

IRCCF® P10 SPORTSMAN CLASS

VEHICLE RULES 2024 V24.0

Effective from Jan 1, 2024 until withdrawal

1. Preliminary Provisions

1.1. IRCCF®

- 1.1.1. The IRCCF® P10 Sportsman Class Vehicle Rules are compiled and maintained by the International Radio Controlled Rock Crawler Competitors Federation, hereafter referred to as IRCCF® proudly based on the actual [WRCCA ruleset](#) with possible minor modifications as localisation.
- 1.1.2. The original WRCCA Sportsman class rules are the intellectual property of [WRCCA](#), IRCCF® has compiled this ruleset with maximum respect for them.
- 1.1.3. Periodic rule changes - in special and justified cases - may be initiated by WRCCA or IRCCF® only.
- 1.1.4. IRCCF® may act at any time during the preparation of the competition events, during the competitions and after the competitions and change anything that IRCCF® believes is against the interest of the sport, including the interpretation of existing rules if it is discovered that a rule can be used or interpreted against the sporting spirit of the competition format.
- 1.1.5. Depending on the character and/or the urgency of the matter, IRCCF® will consider the sporting interest before anybody's financial interest, including the Licensee's interest.

2. General Specifications

- 2.1. Vehicles should resemble a 1:1 vehicle.
- 2.2. All vehicle specification measurements are to be taken in the vehicle's ready to run condition while sitting on a flat surface.
- 2.3. The vehicle's roof must be raised a minimum of 1"/25.4mm from the main chassis to resemble a cockpit. The frame sides must be an overall minimum of 1"/25.4mm tall. The cockpit & frame side are to be measured vertically from where the hood intersects the cab.
- 2.4. Protruding elements (nuts, bolts, washers, spacers, etc.) shall not be included in the measurements of the vehicle.
- 2.5. Vehicle wheelbase is limited to a maximum of 12.5"/317.5mm.
- 2.6. It is required to have a minimum of 3 suspension links between skid plate/chassis and the front axle and a minimum of 3 suspension links between skid plate/chassis and the rear axle. These links and the suspension components (for example: shocks, sway bars, springs and rubber bands) can be the only connection points between chassis and the axles. Chassis mounted servo cars can have an additional drag link between servo horn and knuckle/tie rod.
- 2.7. Bodied Vehicles only, typically a lexan body that is removable from chassis. Bodiless vehicles are prohibited. Bodies must be of original width and resemble a 1:1 vehicle with cab, door, and hood panels. Vehicle body dimensions must be a minimum of 8"/203.2mm in overall length, 3"/76.2mm in overall width and 3"/76.2mm in overall height.
- 2.8. Vehicles are limited to the use of 2 radio channels only: 1 for steering and 1 for throttle. Neither channel can be used to perform more than one function. Radio systems with more than 2 channels are allowed, but only 2 channels may be used to control the vehicle.
- 2.9. Vehicles are limited to 1 ESC, 1 Motor and 1 steering servo only.

- 2.10. Winching down of the axles is allowed. The winch line must be attached within a 1/2"/12.7mm of the centre of the axle and by a single attachment point only.

3. Tires & Wheels

- 3.1. Vehicles are limited to 4-wheeled vehicles only. These 4 wheels can be the only source of propulsion for the vehicle.
- 3.2. With a tire mounted, no exterior component of the wheel, including but not limited to the bead lock ring shall exceed 2.55"/64.77mm. If a bead lock ring is not present, the bead lock surface of the tire should not exceed 2.55"/64.77mm in diameter, and the tire bead lock should remain as stock size.
- 3.3. Tires may be modified from other size tires using only pliable rubber, but must not exceed a total uncompressed outer diameter of 6"/152.4mm.

4. Drive Train

- 4.1. Vehicles are limited to 2-wheel steering only.
- 4.2. Motor must be chassis mounted. Motor mount cannot be part of or directly coupled to an axle.

5. Glossary of Terms

- 5.1. **Active Suspension:** A suspension that is interlinked (such as the 1:1 Scorpion, excluding the air bags used to raise and lower the vehicle) which by design moves part of the suspension in one direction when moved from another. This does not have any driver input to be legal.
- 5.2. **Body:** Formed as a single piece of seamless rigid material, integrating roof, door (sides), and hood sections.
- 5.3. **Suspension link, control link or link:** A suspension member that is attached from only two points. One point being the chassis or skid plate of the vehicle and the other point is the axle. The link typically pivots on a rod end at each attachment point.
- 5.4. **Vehicle track width:** Is measured from the outermost edge of a tire to the outermost edge of a tire.
- 5.5. **Wheelbase:** is measured from centre of axle nut to centre of axle nut. The vehicle should be set down on a flat surface by the driver. The front wheel on the side that is being checked, must be pointing straight forward. At that time, the driver will then cycle the suspension through its complete extension and compression range while the judge measures the vehicle's maximum wheelbase. At any point the vehicle's wheelbase cannot extend beyond the maximum limit of its class. All the above procedures must be duplicated on the opposite side. Note: All vehicles will be teched in the same ready to run condition, and set up as the vehicle will be run on the course. If the vehicle's wheelbase is affected by radio control it must be cycled or activated during tech inspection.

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