

ISRCC™

INTERNATIONAL SCALE ROCK CRAWLER CHAMPIONSHIP COMPETITION EVENT RULES 2024 V24.0

Effective from Jan 1, 2024 until withdrawal

1. Preliminary Provisions

1.1. IRCCF®

- 1.1.1. The ISRCC™ International Scale Rock Crawler Championship is sanctioned by the International Radio Controlled Rock Crawler Competitors Federation, hereafter referred to as IRCCF®.
- 1.1.2. IRCCF® is entitled to announce the official ISRCC™ International Scale Rock Crawler Championship results.
- 1.1.3. IRCCF® may act at any time during the preparation of the ISRCC™ International Scale Rock Crawler Championship, 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 of the ISRCC™ International Scale Rock Crawler Championship if it is discovered that a rule can be used or interpreted against the sporting spirit of the competition format.
- 1.1.4. 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.

1.2. ISRCC™ International Scale Rock Crawler Championship

- 1.2.1. ISRCC™ International Scale Rock Crawler Championship is a professional rock crawler R/C competition event format.
- 1.2.2. This ISRCC™ International Scale Rock Crawler Championship Competition Event Ruleset is partially based on the actual [WRCCA ruleset](#) with possible minor modifications as localisation and other rulesets established and maintained by IRCCF® on its own.
- 1.2.3. The original WRCCA rules are the intellectual property of [WRCCA](#), IRCCF® has compiled this ruleset with maximum respect for them.
- 1.2.4. The ISRCC™ International Scale Rock Crawler Championship national competition events are run annually with one competition event per country per year, the ISRCC™ International Scale Rock Crawler Championship EU European competition event is run annually with one competition event per year.
- 1.2.5. The date and place of the competitions must be made public by the Organizer no later than 60 days before the start of the competition event. In particularly justified cases, the Organizer has the right to change the date and/or location of the Competition, of which he is obliged to inform the parties concerned within 2 working days after the occurrence of the special reason.
- 1.2.6. ISRCC™ International Scale Rock Crawler Championship is conducted in accordance with these rules. Periodic rule changes - in special and justified cases - may be initiated by IRCCF® only.

2. Competition Organisation

- 2.1. The organisation of any competition events based on the ISRCC™ International Scale Rock Crawler Championship ruleset is allowed to IRCCF® or to Licensees authorised by IRCCF® under a valid licence agreement.

- 2.2. All Drivers having a valid entry are allowed to participate in the overall evaluation of the ISRCC™ International Scale Rock Crawler Championship, regardless of organisational membership and/or nationality.
- 2.3. A given class on a given ISRCC™ International Scale Rock Crawler Championship event can be started with a minimum of 10 valid entries for the class in question.

3. Competition Entries

- 3.1. Entry is valid for the ISRCC International Scale Rock Crawler Championship™ if the competitor:
 - 3.1.1. submitted successfully and on time,
 - 3.1.2. paid the entry fee at least 0:00 AM on the 3rd working day before the date of the race.
- 3.2. Entries can only be submitted online on the website <https://isrcc.eu> until 0:00 AM on the 3rd working day before the date of the event, on-spot entries and on-spot entry fee payments are not possible.
- 3.3. The Organizer of the competition clearly informs the competitors about the current amount of the entry fee on <https://isrcc.eu>.
- 3.4. In case of incomplete or incorrect pre-entry, the entry is not valid, the competitor must repeat it completely and without errors.
- 3.5. After having a valid entry, payment of the entry fee and successful Technical Approval of the vehicle, a wristband representing the competitor's licence will be handed over. Wearing the wristband from the beginning of the competition to the end of the Award Ceremony is one of the conditions for participating in the competition. Damaged - cut, larger than palm, etc. - wristbands are invalid. The Organizer of the competition is not obliged to replace the damaged or lost wristbands. Competitors with a valid entry have the opportunity to replace the damaged, torn wristband at the competition venue, after ordering and paying by credit card online at the Organizer. The Organizer informs the competitors about the replacement fee of the wristbands on the website <https://isrcc.eu>. The competitor who does not replace the damaged wristband by the start date, will be automatically disqualified.
- 3.6. The Organizer provides information on the status of entries on the website <https://isrcc.eu>.
- 3.7. The race numbers of the competitors will be automatically distributed by the Organizer according to the order the entries are submitted. At the competition event, the Organizer will provide each competitor with 2 self-adhesive race numbers, which must be placed clearly visible on both sides of the body and must be worn continuously from the Technical Approval to the Award Ceremony. Failure to do so will automatically disqualify the competitor immediately.
- 3.8. The competitor must place the race number on each run, it is not possible to start the run with a torn or damaged start number. It is the competitor's responsibility to maintain and, if necessary, replace the received race number. Only official self-adhesive race numbers provided by the Organizer can be used in the competition. Competitors with a valid entry have the opportunity to replace the damaged or lost race number at the competition venue. The competitor who does not replace the damaged or lost race number by the start date, will be automatically disqualified.

4. Competition Vehicle Classes & Requirements

- 4.1. For participation in ISRCC™ International Scale Rock Crawler Championship events the competitors are obliged to prepare and equip their competition vehicle(s) according to the class(es) they intend to compete in.

- 4.2. The competitor is obliged to provide his competition vehicle(s) for the Technical Approval before the competition starts.
- 4.3. The Organiser of an ISRCC™ International Scale Rock Crawler Championship event may decide to limit the number of classes, but only if this limit is included in the initial announcement of the Competition. Otherwise, the Organiser can not refuse the valid entry of any competitors for the given classes.

5. Course Design

- 5.1. 10 Gates per course not including bonus gates.
- 5.2. 2 Gate Markers per gate.
- 5.3. Minimum gate width depending on the given class, measurements are from inside to inside of each gate marker:
 - 5.3.1. Minimum 11"/280mm gate width in S10 Scaler class.
 - 5.3.2. Minimum 12"/304.8mm gate width in S10 Performance Scale class.
 - 5.3.3. Minimum 16"/406.4mm gate width in P10 Sportsman class.
 - 5.3.4. Minimum 16"/406.4mm gate width in P10 Pro class.
 - 5.3.5. Minimum 5.55"/141mm gate width in S18 Micro Scaler class.
 - 5.3.6. Minimum 6"/152.5mm gate width in S18 Micro Performance Scale class.
- 5.4. Courses in close proximity to each other should be distinguished by different coloured gates or markings.
- 5.5. Gate markers that are live and designed as part of the course that count for penalty must also have progress or bonus points awarded.
- 5.6. 2-6 courses per class per event. ●
- 5.7. Courses may consist of a start gate, chalk line or any other type of designated starting area. Start lines are only used to start the course clock.
- 5.8. Scoring starts when time has started. Scoring stops when the course is finished.
- 5.9. The course is finished once any two tires cross the imaginary line between the finish gates. Vehicles may not straddle any finish gates to stop time. If the vehicle hits a finish gate while attempting to exit, time will be continued and the cone will be counted until two tires cross the imaginary line between the finish gates. Once the time has expired, the vehicle must be removed from the course.
- 5.10. Bonus gates are extra gates placed anywhere on the course by course designers for bonus credit.
 - 5.10.1. All penalties apply during the bonus attempt to the regular score even if the bonus is not completed or aborted.
 - 5.10.2. Course must be completed in order for the bonus to be awarded.
 - 5.10.3. Bonus may consist of more than one gate.
 - 5.10.4. Bonus Gates are run in the intended sequence and direction set by the course designer.
- 5.11. Alternate gates are secondary gates placed anywhere on the course by course designers for bonus credit.
 - 5.11.1. All penalties apply during the alternate attempt to the regular score even if the alternate is not completed or aborted.
 - 5.11.2. Course must be completed in order for the alternate to be awarded.

- 5.11.3. Alternate may consist of more than one gate.
- 5.11.4. Alternate Gates are run in the intended sequence and direction set by the course designer.
- 5.11.5. A Warp Box may be used to connect gates on a course when there is no way to physically drive to it. It is composed by a "Sender" and "Receiver" box. It is a clearly identified place on the course where when a vehicle completely enters the boundary of the "Sender" box, time will be stopped and the vehicle moved by hand to "Receiver" box to continue the course. Time will be restarted when the vehicle progresses out of the "Receiver" box. For the "Sender" box to work the car must be in its upright position. No penalties are caused by the Warp box system. Only one Warp box system is allowed per course.

6. Scoring & Penalties

6.1. Points

- 6.1.1. Reverse: 1 pt per attempt
 - 6.1.2. Rollover: 5 pts
 - 6.1.3. Winching: 5 pts per attempt - Allowed only in S10 Scaler and S18 Micro Scaler classes!
 - 6.1.4. Gate Marker: 10 pts per marker
 - 6.1.5. Boundary Marker: 10 pts per marker
 - 6.1.6. Course Direction: 10 pts per attempt
 - 6.1.7. Gate Progression: -2 pts per cleared gate
 - 6.1.8. Vehicle Touch (Repair & Repositions): 10 pts
 - 6.1.9. Course Pre-Run: DNS
 - 6.1.10. Maximum Penalty Points: 40 pts
 - 6.1.11. DNF (Did Not Finish): 40 pts
 - 6.1.12. DNS (Did Not Start): 50 pts
- 6.2. **Back Up / Reverse:** point is given when a vehicle reverses course after making forward progress. Reversing is defined as any of the tires moving in the reverse direction, whether engaged or in freewheel and/or whether intentional or not. Once a reverse penalty is given, no further reverse penalty can be given until the vehicle makes forward progress. No penalty is given if the backward movement occurs while the vehicle is in the rollover position. If a driver begins a course in reverse, a reverse penalty will occur immediately.
- 6.3. **Rollover:** points are given when vehicles rollover, and cannot be corrected without touching. Once the vehicle has stopped it may be rolled over and the 5-point penalty shall be given. Vehicles that land back on their wheels are not penalised. No reverse penalties are given until the vehicle is up righted and back on all 4 tires. Drivers must execute a legal roll over recovery, or they will be given a reposition penalty.
- 6.4. **Winching:** Winching is allowed in S10 Scaler and S18 Micro Scaler classes only. In S10 Scaler class only electric scale or servo winch can be used, kinetic tow strap or any other recovery tools are not allowed. In S18 Micro Scaler class kinetic tow strap is allowed, any other recovery tools are not allowed. Winch hook must be hooked onto the winch stick supplied by the Organiser or any terrain objects. If the winch hook is unhooked, even if accidentally it counts an attempt.
- 6.5. **Vehicle Reposition Touch:** all vehicle touches excluding "Rollovers" are given an automatic 10 points. The judge will stop time when the driver requests a vehicle touch or the judge calls a touch penalty. The vehicle is then moved by the driver to the previously cleared gate with the rear axle aligned to that gate. If the vehicle cannot be aligned to the gate due to course

design, the judge will reposition the vehicle to the next stable location after the cleared gate. This location will be used for all drivers. Note: All gates for progress are still "live" unless a gate has already been deemed "dead".

- 6.5.1. **Vehicle Touches:** include but are not limited to: repairs, repositions, and intentional touching of the rig by the driver. Touch penalty will occur if the driver interacts with intent to cause advantage or control a falling vehicle. Special considerations: Driver safety is most important and touch penalties should not accumulate from accidental interaction. When vehicle and driver make accidental contact, the judge or driver(s) assisting scoring shall stop time and determine if standard reposition should occur to prevent advantage, or if driver can continue without further interaction.
- 6.5.2. **Example 1** - Vehicle falls and hits driver, coming to rest on the driver's foot. Judges stop time, and call for a no-penalty reposition, as the driver could gain course advantage by continuing to drive over the foot. If the driver ignores repositioning and drives over foot, it becomes an event rule violation of course modification and the driver is disqualified.
- 6.5.3. **Example 2** - Driver stumbles and steps on vehicle. Judges stop time to ensure the driver has stable footing, and to assess vehicle position. No advantage is seen, so time starts and the driver resumes without reposition.
- 6.5.4. **Example 3** - Vehicle falls and hits driver, coming to rest further downhill. Judges stop time and assess that no advantage was made from the fall, so time restarts and driver resumes.
- 6.5.5. **On Course Repairs:** must be completed on course and in the spot of which the driver decided to take the repair. Repairs must be made within the course time, while the course timer will continue to run. Once repairs are completed, the timer is stopped and the vehicle is repositioned to the previous gate cleared. If repairs cannot be made within the course time, the driver is given a DNF minus progress points for that course. There are no restrictions on whom or how the repairs are made.
- 6.5.6. **Off Course Repairs (Optional):** a driver can call time to make an off- course repair at events where deemed acceptable. Repairs should be completed within 30 minutes, or the driver is given a DNF minus progress points. If the repair is made in the allotted time the driver must return to the last previous gate cleared. A 1 minute time penalty will be subtracted from the time that is left on that course, the timer will continue once the vehicle makes forward progress.
- 6.5.7. **Vehicle Out of Spec:** If the Judge has reason to believe a vehicle is out of spec during a course run, he may call time to stop. At that point, no additional inputs may be given by the driver to the vehicle via touch or radio control. The Judge must mark the vehicle's location and perform a tech inspection in the specified tech area (same manner as all other tech inspections). If the vehicle has been deemed within spec, the driver and vehicle will return to the location marked by the judge and the clock will start once again. If the vehicle is now out of spec and the Judge has determined that the vehicle has gained an advantage, the driver must take a repair to correct the problem. If the problem cannot be corrected to bring the vehicle back within spec, the driver will receive a DNF for that course. If a vehicle falls out of spec due to breakage on course and the Judge determines the driver has not gained an advantage, then the driver may be allowed to continue on course without stopping time and requiring a tech inspection. Bodies are not included in this exception, and must be replaced immediately, standard repair procedures and penalties apply.
- 6.6. **Gate Marker:** each gate will be comprised of 2 gate markers. Points are given when 4 wheels do not travel between gate markers or any part of the vehicle touches a gate marker. A gate marker will remain "live" for the entire duration of the attempt on the course. Gate markers

that are moved by anything other than the vehicle's actions will be replaced immediately before the driver is allowed to continue. Once any gate marker has been touched by the vehicle, no more penalties will be given for that gate marker. Only when a gate penalty is assessed will that gate marker be deemed "dead". No further penalties will be assessed at this point for that gate marker.

- 6.7. **Boundary Marker:** points are given when any part of the vehicle touches a boundary marker. Once a boundary marker is touched the judge then will stop time, and the vehicle is then moved back by the driver to the previously cleared gate with the rear axle aligned to that gate. If the vehicle cannot be aligned to the gate due to course design, the judge will reposition the vehicle to the next stable location after the cleared gate. This location will be used for all drivers. A boundary marker will remain live (and will be replaced immediately if moved.) for the entire duration of the attempt on the course, and if they are moved out of position they will be replaced immediately before the driver is allowed to continue. Boundary markers are not required in the design of a course.

6.8. Maximum Penalty Points

- 6.8.1. The maximum points per course is 40. At that time, the driver is given a DNF and the run is complete and the vehicle should be removed from the course.
- 6.8.2. The maximum points per gate is 20. Once a driver has reached the maximum of 20 penalty points for that gate they will be placed with the rear axle aligned to that gate's exit. If the vehicle cannot be aligned to the gate due to course design, the judge will reposition the vehicle to the next stable location after the cleared gate. No progress points are given for the gates not cleared.
- 6.9. **DNF (Did Not Finish):** points are given anytime a driver cannot complete a course for any reason. (Time expired, Point-Out, Vehicle not Repairable, etc) Progress points are awarded for each gate completed.
- 6.10. **DNS (Did Not Start):** points are given anytime a driver cannot start a course for any reason. Vehicle must start the course under its own power.
- 6.11. **Gate Progression:** shall be awarded to drivers for each gate after it has been cleared during the attempt of a course. All gate penalties are assessed and given before a progress bonus is awarded. Progress is awarded when during the same attempt and in the intended course direction at least one front and one rear tire passes completely through the gate. To receive the progress bonus without a gate penalty, all four tires must pass completely through the gate during the same attempt and in the intended course direction. Progress points are deducted from the total course score. Once a driver has pointed out, no further Progress points will be awarded.
- 6.12. **Course Time:** every driver has six (6) minutes to complete each course unless otherwise specified in the Driver's Meeting. Time will start once any part of the vehicle enters the course. Time will stop once any two tires cross the imaginary line between the finish gates. Vehicles may not straddle any finish gates to stop time. If the vehicle hits a finish gate while attempting to exit, time will be continued and the cone will be counted until two tires cross the imaginary line between the finish gates. Once the time has expired, the vehicle must be removed from the course. If the time allowed on a course runs out, the driver is "timed out". The driver receives 40 points on the score sheet (less any progression points) and moves to the next obstacle as listed above.
- 6.13. **Timer Pause:** a driver may call for time to stop so that he or she may safely reposition themselves on the course. This time shall be used for the purpose of driver safety and may not be used to survey the course or for any other advantage, the judge has the right to

restart time at any point. Most typically, the timer will resume when the competitor resumes driving or touches his or her car (for a roll over). A judge may also call a stop of time to reposition themselves to make a more accurate call on a penalty, drivers may also request a stop of time for this same reason.

- 6.14. **Example** - "Stop time. Hey Judge I'm going to approach this gate from this direction and want to make sure you have a good view of my car, do you want to reposition?"
- 6.15. **Course Direction:** gates must be cleared in their intended direction and sequence. If the vehicle progresses an un-cleared gate in the wrong direction, or out of sequence will result in a 10-point penalty and the judge will stop time. (Progress is at least one front and one rear tire needs to be completely through the gate). The vehicle is then moved back by the driver to the previously cleared gate with the rear axle aligned to that gate. If the vehicle cannot be aligned to the gate due to course design, the judge will reposition the vehicle to the next stable location after the cleared gate. This location will be used for all drivers. Once progress is awarded for a specific gate, it can be passed through in any sequence or direction.

7. Judging

- 7.1. Judges are responsible for watching vehicles while on the course, calling penalties, marking penalties, and keeping time. After the course is completed or time elapses the judge will calculate course score and indicate total on scoresheet and/or driver card.
- 7.2. Judges should call out penalties when they occur.
- 7.3. Judges are responsible for keeping spectators at a safe distance from the course to avoid spectator interference.
- 7.4. Whenever possible this should be done by at least 2 people per driver. One Judge to call out penalties and one Judge/Scorekeeper, to record penalties, tally maximum penalties, keep time, etc.
- 7.5. Spectator Interference: If a spectator accidentally interferes with the vehicle the driver should not be penalised. If a fan intentionally interferes with the vehicle, and significantly changes the outcome to the driver's advantage then the driver should be penalised appropriately at the discretion of the judge. Intentional spectator interference includes but is not limited to if a fan stops a truck from falling in water, off a cliff, or other obvious hazard to avoid damage.
- 7.6. Drivers are responsible for identifying the driver's spotter. Only designated spotters shall be allowed on course with the driver and judges. All penalties committed by the spotter shall count towards the driver's total score. (i.e. touches, course modification, and etc.)
- 7.7. Once a driver has finished their attempt at a course, the driver must remove their vehicle from the course as quickly as possible, to allow the next driver to attempt the course. If a driver fails to adhere to the rule and continues to drive on the course, the driver may be subjected to a 50 point DQ for that course.

8. Event Rules & Process

- 8.1. All events shall have a minimum of three (3) Marshals. These Marshals shall be announced by the Organizer at the driver's meeting before any courses are run. Marshals need to be in attendance for the duration of the event. Any rule changes necessary due to conditions specific to an event must be decided and voted upon by Event Marshals. Any questions on discrepancy of the rules or scoring shall only be handled and voted on by Event Marshals. All courses shall be inspected by all of the Event Marshals with the course designer prior to the start of the event. Courses may open after the Event Marshals have given approval.
- 8.2. Scores are ranked by the cumulative total of all course scores. Lowest total score wins.

8.3. Tie Scores

- 8.3.1. Driver with the greater amount of perfect maximum negative point scores wins. If these are even, the count continues to next best negative scores and amount of them. And so on. If all courses are tied, drivers can proceed to one course shootout to define the winner of the competition.
- 8.3.2. In the event of a tie score the competitor with the lowest time on all courses will be chosen the winner over the other competitor(s) with the same score.
- 8.4. **No Pre-running Courses:** Drivers that pre-run a course will receive a DNS for that course.
- 8.5. **Course Cut Off Time:** Drivers must be in line to run a course before the set course closure time. Drivers who fail to do so will be scored a DNS (+50). Drivers may be permitted to run due to extraordinary circumstances at the Head Marshals discretion.
- 8.6. **Winching:** winching is allowed in S10 Scaler and S18 Micro Scaler classes only. In any other classes winching (other than that done to the suspension) or ramping of any kind is not allowed. Using any device (other than the tires) such as ramps or other objects to make progress in any direction is prohibited and will result in a DNF for that course.
- 8.7. **Multiple Class Vehicle:** A vehicle may be run in more than one class at an event, so long as it meets class specs.
- 8.8. **Vehicle Exchange:** Vehicles cannot be exchanged for another vehicle during the competition event.
- 8.9. **Vehicle Sharing:** Vehicle sharing is allowed. No more than two drivers can share the same vehicle. Drivers sharing a vehicle must notify Event Organisers during Tech Inspection or Check In. Event Organisers or Marshals may make any changes to the running order of the drivers sharing a vehicle they deem necessary to avoid controversy.
- 8.10. **Changing Vehicle Specs (On Course):** The vehicle must run a course entirely with the same wheelbase, track width, ride height, and tires it started that course with. Any changes to the vehicle (other than winching down the suspension or forced articulation) by the driver, another person, or any device, while on the course are prohibited. If any kind of modification is done to the vehicle on the course it will be defined as DNF minus possible progresses that are achieved till that point.
- 8.11. **Changing Vehicle Specs (Off Course):** Drivers may make changes to wheelbase, track width, ride height, and tires between course runs, as long as the vehicle remains within the specs for its class.
- 8.12. **Course Modification:** No modification to the course is allowed by anyone. This includes, but not limited to, removing of rocks, stacking of rocks, purging a puddle of water, blowing/wiping dirt from rocks, removing vegetation, using objects (including driver's body), or other types of modifications to a course that could gain a driver an advantage. If any kind of modification is done by the driver or their crew score will be defined as DNS.
- 8.13. **Event Rule Violation:** Any violations of event rules are subject to automatic disqualification by judges, event organisers, or IRCCF® or WRCCA. If violation of rules is severe and/or recurring the IRCCF® and WRCCA reserves the right to ban the violator from competition for up to one year.

9. Classification

- 9.1. Competitors will receive the amount of points specified in these competition rules corresponding to their performance in the events in the given class.
- 9.2. Driver with the lowest total point scores wins the given class of the event and wins the National Champion title of the given class in the actual year and country in case of national events and the European Champion title of the given class in the actual year in case of the

European event. In case of tie scores, the lower total course time wins. If still tied, Drivers can proceed to a one-course shootout to define the winner.

- 9.3. **Overall Classification:** on each ISRCC™ International Scale Rock Crawler Championship event of a calendar year the competitors will receive the following scores according to their ranking position (R) and the number of participants (P) on the national events in the given class:
- 9.3.1. **National events:** 1st place: $[P-R+3]$ points / 2nd place: $[P-R+2]$ points / 3rd place: $[P-R+1]$ points / From 4th place: $[P-R]$ points
- 9.3.2. **Example** - In case of 5 participants the championship points will be the followings:
- 9.3.3. 1st place: $5-1+3=7$ points / 2nd place: $5-2+2=5$ points / 3rd place: $5-3+1=3$ points / 4th place: $5-4=1$ point / 5th place: $5-5=0$ point
- 9.3.4. **European Event:** 1st place: $[P-R+3] \times 2$ points / 2nd place: $[P-R+2] \times 2$ points / 3rd place: $[P-R+1] \times 2$ points / From 4th place: $[P-R] \times 2$ points
- 9.3.5. **Example** - In case of 5 participants the championship points will be the followings:
- 9.3.6. 1st place: $(5-1+3) \times 2=14$ points / 2nd place: $(5-2+2) \times 2=10$ points / 3rd place: $(5-3+1) \times 2=6$ points / 4th place: $(5-4) \times 2=2$ points / 5th place: $(5-5) \times 2=0$ point
- 9.3.7. Driver with the highest total overall championship point scores wins the World Champion title of the given class in the actual year. In case of tie scores, the lower total time wins.

10. Sportsmanship

- 10.1. Good sportsmanship is required. If a competitor or team member (including but not limited to spotters) promotes unsportsmanlike conduct, they and/or their team members may be penalised upon the Marshal's review of the incident. Unsportsmanlike conduct includes but is not limited to rude or abrasive actions towards officials or other teams or spectators, destroying property, displaying drunken or disrespectful behaviour, use of excessive on course profanity or kicking/throwing their controller or rig. The violator(s) and/or their team members may be penalised upon the Marshal's review of the incident. Unsportsmanlike conduct may result in a 50 (DNS) for the course, and/ or disqualified from the competition.
- 10.2. Alcohol or drugs are not allowed on course during competition. Intoxicated competitors will be asked to leave the competition area, at the Marshal's discretion. If further action is required to remove an intoxicated person from the course, Disqualification or Ejection from the event may occur at the discretion of the Head Marshal or Event Organisers.

11. Glossary of Terms

- 11.1. **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.
- 11.2. **Body:** Formed as a single piece of seamless rigid material, integrating roof, door (sides), and hood sections.
- 11.3. **Course:** A course is the terrain that consists of a start gate, an end gate, and all the terrain in between them. Every course has an intended direction of travel, or "flow", through the gates.
- 11.4. **Event/Competition:** The coming together of drivers at a certain place and time to compete on single or multiple courses.
- 11.5. **Forced Articulation:** Is the use of something such as hydraulics or electronics to literally force the suspension to move in a driver-controlled manner.
- 11.6. **Gate:** A gate is used to mark an obstacle within a course and/or guide the vehicle through the course. A gate consists of 2 gate markers measuring from the inside edge of one marker to the inside edge of the opposite marker. The gate is the entire area between the gate markers;

determined by the size of the gate markers and the distance between them. Every gate has an intended direction of travel, or “flow”, through the gate. This direction will be marked, explained or implied by the course designers. All gate markers are “live” until touched.

- 11.7. **Legal Rollover Recovery:** The vehicle must be completely at rest and may not have any transmitter input during the Rollover Recovery. The rig must be smoothly rolled over (sideways not end over end) from driver or passenger sides by holding the truck by the chassis or body (not tires, wheels or axles). The driver may only attempt to roll the vehicle in one direction. At no time during the Recovery can the vehicle slide in any direction or lose contact with the ground. Once the truck is rolled over it must be able to hold its position on its own long enough for the Judge to determine it is stable and remain within the course boundaries. The course may be continued at this point. If any of the above criteria is not met, a Reposition penalty will be given instead of a Roll Over.
- 11.8. **Rollover Position:** A vehicle is considered to be in the Rollover Position when both wheels on the same side of the vehicle break a 90 degree vertical plane from horizontal level (NOT the crawling surface)
- 11.9. **Vehicle track width:** Is measured from the outermost edge of a tire to the outermost edge of a tire.
- 11.10. **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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