(1) RACING CLASSES

(1a) SALOON TOURING CARS

This class is aimed at the more advanced driver; however it is open to any driver regardless of ability.

The rules for this class:

Saloon Body 4 doors (Rule 7)

Maximum engine size 23cc (Rule 3)

Foam type front bumper must be fitted (Rule 9)

(2) TYRE RULES

(2a) Tyres are to be of moulded rubber.

(2b) Permitted maximum 1/5th Scale tread widths are: front - 75mm, rear - 80mm.

(2c) Tyre additives are allowed (circuit rules apply). Drivers do so at their own risk and the onus of safe use lies with the driver. Tyres that have been treated must not be put on the track when they are visibly wet.

(2d) Preheating the tyres with electric tyre warmers is permitted.

(2e) These tyres must be commercially available for retail sale at the time of use.

(2f) No 'one offs' will be allowed.

(3) ENGINE RULES

(3a) The engine must be a single cylinder 2 or 4 stroke piston engine,

(3b) No Avgas or specialist racing fuels allowed.

(3c) The only additive allowed is 2 stroke oil.

(3d) Driver's fuel may be randomly tested by the scrutineer and readings attained must fall within +/- 10 of the average taken on the day. Any fuel tested that falls outside of the tolerance window will be deemed illegal unless the driver can prove it to be legitimate.

Drivers found using additives will AUTOMATICALLY face a 12 month ban.

(3e) The following are not allowed: performance enhancing gases such as Nitrous Oxide, Fuel Injection, Turbo or Super Chargers, Electronic Ignition systems which run off separate battery packs.

(3f) Engines may be modified internally to any degree except that separate liners are illegal. Heat sink heads may be used together with long reach plugs. Alternative ignition systems may be used providing they are not battery fed.

(3g) All engines must be fitted with either a suppresser type plug or suppressed plug cap.

(3h) Motor cut-out switches can not be moved and the relevant side window must be cut out for easy access. It is up to the driver/owner to make sure that the cut-out switch is operative and is in a position that can be easily reached by a marshal/mechanic etc (see 3i). In addition, a mechanical fail-safe must be fitted to the carburettor which returns the throttle to a closed position in case of a broken throttle linkage. (The return spring fitted as standard on most carburetors should suffice).

(3i) Engine Cut out Switches for all Classes must be located in the original position on the engine, and the relevant side window cut out for easy access. This position must be marked on the body with an "E" of no less than 20mm in diameter and outlined in Red.

(3j) A "one engine rule" applies to the saloon class. Only when the race director declares a meeting "wet" may you change the engine. If any problems occur with the engine, you must report to the scrutineer and then you may repair it, or replace if necessary.

The engine capacity is limited to 23cc.

(3k) Any new motors that appear for general sale must be checked for compliance with the RCCAOI before use.

(4) TRANSMISSION

The transmission is a free area with the following exceptions:

(4a) Only two wheel drive is allowed which must be to the rear axle only.

(4b) Electronic traction control systems fitted to the car itself are not allowed in any class. Radio control transmitters with traction control programs can be used.

(4c) Two Speed gearboxes are not allowed in any class

(5) BRAKES

Brakes are a free area for all classes; cars must be fitted with a braking system that is capable of both stopping the car and holding it stationary whilst the engine is running.

Active antilock braking systems using wheel speed sensors are illegal. Radio control transmitters with antilock braking programs can be used.

(6) GENERAL REQUIREMENTS

(6a)

1/5th Scale (Saloon Touring Cars)

Fuel Tank Max 700cc

Weight Min 10 Kg. Max 12 Kg

(The Bumper rules need not be strictly adhered to on these vehicles, but the onus will be on the driver to read and understand the ruling and to make his/her vehicle as safe as possible with regards to this area. The scrutineer's decision will be final.)

(7) BODYSHELLS

(7a) For all Saloon Classes, any body shell may be used providing that it has been raced in a full size touring car Championship in Europe, subject to the committee's approval.

(7b) Windscreen Cut Outs:

- Drivers may only drill one 10mm hole in the windscreen for the aerial
- Side and rear windows may be cut out and additional holes may be cut in the body work provided that they correspond to holes cut in the full size car for either the intake or output of air.

(7c) Please note safety and common sense applies to all bodysHELLS.

(7d) Holes for Transponders must be drilled in such positions that at no time can the transponder or their mounts come into contact with the ground or the wheels of

the car.

(It must also be at least 50mm from any part of the exhaust system.) The best position is usually on the bonnet lid at the base of the windscreen on Touring cars and GTS. It is the driver's responsibility to make sure that these expensive devices are not damaged. This rule applies to all classes unless the driver is using a personal transponder (which is highly recommended).

(7e) All edges on the body especially window cut-outs must be sanded smooth. Repairs or extra reinforcing applied to the body shall be of such a nature as not to cause a hazard. i.e. no sharp metal edges or carbon fibre splinters etc.

(7f) The body must be a good secure fit on the chassis and, when viewed from above, must cover the top of the wheels (/Tyres) at the centre of the axle.

If a major part of the body is lost during a race, the damage must be repaired immediately in the pit area if ordered by the Race Director.

(7g) At least one window on either side must be cut out of the body. This is to allow easy pick up of car when marshalling and better access to engine kill switch.

Without the side windows cut out marshals have to place hands under the car to lift, where there is hot exhaust and rotating gears. All edges need to be smooth.

(8) WINGS

(8a) Saloon Touring Cars - When viewed from either end, the rear wing (including side plates) must fit in the standard 60mm square box. Where the wing mounts are at the end of the wing these will be counted as being side plates. Wings must be mounted in the same position as the full size car.

The wing maximum width will be 275mm. Wings must be of the 'single element' type.

(9) BUMPERS

(9a) Saloon cars must be equipped with a foam bumper (Purim material or similar). These bumpers must be fitted in such a way as to fill the front part of the car body completely.

The rigid/semi rigid Plastic Bumper/Skid plate fitted to the car as standard must be at least 35mm back from the foam. The foam must be at least 40mm tall. This set-up will afford the body (both human & polycarbonate) very much more protection in a crash. (It has been noted that an additional plate (plastic or otherwise) has been fitted (on some cars) on top of the foam to sandwich the foam to the main bumper and form a very RIGID assembly. This is illegal. The basic concept of the foam is to protect human limbs, making this bumper rigid, defeats the object and is classified as dangerous)

(10) CARS PER CLASS

(10a) Only one car (engine & rolling chassis) per class per driver will be accepted. The main chassis plate (i.e. the main structural member to which the other components are mounted) may only be changed with the consent of the Race Director. The essence of this is that a car cannot be replaced or substituted once entered into a days racing.

(11) SAFETY

(11a) No refuelling is permitted during racing or practice except in the pits/pit lane. Under no circumstances is refuelling to be carried out with the engine running.

Anyone refuelling on the track will be disqualified. There will be no refuelling allowed during any qualifying race or final including warm-up time. Drivers are advised to have a small dry powder fire extinguisher to hand in their pits.

(11b) Smoking will only be allowed in a designated area announced at the drivers briefing.

(11c) Nobody under the age of 14 will be allowed to marshal at meetings.

(12) EXHAUST/INDUCTION & NOISE

(12a)

In technical terms the maximum permitted sound level is 81 dB, measured at 1 metre above the track and no less than 10 metres from the car. In practical terms no driver will be allowed to run with a car making enough noise so as to cause problems for the club on whose circuit the event is being run. Kit Standard exhausts are usually sufficient. Open exhausts or pipes are not allowed. The scrutineer will check for excessive noise.

(12b) The complete exhaust system must be kept within the body work of the car and should (where possible) exit downwards.

(12c) It must be understood by all drivers that any failure of the exhaust during a race or practice will require the car being removed immediately from the circuit until the fault is repaired.