

RCGP World Series - Event Rules

IMPORTANT – all rules are provisional until confirmed prior to a new event, series or season. Rules may be altered during a season if agreement is reached between stake holders (including but not limited to RCGP Administration and Team managers. Request for a rule(s) change and any confirmation of rule(s) changes must be made in writing).

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RCGP WORLD SERIES – SERIES EVENT RULES

SECTION 1 – ENTRIES

RCGP Teams and Entries

- 1.0.0 Teams apply online for an entry during the year before the RCGP season.
- 1.0.1 Half of the entry fee has to be paid before the end of the year before the season.
- 1.0.2 The second half of the entry fee has to be paid 3 months before the 1st race of the season.
- 1.0.3 All entry fees are non-refundable.
- 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 Teams are required to send the amount of drivers (1 or 2) that they entered to each race.
- 1.0.6 Drivers can be switched but a switch of drivers has to be reported to the RCGP organisation by the team in writing latest 30 days before the event.
- 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.

RCGP Wild Card Team

- 1.1.0 RCGP will have wild card team spots open to fill by local fast drivers without a team spot for each GP.
- 1.1.1 The number of wild cards spots are to be determined at the start of the season.
- 1.1.2 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.
- 1.1.3 The car brands used by wild card entries must be RCGP approved.
- 1.1.4 RCGP approved cars are the cars of the manufacturers that have a team in the series.

SECTION 2 – CLASSES

RCGP | RCGP Junior | RC2 | eRCGP

- 2.0.0 RCGP (15 driver limit)
- 2.0.1 RC2 (120 driver limit)
- 2.0.2 RCGP Junior (15 driver limit) - inclusion of class announced before the start of the season
- 2.0.3 eRCGP Electric Buggy (15 drivers) - inclusion of class announced before the start of the season
- 2.0.4 Open classes use a new more exciting qualifying format, followed by standard bump up ladder style finals.
- 2.0.5 The RCGP class uses a completely new and different racing format, unique to the series.
- 2.0.6 Two heats of RCGP drivers maximum. Teams of 2 drivers compete. Maximum entry is 30 drivers.

- 2.0.7 One heat of RCGP Junior Teams of 1 or 2 drivers compete. Maximum entry is 15 drivers. RCGP Teams have priority over all others to enter drivers. ONLY Chassis entered in RCGP may be used. All drivers that qualify for RC2 and are under 18 years old the 1st of January of the series year are eligible. RCGP Junior drivers cannot also race in the RC2 class.
- 2.0.8 RC2, open class for 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 1st of January of the series year are eligible.
- 2.0.9 One heat of eRC2, 1:8th Electric Buggy open class for drivers that qualify for RC2. Electronics (speed controller, motor and battery) provided by sponsors included in entry fee.

SECTION 3 – CHAMPIONSHIP POINTS

Driver Championship

- 3.0.0 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 Series Champion.
- 3.0.1 All races are counted for the championship and there are no drop outs.
- 3.0.2 Saturday's overall finishing results are counted as one race, and Sunday's results are counted as another race.
- 3.0.3 Bonus points can be scored by winning the qualifying races. Each qualifying race will reward one point for the winner. Each GP has 4 bonus points available on Saturday, and 4 more on Sunday.
- 3.0.4 Overall TQ earns 1 point towards the Championship.
- 3.0.5 Championship Tie Breakers:
 - 1st tie breaker: Number of wins.
 - 2nd tie breaker: Number of 2nd place finishes ... 15th tie breaker: Number of 15th place finishes.
 - Last possible tie breaker: Finishing position in the last race.

Team Championship

- 3.2.0 The Team Championship (constructor / manufacture) is designed to encourage each team to work together in an attempt to gain the most points for their team. Encouraging collaboration and camaraderie at the highest level.
- 3.2.1 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.
- 3.2.2 All the points from the two drivers' are added together for Team Championship points.
- 3.2.2 All races count, with no drop outs.
- 3.2.3 Drivers are nominated to a team in writing latest 30 days before the race week end.
- 3.2.4 If a driver switches teams, or is unable to continue in the series that driver's points accumulated until that point in the season stay with the team. Switching teams does not affect the driver's personal points in the drivers championship.

Other Brand Championships

- 3.3.0 If appropriate there may be Championship points awarded for equipment such as engines, tyres, servos, and fuel. Whether this is actioned and the exact format if it is actioned will be decided before the start of the season.
- 3.3.1 The 2 best driver's points per race are added together.
- 3.3.2 All races count, no drop outs.

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

SECTION 4 – RACE WEEKEND FORMAT

RCGP Class Format

- 4.0.0 Two individual races each GP weekend. Four day format for RCGP Teams.
- 4.0.1 **Thursday**
Media day
Restricted practice for RCGP only.

4.0.2 **Friday**

Minimum 4 rounds of 5-minute practice.

4.0.3 **Saturday**

4 rounds of Time + 2 laps (7min total) Qualifying Races, Double Time + 2 laps (15min total) Main Events.

4.0.4 **Sunday**

4 rounds of Time + 2 laps (7min total) Qualifying Races, single Time + 2 laps (60min total) Main Event.

Additional Notes

4.1.0 Friday Seeding Practice will be used for the first Qualifying Race starting order on Saturday.

4.1.1 The Saturday race will consist of 4 rounds of qualifying, followed by 2 shorter main events, added together for the overall result.

4.1.2 Championship standings will be used for the first Qualifying Race starting order on Sunday.

4.1.3 The Sunday race will consist of 4 rounds of qualifying, followed by a single long main event.

4.1.4 Both Saturday's and Sunday's races award the same amount of points for the championship.

RCGP Friday Seeding Practice

4.2.0 2 or 3 best consecutive lap times (TBD at driver's meeting) from the last two practice rounds (SP1 and SP2) used for seeding into Saturday's qualifying heat.

4.2.1 Points awarded for ranking in seeding rounds just like in qualifying. Best point score used to seed into qualifying heats.

4.2.2 Tie breaker: second best points, third best points. Final tie breaker best time.

4.2.3 Seeding results becomes the starting order in Q1 on Saturday.

4.2.4 Sunday's race seeding is directly based on the current Championship standings, taking into account Saturday's race.

RCGP Qualifying Races

4.3.0 Qualifying Races, 1 or 2 heat(s) of up to 15 drivers.

4.3.1 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 staggered in groups.

4.3.2 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.

4.3.3 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.

4.3.4 The grid for Q2, Q3 and Q4 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 of is 1st-6th.

4.3.5 All 4 rounds count for qualifying.

- 4.3.6 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.
- 4.3.7 Tie breakers : 1st tie breaker: Best round point score. 2nd tie breaker : 2nd best round point score. 3rd tie breaker: 3rd best round point score. 4th tie breaker: 4th best round point score. Final tie breaker : Best laps/time.

RCGP Main Events

- 4.4.0 After qualifying, drivers are placed into a Main Event according to the qualifying order.
- 4.4.1 Saturday's Main Event : 2 x 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.
- 4.4.2 Sunday's Main Event : Single time + 2 laps (60min total) race.

RC2 CLASS FORMAT

RC2 Friday Seeding Practice

- 4.5.0 2 or 3 best consecutive lap times (TBD at driver's meeting) from the last two practice rounds (SP1 and SP2) used for seeding into Saturday's qualifying heat.
- 4.5.1 Points awarded for ranking in seeding rounds just like in qualifying. Best point score used to seed into qualifying heats.
- 4.5.2 Tie breaker: second best points, final tie breaker best time / second best time.
- 4.5.3 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
- 4.5.4 The same heats are used for Q1, Q2 and Q3.

RC2 Qualifying

- 4.6.0 The first 3 rounds of qualifying are 6-minute heats following a 3 minute warm up. The 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.
- 4.6.1 The 2 best points count from 3.
- 4.6.2 The finishing position equals each drivers qualifying position in the round. Points are awarded as follows:
1st 0pts 2nd 2pts ... 120th 120pts
- 4.6.3 Tie Breakers: 1st tie breaker: Best round point score. 2nd tie breaker: 2nd best round point score. 3rd tie breaker: 3rd best round point score. Final tie breaker: Best laps/time of the three counted races, for that racer. In case the tie has not been broken the laps/time of the next best round score is used.

RC2 Qualifying Races

- 4.7.0 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 1st, 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.
- 4.7.1 The winner of Qualifying Race 10 is TQ. 12th place in Qualifying Race 10 is 12th Last place in Qualifying Race 1 is last qualifier.

- 4.7.2 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.
- 4.7.3 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.
- 4.7.4 Drivers are placed into A and B ladder style as illustrated in figure 1 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

RC2 Finals

- 4.8.0 Every sub-final has a 3min warm up followed by a 20min race.
- 4.8.1 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.
- 4.8.2 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 7+7+1)
- 4.8.3 The RC2 Main Event is 45min long.

4.8.4 Illustration of bump up format below for 12 driver races.

RC2 Main Event – 45min

1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th (11th and 12th place from LCQ)

SEMI A, 20min

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

SEMI B, 20min

1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th

QUARTER A, 20min

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

QUARTER B, 20min

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

1/8th A, 20min

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

1/8th B, 20min

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

1/16th A, 20min

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

1/16th B, 20min

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

1/32nd A, 20min

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

1/32nd B, 20min

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

1/64th A, 20min

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

1/64th B, 20min

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

1/128th A, 20min

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

1/128th B, 20min

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

RC2 Control Tyres Rules (if applicable)

- 4.8.0 Control tyres defined as tyre, insert and wheel.
- 4.8.1 Tyres Sets
 - 1 set of tires Friday
 - 1 set of tires Saturday for qualifying
 - 1 set for each main (if driver bumped)
 - 1 free set for main final
- 4.8.2 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.
- 4.8.3 Tyres will be available for pre-order online before the event. They will be available for below market rates.
- 4.8.4 All tyres will have to be purchased from RCGP pre-order / at the event.
- 4.8.5 Every driver will be allowed 1 new set for Friday seeding practice, 1 new set for Qualifying, and 1 new set for each sub final. A main finalists will all receive a free set of new tyres for the final.
- 4.8.6 Drivers may receive all the tyres they purchase at once and management them accordingly.
- 4.8.7 Tyres will be marked and checked from the 1st seeding practice round onward on Friday, and will be personal to each driver.
- 4.8.8 Tread may be trimmed, cut, sanded etc. Tyres maybe washed with water HOWEVER NOTHING THAT COULD BE CONSIDERED AS ADDITIVE IS ALLOWED EVER regardless of when or where it is applied.
- 4.8.9 There are no free tyres included with the race entry.
- 4.8.10 Replacement tyres - go to the RCGP tent and a representative of the tyre supplier (or RCGP staff in the absence of a representative of the tyre supplier) will decide what to do depending on tire damage and on the racing phase drivers are in.
- 4.8.11 Penalties will be enforced for anyone found to be breaking the tyre rules.
 - First offense - warning ONLY during seeding practice.
 - Each subsequent occasion - best time for the round deleted.

RC2 Fun Races & Events (if applicable)

- 4.9.0 Every RCGP weekend may have a selection of special fun races and helpful events.
- 4.9.1 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.
- 4.9.2 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.
- 4.9.3 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 RC2 drivers over 40 years old the 1st of January of the series year are eligible.
- 4.9.4 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.

Cancellation

- 4.9.5 Weather – RCGP will adjust the schedule as needed if an event is effected by the weather.
- 4.8.7 Once a race weekend has started the race schedule (excludes media day) and it cannot be completed for any reason then driver and championship points will be awarded based on the current standings in the race as long as at least one qualifying race has been completed.

SECTION 5 – RACE PROCEDURES

Starting Procedure

- 5.0.0 Track opens (3min warm up).
- 5.0.1 At 1 minute the RD calls the cars in the pit lane.
- 5.0.2 Once all the cars are in the pit lane, after some seconds, the mechanics will be allowed to go to the starting grid.
- 5.0.3 Once all mechanics are ready the countdown will start.
- 5.0.4 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.
- 5.0.5 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.

Starting Gate Rules

- 5.1.0 When a starting gate is in use, there are a few special rules.
- 5.1.1 For 15 drivers there must be a minimum of 2 sets of gates, constructed to allow for upto 8 car positions on the front row, and 8 car positions on the back row.
- 5.1.2 When there are less than the maximum number of allowed drivers, gate layout may vary providing however the BACK ROW must always be filled (eg. 15 drivers 8 back row, 7 front row. 14 drivers 7 and 7, 13 drivers 7 and 6 etc).
- 5.1.3 RA member of the RCPG Admin Team will ask drivers to pick their position and sign a diagram of the starting gate CGP Choices will be made in qualifying order. Any available position from any available row may be chosen.
- 5.1.3 Cars will be called up to the gate in order. Only the chosen position maybe used. 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.
- 5.1.4 A re-start is called if the gates malfunction.
- 5.1.5 A re-start will be called if a car falls off, or gets stuck on a gate.
- 5.1.6 A re-start will never be called due to crashes or accidents after a correctly functioning start.
- 5.1.7 Instructions for what to do in the case of a car flaming out on the gate will be give on a race by race basis. This depends on the track layout.

Marshalling

- 5.2.0 Marshals must be 15 years old and above. If not they have to find a substitute.
- 5.2.1 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.
- 5.2.3 Marshalls are expected to marshal 'professionally'. If a marshal is warned for not 'marshalling in a professional manner' (including but not limited to looking at or using a phone) the marshal or driver whom the marshal represents will lose their best time.

Technical Inspection

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

Track Maintenance, Fixing & Watering

- 5.4.0 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 – TEAM RULES

GOAL RCGP requires the items in this section as there is an emphasis on media at RCGP events eg. photos, videos and other coverage. RCGP works hard to promote the sport to sponsors and to impress potential sponsors it is important to show that the sport is professional and appealing to as wide an audience as possible.

RCGP Team Clothing

- 6.1.0 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.
- 6.1.1 Teams are given templates by the RCGP which they will use to create their team clothing.
- 6.1.2 Clothing is at the teams expense.
- 6.1.3 All RCGP team personnel will only use the team clothing approved by RCGP.
- 6.1.4 All RCGP team personnel will only have logos on team clothing that are approved by RCGP.

RCGP Pitting

- 6.2.0 RCGP is responsible for setting up each round of RCGP
- 6.2.1 Teams are responsible for ensuring the pits are kept in a professional manner as per RCGP's directions during the event.

RCGP Driver Body Shells

- 6.3.0 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.
- 6.3.1 Body shells are the teams expense.
- 6.3.2 RCGP drivers will only use stickers on the car (including but not limited to the body shell and wing) that are approved by RCGP.
- 6.3.3 A car will not be allowed on track without the correct body shell design.

- 6.3.4 The reason for this is to make it easier and more exciting for the audience, especially the live audience, Each team will have their colour, for example, SWorkz team in the “Red Cars”, Beach RC “Blue 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.

RCGP Driver's Meeting

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

RCGP Media Day

- 6.5.0 Thursday prior to practice is RCGP media day.
- 6.5.1 All teams are required to attend the media day with their drivers and team personnel present.
- 6.5.2 Track will ONLY be open for teams to work in coordination with RCGP media partners and restricted practice sessions as directed by RCGP Administration personnel.

RCGP Media Responsibilities

- 6.6.0 Team personnel are expected to ensure drivers attend ALL media duties as required and as scheduled in a timely manner
- 6.6.1 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 7 – PENALTIES

Race Penalties

- 7.0.0 **WARNING:** Advise from RD (Race Director) to a driver that they are driving too aggressively, without causing any crash.
- 7.0.1 **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.
- 7.0.2 **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.
- 7.0.3 **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, 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.
- 7.0.4 **BLACK FLAG:** The driver has to quit the race and is disqualified for that race. (not entire event). No refueling or other things may be done under penalty pit stops.

Reasons for Penalties

- 7.1.0 Hitting a car in front, but only causing the car to lose the position, may be a GIVE BACK position.
- 7.1.1 A collision between 2 cars resulting in a rolled over car may be penalized with DRIVE THROUGH for the car that caused the collision.
- 7.1.2 Jumping on another car (landing from a jump or in the air) causing the other car to lose time, may result in a DRIVE THROUGH.

- 7.1.5 T-bone crash or major crashes will result in a STOP & GO
- 7.1.6 Mechanics that drop the car on another after pit stops will get a DRIVE THROUGH penalty for their driver.
- 7.1.7 Side by side contact is allowed.
- 7.1.8 Fighting on the rostrum or in the pits means black flag for both drivers.
- 7.1.9 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.

Protest

- 7.2.0 A protest can be done up to 10 minutes after the end of the race.
- 7.2.1 Protest must be written and given to the RD using the form provided.
- 7.2.2 Protest cost is 100 dollars /euros / sterling or local equivalent. The fee is in place to prevent frivolous protests. It is not punitive in anyway.
- 7.2.3 Whether a protest is won or lost the fee is 100% non refundable.
- 7.2.4 Protest can only be submitted if there is effective video footage to be used in evidence.

Team Penalties

- 7.3.0 At 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 6.
- 7.3.1 A car will not be permitted to enter the track without the correct, team branded, RCGP approved body shell.

SECTION 8 – TECHNICAL RULES

Specifications and Rules

8.0.0 Wheelbase

8.0.1 Maximum 330mm

8.1.0 Track Width

8.1.1 Maximum: 310mm

8.1.2 car width will be measured with a box that the car will be placed in.

8.1.3 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.

8.1.4 If the car has been visible damaged during the race, causing it to be too wide, it will be deemed legal.

8.2.0 Car Height

8.2.1 Maximum measured from highest point (excluding antenna tubes): 250 mm

8.3.0 Car Weight

8.3.1 3000g minimum

8.4.0 Wing Dimensions

8.4.1 Width: 217mm, Chord: 85mm

8.5.0 Fuel Tank

8.5.1 Volume: 125cc, with fuel line and any filters.

8.5.2 RCGP 125ml beaker used for testing.

8.5.3 5 minutes allowed for retest after first failure

8.5.4 5 minutes allowed after second failure

8.5.5 3 tests maximum (initial + 2 re tests)

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

8.6.0 Allowed Electrical Devices

8.6.1 Receiver, receiver battery, two servos one for steering and one for throttle, a transponder and if needed an electrical on/off switch is allowed. Other electrical devices (eg. data logging may be used if approved by RCGP).

8.6.2 Other electrical devices such as gyroscopes or any kind of traction control are forbidden. If a gyro of any kind is discovered in a driver's car the driver will receive a lifetime ban from all RCGP events.

8.7.0 Engines

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

8.7.2 Only IFMAR or EFRA homologated exhaust pipes are allowed

8.8.0 Tire Dimensions

8.8.1 Maximum width: 47mm

8.8.2 Maximum diameter: 120mm

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