

F.B.A. – Section rules 2012 - 1/10 SCT electric (translation)

Drivers accept these rules as well as FBA's internal rules.

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A. Classes

A.1.1 2 classes are open:

- SCT 2WD
- SCT 4WD

B. Technical specs

B.1 Sizes

| | Minimum | Maximum |
|-------------------|-----------|-----------|
| Wheelbase | 320,00 mm | 335,00 mm |
| Length | 511,00 mm | 568,00 mm |
| Width | 273,00 mm | 296,00 mm |
| Height | 199,00 mm | |
| Front bumper | 171.45 mm | |
| Weight 2WD | 2098 gr | |
| Weight 4WD | 2505 gr | |
| Wheels | | |
| Internal diameter | | 55,88 mm |
| External diameter | 65,00 mm | 76,20 mm |
| Width | | 39,37 mm |

B.2 Body

- B.2.1 Body should completely cover the tires when looked from above.
- B.2.2 Body should be SCT type.
- B.2.3 Wings are forbidden.
- B.2.4 Front and rear bumpers are mandatory.
- B.2.5 Bumpers can't be made out of metal.

B.3 Tires

- B.3.1 All SCT type tires are allowed.

B.4 Motors

- B.4.1 Only 540 type is allowed in 2WD, brushed or brushless.
- B.4.2 Only 540 and 550 types are allowed in 4WD, brushed or brushless.

B.5 Batteries

- B.5.1 Allowed battery types are:
 - NiMh with a maximum of 6 cells (7,2v)
 - LiPo in an hard case with a maximum of 2 cells (7,4v)
 - LiFe in an hard case with a maximum of 2 cells (6,6v)
- B.5.2 Any other battery type is forbidden.
- B.5.3 Batteries should be handled according to the manufacturer's recommendations.
- B.5.4 It is mandatory to have a plug between the battery and the speed controller.
- B.5.5 It is advised to use a LiPosack when loading LiPo batteries

B.6 Transponder

- B.6.1 Each car needs to be equipped with an AMB compatible personal transponder to be allowed to compete.

C. Track specs

- C.1.1 Track should follow rules defined in FBA's internal rules.
C.1.2 Track surface should be adapted to the off-road category.
C.1.3 Track topography and obstacles should be scaled according to the cars scale.
C.1.4 Track has a minimum width of 2,5m and a minimum length of 100m.
C.1.5 The farthest part of the track can't be more than 30m away from the driver stand.
C.1.6 Race director decides how and when the track will be maintained during an event and announces it during the driver briefing. The selected method can't influence the result of the race.
C.1.7 Marshalling position should be numbered.
C.1.8 220V power is to be provided to the drivers. Its usage is restricted to loading the batteries only. Circuit should not be the same as the one feeding the counting system.

D. Progress

- D.1.1 A class is open only when at least 5 drivers are registered.
D.1.2 The cup counts 6 races with one floating:

| Date | Club | Site | Mail |
|--------------|-------|---|-----------------------------|
| 05 May | BRTC | http://brtc.eu.com/ | tresorier@brtc.eu.com |
| 09 June | RCEL | http://www.electro-liege.net/ | christrossi@hotmail.com |
| 07 July | BPT | http://www.belgiumpowerteam.be/ | contact@belgiumpowerteam.be |
| 04 August | BRTC | http://brtc.eu.com/ | tresorier@brtc.eu.com |
| 08 September | MBV | http://www.mbv.be/ | heremans@telenet.be |
| 06 October | BRCC | http://www.blackcountryarena.com/ | jpdadandson@gmail.com |
| 03 November | Spare | | |

- D.1.3 Race timing:

| De | À | |
|------|------|---------------------------|
| 7h30 | 8h45 | Free practice |
| 8h00 | 8h30 | Registration confirmation |
| 8h45 | 9h00 | Briefing |
| | 9h00 | First start (at earliest) |

- D.1.4 Heats can count 10 drivers at maximum.
D.1.5 Race counts maximum 4 heats. Going above is left at the appreciation of the hosting club.
D.1.6 Duration of qualifications and finals is 6 minutes.
D.1.7 Drivers repartition in the heats is done based on cup's ranking. From 3rd race onwards a floating result is considered.
D.1.8 At least 3 qualification rounds will be run by race. Race director can plan more rounds depending on the number of drivers.
D.1.9 Qualification ranking uses EFRA's point system. For each round, the quickest driver gets no point, second quickest gets 2 points, third quickest gets 3 points, etc. Global qualification ranking is obtained by adding all qualification points except one (the worst one). If only 2 rounds can be run, global qualification ranking is done using each driver's best result. If drivers have same number of points, the best result is taken into account (0+4 > 2+2), then the best time of the best result. Should there be situations not foreseen here, they will be resolved according to EFRA rules, appendix 3, points 9.4.1 ; 9.4.2 ; 9.4.3 etc.
D.1.10 A driver appears in qualification general ranking only if he ran at least a lap during qualification rounds.
D.1.11 Drivers repartition in the finals is based on qualifications ranking.

- D.1.12 First ten drivers are in A final, 10 next in B final, etc.
- D.1.13 Finals are composed of ten drivers, except the last one.
- D.1.14 Each race counts 3 rounds of finals.
- D.1.15 Winner of each final gets 1 point, second gets 2 points,... down to tenth pilot who gets 10 points. The 2 best results of each driver are used to compute final ranking. . If drivers have same number of points, the best result is taken into account (1+3 > 2+2), then the best time of the best result, then the best time of the second best result.
- D.1.16 Winner of each race gets 100 points, second driver gets 99 points, third gets 98 points, fourth gets 97 points, fifth gets 96 points, etc.
- D.1.17 Quickest driver in qualification gets an extra point.
- D.1.18 If drivers have same number of points at season end, this extra point will be considered (101 > 100)
- D.1.19 Prize ceremony should happen at least 10 minutes and at most 45 minutes after results are published.

E. Race procedure

- E.1.1 Start procedure should be explained in briefing.
- E.1.2 A false start doesn't replace a regular one.
- E.1.3 Cars have to cross the line by themselves.
- E.1.4 During qualification, start order is defined by previous round's results. Each driver starts when his number is announced.
- E.1.5 During finals, all cars start together. All cars are placed either in line, either in F1 style grid.
- E.1.6 Two consecutive starts should be 7 to 10 minutes apart.
- E.1.7 Two consecutive starts from the same heat should be at least 60 minutes apart.
- E.1.8 Drivers missing the start procedure can still start the race within the first 30 seconds.
- E.1.9 Drivers from last heat are marshalling the first one; drivers from first heat are marshalling the second one, etc. Same goes for the finals. A marshal can only be replaced for urgent matter. Only the drivers or somebody affiliated to the FBA can marshal.
- E.1.10 Fluorescent jacket and closed shoes are mandatory when marshalling.
- E.1.11 Marshals leave broken cars on the side of the track, on their roof, and do not attempt to repair them. They stay focussed and act quickly when needed.
- E.1.12 No repair on the track is allowed.
- E.1.13 Race organiser can execute technical controls at any time without justification.
- E.1.14 Race starts whatever the weather unless the track is unworkable (thick snow layer, flooding or unavoidable puddles of 2cm or more).
- E.1.15 If weather doesn't allow the race to start, it will be cancelled and registration fees will be returned.
- E.1.16 If race has to be stopped, qualification rounds results (at least 2) will be used as final result and race points will be attributed.
- E.1.17 If a driver is excluded or if the race is stopped after 2 qualification rounds there won't be any registration fee returned.
- E.1.18 Drivers are taking place on driver stand according to their race number.

F. Discipline

Referees are controlling sportsmanship (shouting on driver stand, wrong driving, marshalling behaviour) of drivers. Referees are helping race director. FBA officials can act as referee upon race director request as well as other people designated by the section president.

- F.1.1 Black flag: the car has to enter the pits straight away. If it's stopped for mechanical reasons, it may return on the track after referee or race director approval.

- F.1.2 Before a disciplinary measure is taken, an official warning will be issued. All warning and penalties are logged by the counting system responsible and handed over to the section president after the race for archiving.
- F.1.3 Event leading to time penalty:
- Referee or race director can give a time penalty between 5 and 30 seconds if he estimates that a significant advantage has been obtained from a wrong behaviour. This can be done with or without warning.
- F.1.4 Events leading to a lap penalty on current round:
- Get a second warning on same day.
 - Make a false start.
 - Repair a car on the track.
 - Deny priority after mistake or repair.
 - Use a non-compliant car during qualifications.
 - Marshall without fluorescent jacket or closed shoes.
- F.1.5 Events leading to a lap penalty on best result:
- Get a third warning on same day.
 - Being absent from marshalling when a heat or final starts
- F.1.6 Events leading to a disqualification:
- Get a fourth warning on same day.
 - Refuse to comply to officials decisions.
 - Ignore twice a black flag.
 - Use a non-compliant car during finals.
- F.1.7 Events leading to licence withdrawal:
- Conduct serious harm, whether from the driver or an accompanying person. No warning is necessary in this case.
 - Be excluded from 2 races on a calendar year

G. Registration

- G.1.1 FBA member licence is mandatory (2012 price: 7€) and should be requested via a affiliated club.
- G.1.2 Registrations are open until 6pm on Saturday preceding the event using the online form located at <http://sylvestre.net/sctbelgiancup/>.
- G.1.3 Registrations are still possible at the track on race day until 8.30am.
- G.1.4 Price per race is maximum 12€, to be paid on race day or via Paypal at subscription time when available.