



*Australia*

## 2026-2027 WRCCA (Australia) – Scale-1 (C1)

### Introduction

This rulebook aligns with the World Radio Controlled Crawler Association events that are hosted throughout the world. It applies to the class ‘Scale-1’, also commonly known as ‘Class 1’ or ‘C1’. General rules, sportsmanship, course design and judging have been adopted in Australian rock crawling over many years and serve as a basis for competition. These have been included to give event coordinators and attendees common rules.

### Description of Events

The objective of an event is to provide an enjoyable gathering for Radio Controlled Crawler enthusiasts. Events can range from social to competitive in nature, and include a wide range of vehicle and challenge types.

### Version/Changelog

- Last updated February 16, 2026. Version 1.2 (snorkel moved from large accs to small accs; -24 now max scale points due to this move -Craig, in consultation with Pete).
- Prev. update February 13, 2026. Version 1.1 (Layout and document useability, grammar, consistency, ToC, minor ambiguity addressed).

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## SECTION 1: Professional Scoring Penalties

### 1.1 - Points

- 1.2 Back Up/Reverse: 1 point
- 1.3 Rollover: 5 points
- 1.4 Vehicle Reposition Touch: 10 points
- 1.5 Gate Marker: 10 points
- 1.6 Boundary Marker: 10 points
- 1.12 Course Direction: 10 points
- Winch Recovery: 3 points
- Passive Recovery Equipment: 1 point (per item used)

### 1.2 - Back Up/ Reverse (1 pt)

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. (See **Sec. 6 Rollover Position**) If a driver begins a course in reverse, a reverse penalty will occur immediately. (See **7.1 - Back Up/ Reverse Examples**)

### 1.3 - Rollover (5 pts)

Points are given when vehicles roll over, 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 penalized. 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. (See **Sec. 6 Legal Rollover**)

### 1.4 - Vehicle Reposition Touch (10 pts)

All vehicle touches excluding “Rollovers” (See **Sec. 1 Rollover rule**) and “Warp Box touches” (See **4.11 Warp Box System**) 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”.

#### **1.4.1 - 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.

- 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 reposition and drives over foot, it becomes an event rule violation of course modification and the driver is disqualified.
- 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.
- 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.

### **1.4.2 - 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.

### **1.4.3 - 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.

### **1.4.4 - VEHICLE OUT OF SPEC**

If the Judge has reason to believe a vehicle is out of spec during a course run, they 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 (see rule 1.4.2 or 1.4.3 event organizers discretion) 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 (see rule 1.8 ). 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.

### **1.5 - Gate Marker (10 pts each)**

Each gate will be composed 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. (See Gate Marker and Gate Clearing explanations, Sec. 7.)

### **1.6 - Boundary Marker (10 pts each)**

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.

## 1.7 - Maximum Penalty Points

**1.7.1** - The maximum points per course is 40. At that time, the driver is given a 'DNF', the run is complete and the vehicle should be removed from the course. This is also known as 'pointing-out'.

**1.7.2** - The maximum points per gate is 20. (Optional) 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.

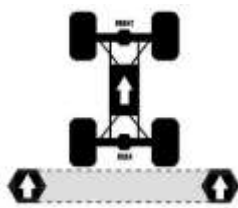
## 1.8 - DNF (Did Not Finish) (40 pts)

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.

## 1.9 - DNS (Did Not Start) (50 pts)

Are given anytime a driver cannot start a course for any reason. Vehicle must start the course under its own power.

## 1.10 - Gate Progression (-2 progress point)



**Illustration A**

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 (See Illustration A). Progress points are deducted from the total course score. Once a driver has pointed out, no further Progress points will be awarded. (See 1.5 – Gate Marker for examples of Gate Penalties.)

## 1.11 - Timer Pause

A driver may call for time to stop so that they 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 their 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. 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?"

## 1.12 - Course Direction (10 pts)

Gates must be cleared in their intended direction and sequence. If one tire passes completely through an un-cleared gate in the wrong direction or out of sequence the judge will stop time, and a 10 point reposition penalty will be given. 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.

## SECTION 2: Vehicle Requirements

### 2.1 - General

**2.1.1** - Vehicles are limited to 4-wheeled vehicles only, unless special exemption is given to the class. These 4 wheels can be the only source of propulsion for the vehicle. Exposed and rotating motors, driveshafts, and axle shafts made from either metal or plastic are not considered a source of propulsion. Motors, driveshafts, and axle shafts must be made from a non textured material and are not allowed to be modified in anyway to improve or aid traction (rubber coating, knurling, exposed splines, etc)

**2.1.2** - All vehicle specifications regardless of class, body or bodiless the measurements are to be taken in the vehicle's ready to run condition while sitting on a flat surface (i.e. tech table).

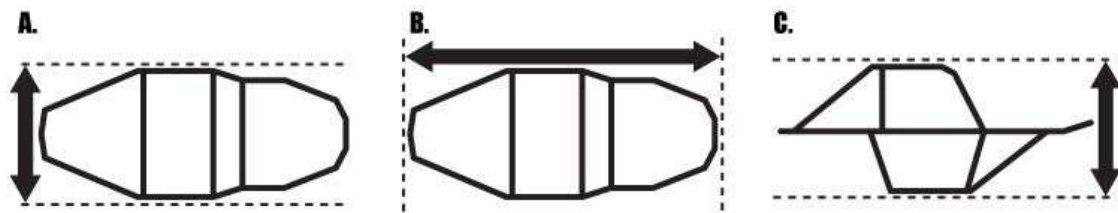
**2.1.3** - Wheelbase is measuring from centreline of front axle stub to centreline of rear axle stub.(See Section 6 Wheelbase)

**2.1.4** - 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).

**2.1.5** -Vehicles should resemble a 1:1 vehicle.

**2.1.6** - Shocks and fasteners (nuts, bolts, washers, or spacers) shall not be included in the measurements of the vehicle.

**2.1.7** - Vehicles body/ bodiless measurements must reach a minimum of (A) width, (B) length, and (C) height. Measurements may include, but not limited to bumpers, stingers, frame-rails, side-rails, skid plates, roof, hood, and side panels. See Illustration B.



**Illustration B.**

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

**2.1.9** - There are no limitations on the amount of radio channels used on a vehicle. Unless specified in the class rules.

Measurement methods - Vehicle wheelbase is determined by the distance between the axle shafts in a resting position , at no point during articulation of the suspension must the wheelbase exceed the specific class's maximum amount.

## SECTION 3: Scale-1 Rules (Australia-Specific)

### Spirit of the Class

A Scale-1 vehicle is an off-road vehicle that closely resembles a street legal vehicle that you could drive to work, or out on the trails. This class is aimed at the builder who prefers scale realism over performance, so you are encouraged to go above and beyond to make your truck look as realistic to scale as possible. An example of a Scale-1 vehicle may be an expedition vehicle such as a Camel Trophy Land Rover Defender.

### Regulations

#### 2.2 - Bodies

**2.2.1** - Vehicles' bodies are to be a scale representation of a 1:1 production vehicle, maintaining a full body from the grill to the B-pillar. Minimal trimming and radiusing of guards for clearance only is allowed.

**2.2.2** - Bodies must not be able to be deformed at sill and bumper heights. This may be achieved with internal structures such as the vehicle interior, floor pan, external bar work, bull bars or rock sliders.

**2.2.3** - Truggies and cab only vehicles are not allowed. Flatbeds with full length rail chassis are permitted. Flatbed or flare side tray with fenders must not be narrower than the cab at its widest point. Flat beds must be as wide as the cab the entire length of the bed.

**2.2.4** - Bumpers must be fitted to the front and rear of the vehicle. Bumpers that are **molded** into lexan or hard plastic bodies are allowed (refer 2.1.2 body deflection).

**2.2.4.1** A rear bumper is not required on a Flatbed/Drop SideTray.

**2.2.4.2** A rear bumper is required on a Tub/Well back ute style vehicle.

**2.2.4.3** Bumpers are to be same width as the bonnet at the narrowest point.

**2.2.5** - Full or partial removal of a vehicles' doors or roof is allowed. However, all vehicles without an enclosed cab must maintain the original windscreen, a full interior and **have** roll cage fitted (roof removal). A roll cage is not required if the 1:1 version of the vehicle did not come with one. Tube doors are required when a full door removal is done. Partial door removal is any door cut which reduces the height or shape of the door from OEM.

**2.2.6** - All vehicles must have two headlights and two tail lights. Stickers or painted-on lights are permitted.

**2.2.7** - The tread of the tyres cannot extend outside the body (including flares, barwork or tray) by more than 50% of tyre tread width, at the centre line of the axle when viewed from directly above on a flat level surface.

#### 2.3 - Chassis / Suspension

**2.3.1** - Vehicles must be built on a plate rail or C-channel ladder style chassis. Chassis must extend in one continuous length and be 75 mm longer than the wheelbase of the vehicle. Adjustable length chassis (Ascender) and tub style chassis (eg CC-01, TA-01, Traxxas Telluride) are permitted.

**2.3.2** - Lower suspension links must be straight. Upper and panhard suspension links may be bent.

**2.3.3** - Vehicle wheelbase is to fit the dimensions of the body / tray used. Wheels must be aligned vertically within the body wheel wells (center of wheels to center of wheel wells +/- 6mm at each axle)

#### 2.4 - Driveline

**2.4.1** - Vehicles must be driven via a single motor, gearbox and/or transfer case and drive shaft/shafts. CC-01, TA-02 type chassis with one drive shaft are permitted. Motor On Axle (MOA) is not permitted.

**2.4.2** - Front or rear **DIG** or separate throttle control of drive shafts is not allowed. Drive may be disconnected from the front axle (eg. shifting from 4WD to RWD)

**2.4.2.1** Locking of the disconnected axle by way of **DIG** or worm drive axles is not permitted.

**2.4.3** - Underdrive/Overdrive is not permitted in **axles** or gearboxes. In the case of differing **axle** brand or drive type of **axles**, a tolerance of +/- 2% is acceptable. Examples of this may include an Axial rear axle with a Camburg IFS front.+

## 2.5 - Steering

**2.5.1** - Vehicles are limited to front wheel steering only. Servos must be chassis mounted (CMS). Servos on axles are NOT permitted.

## 2.6 - Wheels / Tyres

**2.6.1** - Vehicles are limited to 1.9 inch wheels/rims or smaller at the bead surface. Split diameter (Short Course) wheels are not permitted.

**2.6.2** - Tyres are to be 106.4mm maximum external diameter.

**2.6.3** - Tyres are to resemble a manufactured or production style available for road going vehicles

**2.6.4** - Any Wheel to Tyre fitment combination **is** allowed - eg. 1.5" tyres on 1.9" wheels

**2.6.5** - No tyre modifications are allowed.

**2.6.6** - Wheel material is to be comparable to common road going vehicles. Eg, Aluminium & Steel (No Carbon Fibre, Plastic, G10 etc is allowed)

## 2.7 - Electrics

**2.7.1** - All electrics must be hidden when viewed from outside the vehicle (ie. No loose wires visible outside the body). Wire visibility through the windows and windscreen is permitted.

## 2.8 - Handicap Points

**2.8.1** - A driver's Course Score is tallied as per the standard WRCCA Competition Rules. Scale handicap points are added in full at the END of a competitor's course attempt. The Scale handicap points are applied in all scoring situations except a DNS.

**2.8.2** - If a handicap item falls off the rig during a course, the driver will have to reposition their rig to previous gate without penalty. Before driving again, the item will have to be remounted. Time will not be stopped during any of this process.

2.9 - Handicap Point List  
Class 1 vehicles are eligible to be awarded Scale Points up to a maximum value of -24 points as per the following list:

### 2.9 Suspension (Max = -4)

**2.9.1.1** - Leaf Springs : front OR rear (-1 each) These must be functional and part of the vehicles suspension. Imitation or faux leaf springs will not be counted.

**2.9.1.2** - Suspension matches OEM configuration – eg. leaf, separate coil/shock, radius arms, 5 link, 4 link, IFS. Proof may need to be given (-4)

### 2.9.2 - Body (Max = -9)

**2.9.2.1** - Hard body (-2)

**2.9.2.2** - Heavily modified production body (-2) – any “purchasable” body that has been made into something different (refer to glossary)

**2.9.2.3** - Custom tray (-2)

**2.9.2.4** - Non-production – Scratch / custom built hard body (-4)

**2.9.2.5** - Complete set of inner fender wells (-1) pressed wells in ute tubs are allowed

**2.9.2.6** - Roof rack / ladder rack - must be metal and at least 1/3 length of vehicles' wheelbase. (-1)

**2.9.2.6** - 100% tyre coverage (-1) as is with 2.1.7 this will be assessed in the same fashion

### 2.9.3 - Drive Train (Max = -1)

**2.9.3.1** - Separate transfer case (-1)

### 2.9.4 - Large Scale Items (Max = -8)

**2.9.4.1** - Functional lights - Minimum two (2) head and two (2) red tail lights required (-1)

**2.9.4.2** - Functional Sound Kit (-1)

**2.9.4.3** - Spare tyre - must be functional. OD of spare tyre must be +/- 5mm of the other (4) driven tyres (-1)

**2.9.4.4** - Opening doors (-1) Opening bonnet (-1)

**2.9.4.5** - Engine bay (-1) minimum of engine and 2 additional components (scale battery, brake booster, radiator, coolant overflow bottle, air box) Can be individual parts or formed and painted lexan

**2.9.4.6** - Interior - minimum of steering wheel, dash and seating for 2 people (-1)

**2.9.4.7** - Working Winch (-1)

**2.9.4.8** - Human Figure Driver - minimum torso up, no points for additional passengers (-1)

2.9.5 - Small Scale Items (Max = -2)

**2.9.5.1** - Multiples of the same/similar items are allowed, but will only be counted as a single item

e.g. Three (3) separate D Rings = 0.2 point.

**2.9.5.2** – (A vehicle carrying 3 to 7 items = -1 Point; 8+ items = -2 points)

Exhaust (tail pipe/s)	Scale Hubs on wheels (4)
Mirrors (2)	Tow strap
Wipers (2)	Trail tools (High lift jack, shovel, pick, compressor, toolbox)
Antenna/s	Snorkel
Rego plates (2)	Any one of these touring accessories (First Aid kit, fire extinguisher, swag, esky, fridge, awning, cargo bag, rooftop tent, solar panel, tinny)
Disc/drum brakes on wheels (4)	
Mud Flaps (4)	
Sand ladders / MAXTRAX (2)	D Ring/s
Fuel Tank / Cell	Tow Bar
Jerry can/s	Pull Pal

2.10 - Functional Recovery Equipment (Trail Recovery)

**2.10.1** - Vehicles may carry and use their own Functional Recovery Equipment eg MaxTrax, Sand ladders, Tow ropes, Pull Pal, Snatch Blocks and Winches.

**2.10.2** - A Trail Recovery can only occur after there has been at least one driven attempt at an obstacle/gate.

**2.10.3** - A Trail Recovery penalty is awarded each time the driver/vehicle uses pieces of Functional Recovery equipment to maintain progress on the course. Eg. a winch and sand ladders together would constitute a trail recovery penalty of 4 points total.

**2.10.4** - Reconnection of a winch cable or repositioning of self-recovery tools will not constitute additional trail recoveries until the vehicle has progressed one vehicle length without recovery tool assistance.

**2.10.5** - No outside assistance is allowed during trail recovery. Only the driver is permitted to touch the trail tools or the vehicle. This includes marshals – no one may hold winch hooks or pull pals in place for the driver.

**2.10.6** - Winch sticks or poles are not permitted, only existing terrain within the course can be used. Placement of additional items such as logs or packing rocks is not allowed.

**2.10.6.1** - During track construction a designated winch point may be added, this is to be made known in the initial track walk and remain in place for all competitors.

**2.10.7** - Each 'Trail Recovery' on a course will incur a penalty. Winching will be a 3-point penalty, MaxTrax or other 'passive' tools will be 1 point for each used. Eg. Winching in combination with MaxTrax would incur a 4-point total penalty.

**2.10.8** - Any significant movement of the vehicle caused by human hand during the removal or re-stowing of recovery tools, or hooking/unhooking of tow ropes and/or winch line from the vehicle, will constitute a Vehicle Touch (Repo) Penalty. In this case, the vehicle is to be positioned with its rear wheels aligned with the last completed gate, or the next stable location. If an alternate, stable location is chosen, this should then be used for all subsequent drivers on this course.

**2.10.9** - Time does not stop during a Trail Recovery

**2.10.10** - Winches must be of scale appearance if externally mounted. Winches may be mounted in-board (internally, servo-winch, etc.), but in such cases a fairlead must be fitted externally. Consider realism.

## 2.11 - Glossary of Terms (Class Specific)

**2.11.1 - WHEELBASE** - The wheelbase is measured from the centre of axle nut to the centre of axle nut. The vehicle should be set down on a flat surface by the driver. The front wheels must be pointing straight forward. The suspension will then be cycled through the entire suspension extension and compression range while the Marshall measures the maximum wheelbase. At no point should the vehicle exceed the maximum limit for its class.

**2.11.2 - PRODUCTION HARDBODY** - Any vehicle body that can be purchased directly from a store or modified from a toy. This includes but is not limited to: RC4WD D90, TF2, Tamiya Hilux, NewBright Jeep etc.

**2.11.3 - PRODUCTION HARDBODY WITH CUSTOM TRAY** - Any cab-only body that can be purchased directly from a store or modified from a toy AND a flatbed OR a well/tub back that is completely scratch-built. This DOES NOT include creating a drop bed OR modifying a production tray.

**2.11.4 - HEAVILY MODIFIED PRODUCTION HARDBODY** - any of the above bodies that have been modified to become something they originally were not. This includes cab configuration changes, such as a change from a dual cab to single cab, cutting a wagon to a ute (pickup), removing a tub to add a custom tray, combining/blending of multiple vehicles; cutting door AND bonnet/hood to make fixed parts functional.

These changes need to be significant. Changes to length only or narrowing and keeping the same overall configuration, adding a sunroof, cutting doors down or trimming bonnets, creating a drop bed, and other such projects are not considered "heavy" modifications.

**2.11.5 - NON-PRODUCTION HARDBODY** - This is a body that cannot be purchased in physical form from a store of any kind (digital files to be printed are acceptable on this point). Body can be built from any material not prone to flexing and must adhere to body rules. A 3D-printed body you have printed yourself is acceptable, but not if you physically purchase it from a store.

**2.11.6 - SUSPENSION MATCHES OEM CONFIGURATION** - For a rig to be eligible for these points, the suspension configuration must be essentially the same as the OEM 1:1 vehicle. Eg. Your model should have separate coil / shock, 5 link, 4 link, radius arms, leaf sprung, independent etc. if the full-size OEM vehicle has these. Anti-wrap bars will be acceptable in leaf spring setups only if all components are functional, as these are available as an aftermarket accessory. Shooter/drop shackles & T-Boxes will not be permitted unless present on the OEM vehicle. Points are only awarded for functioning components, imitation or faux parts will not qualify

**2.11.7 - PINCHING** - this is defined as the narrowing of the body by the removal of wedge sections of the bonnet, realignment of the guards and removal of sections of the grill (or tailgate) to reduce the width of the front (or rear) profile of the vehicle.

**2.11.8 - FLATBED/DROPSIDES** - refers to the back of a commercial 'tradie'-type vehicle configuration. A simple flat piece of material does not meet this requirement. 'Tub/Well back' refers to a 'styleside' (or 'fleetside') type of pickup bed with smooth, flat sides that align with the cabin width and feature internal wheel arches, similar to what is commonly found in dual cab utes in Australia.

## SECTION 3: General Event Rules & Event Management

### 3.1 – Modifications to Rules

WRCCA recognizes that some clubs may need to amend the WRCCA Rules to accommodate their terrain and group size at a local level. These rule changes shall be posted in event notifications, and clearly communicated to all competitors prior to competition. Multi-Club events that are Non-WRCCA Events are encouraged to run as strict WRCCA Rules as possible. All WRCCA Sanctioned Events are required to strictly follow WRCCA Rules. Any rule exception for sanctioned events must be pre-approved by the WRCCA. All major events shall have a minimum of three (3) Marshalls. These Marshalls shall be announced at the drivers meeting before any courses are run. Marshalls 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 Marshalls. Any questions on discrepancy of the rules or scoring shall only be handled and voted on by Event Marshalls. All courses shall be inspected by all of the Event Marshalls with the course designer prior to the start of the event. Courses may open after the Event Marshalls have given approval.

**3.1.1** - Any event in which a National Invite is awarded is deemed a Sanctioned Event. This includes major events, state championships, state crawl-offs, etc.

### 3.2 - Scores

Scores are ranked by the cumulative total of all course scores. Lowest total score wins.

**3.2.1** - Finals course scores are added to total event scores. DNS (50 pts) is given to drivers that did not compete in the finals

### 3.3 - Tie Scores

**3.3.1** - 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 may proceed to one course shootout to define the winner of the competition.

**3.3.2** - Optional: 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.

### 3.4 - No Pre-running Courses

Drivers that pre-run a course will receive a DNS (50pt) for that course.

### 3.5 - 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 marshalls discretion..

### 3.6 – Winching

Other than winching relating to vehicle suspension, winching or ramping of any kind is not allowed. Using any non-passive recovery 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.

**3.7 - Multiple Class Vehicle** - A vehicle may be run in more than one class at an event, as long as it meets class specifications.

**3.8 - Vehicle Exchange** - Vehicles cannot be exchanged for another vehicle during the competition.

**3.9 - Vehicle Sharing** - Vehicle sharing is allowed. No more than two drivers may share the same vehicle. Drivers sharing a vehicle must notify event organizers during Tech Inspection or Check In. Event organizers or Marshalls may make any changes to the running order of the drivers sharing a vehicle they deem necessary to avoid controversy and/or ensure smooth event running.

**3.10 - 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 (40pts) minus possible progresses that are achieved till that point.

**3.11 - 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.

**3.12 - Course Modification** - Once set, 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, their score will be defined as DNS (50pts) for that course. Repeat violations may result in event disqualification.

**3.13 - Event Rule Violation** - Any violations of event rules are subject to automatic disqualification by judges, event organizers, or WRCCA. If violation of rules is severe and/or recurring the WRCCA reserves the right to ban the violator from competition for up to one year.

## SECTION 4: Course Design

**4.1 - Gates Construction** - Gates consist of at least 2 Gate Markers which are numbered and indicate direction of progression.

**4.2 - Gate Width (Minimum Width)** - 12"/304.8mm, measured from inside to inside of each gate marker.

**4.3 - Gate Quantity** - Recommended 10 Gates per course (not including bonus gates)

**4.4 - Course Quantity** - A minimum of 3 Courses per event is recommended.

**4.5 - Gate Distinction** - Courses in close proximity to each other should be distinguished by different colored gates or markings (typically chalk; whatever is used locally, visual distinction is the aim)

**4.6 - Live Gates** - Gate markers that are live and designed as part of the course that count for penalty must also have progress or bonus points awarded.

**4.7 - Start Lines** - 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.

**4.7.1** - Scoring starts when time has started. Scoring stops when the course is finished.

**4.8 - Course Completion** - The course is finished once last progression gate is completed and progress has been awarded (see rule 1.10)

**4.9 - Bonus (Optional)** - Bonuses are extra gates placed anywhere on the course by course designers for bonus credit.

**4.9.1** - All penalties apply during the bonus attempt to the regular score even if the bonus is not completed or aborted.

**4.9.2** - Course must be completed in order for the bonus to be awarded.

**4.9.3** - Bonus may consist of more than one gate.

**4.9.4** - Bonus Gates are run in the intended sequence and direction set by the course designer.

**4.10 - Alternate (Optional)** - Alternate gates are secondary gates placed anywhere on the course, by course designers, for bonus credit.

**4.10.1** - All penalties apply during the alternate attempt to the regular score even if the alternate is not completed or aborted.

**4.10.2** - Course must be completed in order for alternate to be awarded.

**4.10.3** - Alternate may consist of more than one gate.

**4.10.4** - Alternate Gates are run in the intended sequence and direction set by the course designer.

**4.11 - Warp box system** - 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 of a "Sender" and "Receiver" box. It will be a clearly identified place on the course.

**4.11.1** - The warp box is activated when any vehicle completely enters the boundary of the "Sender" box and the vehicle throttle is cut. Time will be stopped, then the vehicle is moved by hand to the "Receiver" box to continue the course. Time will be restarted when the vehicle progresses out of the "Receiver" box.

**4.11.2** - For the "Sender" box to work the car must be in its upright position.

**4.11.3** - No penalties are incurred by use of the Warp box system.

**4.11.4** - Only one Warp box system is allowed per course.

## SECTION 5: Judging

### **JUDGE REQUIREMENTS**

Depending on the size of the event, organizers and/or clubs should plan staffing their courses according to the needs of the event. Local/Club events can use a wider variety of judging arrangements like small groups, or the next driver in line. WRCCA-sanctioned events should have judging arrangements planned prior to their event (team format, volunteer/paid, or judging assignments/schedule). Any group or individual found to be cheating will be disqualified from the competition and may be disqualified from all sanctioned events if deemed necessary by the WRCCA.

**5.1 - Judge Responsibilities** - 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.

**5.1.1** - Judges should call out penalties when they occur.

**5.1.2** - Judges are responsible for keeping spectators at a safe distance from the course to avoid spectator interference.

**5.2 - Judges Per Course** - 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.

**5.3 - Spectator Interference** - If a spectator accidentally interferes with the vehicle the driver should not be penalized. If a fan intentionally interferes with the vehicle, and significantly changes the outcome to the driver's advantage then the driver should be penalized 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.

**5.4 - Spotters (Optional)** - If spotters are permitted by event organizers 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.)

**5.5 - Stopping after Attempt** - 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.

## SECTION 6: Glossary of Terms

**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.

**Body:** Formed as a single piece of seamless rigid material, integrating Roof, Door (sides), and Hood sections.

**Bodiless:** Other construction techniques that include door (side), roof, and hood panels representative of 1:1 vehicles. Including but not limited to bolted, welded, brazed, and forming techniques.

**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.

**Event/Competition:** The coming together of drivers at a certain place and time to compete on single or multiple courses.

**Forced Articulation:** Is the use of something such as hydraulics or electronics to literally force the suspension to move in a driver-controlled manner.

**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 no less than; 20"/508mm for the Super class, 16"/406.4mm for Pro and Sportsman classes, and 12"/304.8mm in Mini and Performance Scale classes from 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. See Illustration C . 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, after which point that single gate is inactive.

**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 (10 pts, see Vehicle Touch rule, Sec 1) will be given instead of a Roll Over (5 pts).

**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)

**Grille:** A grille on a body is located in front of the engine hood/engine cover and is often found between the headlights. It should be in a vertical or semi-vertical position.

**Wheelbase:** Is measured from center of axle nut to center 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.

**A suspension link, control link or link:** is 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.

## SECTION 7: Penalty Examples and Additional Penalty Definitions

The examples and definitions used in this section are intended to help explain rules in previous sections, not override them. In the event of disputes, the decision of the judge on course is final.

### 7.1 - Back Up/ Reverse Examples

**7.1.1** - If the driver intentionally drives the vehicle in reverse, a reverse penalty will occur.

**7.1.2** - If the vehicle stops on an incline and then rolls backwards a reverse penalty will occur.

**7.1.3** - If a vehicle is climbing an obstacle and is bounced backward by the terrain but the tires are still moving forward, no reverse penalty will occur.

**7.1.4** - If a vehicle flips over backward, without the driver reversing, no reverse penalty will occur.

**7.1.5** - Once a reverse penalty has been assessed, no further reverse penalty can be assessed until the vehicle makes forward progress.

**7.1.5.1** - Example: Reversing, stopping, and then reversing again will only result in one reverse penalty.

**7.1.6** - Reverse penalties are assigned at the Judge's discretion if the actions performed by the Vehicle/driver is not clearly defined by the rule.

### 7.2 - Clearing of a Gate Examples

**7.2.1** - A gate is considered progressed when at least one front and one rear wheel passes between the two gate markers, and all four tires are past the gate in the intended direction of the gate.

**7.2.2** - One wheel from the front axle and one wheel from the rear axle passes between two gate markers to be considered a progressed gate. This however will result in a Gate Marker penalty of +10 points and the -2 gate progression points are awarded.

**7.2.3** - All gates must be cleared in the intended sequence of the course layout (gate 1, then gate 2, then gate 3 and so on).

**7.2.4** - A vehicle may travel through a gate while it is in reverse and still clear that gate as long as it only travels though in the intended direction (reverse penalty(s) will be assessed as necessary).

**7.2.5** - If all four wheels of a vehicle must pass between two gate markers that gate is considered a progressed gate with no penalties and a gate progress bonus is awarded.

**7.2.6** - If one wheel only from the front axle or one wheel only from the rear axle passes between two gate markers that gate is not considered a progressed gate.

### 7.3 - Gate Marker Penalty Examples

**7.3.1** - At any time a gate marker is touched by a vehicle, a Gate Marker penalty is assessed.

**7.3.2** - A driver can only continue with the course when a gate is cleared or 20 pts (if optional by pass rules are used) at that gate is accumulated.

## Section 8: Sportsmanship

**8.1 – Sportsmanship** - Good sportsmanship is required at World RC Rock Crawling Competitions. If a competitor or team member (including but not limited to spotters) promotes unsportsmanlike conduct, they and/or their team members may be penalized 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 behavior, use of excessive on course profanity or kicking/throwing their controller or rig. The violator(s) and/or their team members may be penalized upon the Marshal's review of the incident. Unsportsmanlike conduct may result in a 50 (DNS) for the course, and/or disqualification from the competition.

**8.2 - No 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 organizers.

**8.3 - Violation of Intent** - The intent of a written rule may include areas not explicitly expressed or illustrated. \*The WRCCA Rules Committee has the ability to define the intent of a rule. A violation of the intent of a rule may be considered a violation of the rule itself. Rulings on Violation of Intent shall only be made by the WRCCA Rules Committee, without exception.

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