

# 2008 CORCS Rulebook

## (Canadian Off-Road Championship Series)

This rulebook has been created for the sole purpose of bringing structure to the series and to deal with the safety and running of a race. The goal is to have all races follow the same format and set of rules so there are no surprises for any traveling racers. You will find that these rules also deal with certain situations that may occur at a race, and the proper way to deal with them, if the need may ever arise. The over all goals of CORCS are to have fun and promote our hobby as a family oriented sport that people of all ages can enjoy.

### **1. Safety:**

The safety of spectators is of prime importance and must be considered when laying out Tracks and spectator areas.

- 1.1. A positive means of stopping a car must be provided between the Track area and any area accessible to spectators, drivers, officials, or pit crews. The main consideration for selecting this barrier will be the protection of the individual and not protection of the cars or convenience of operation. Barriers will be supported in such a manner that sharp contact will not cause them to fall over or become ineffective, thus allowing cars to pass through an opening.
- 1.2. All barriers must be in good condition, not deteriorated by weather or other causes.
- 1.3. No device may be used on a high-speed portion of the track or at the end of a high speed straightaway, which may cause a car to be launched upward if struck.
- 1.4. Plow discs, or similar devices, may only be used at low speed turns and not at the end of high-speed straights.
- 1.5. Permanent features of the race site, such as curbs or grassy areas, may be utilized. In addition, spectator control will be established at least five feet outside the barriers.
- 1.6. The safety of officials, drivers, and pit crews is of equal importance, but it is assumed that they are more aware of any potential danger. Barriers shall be provided between the racing surface and the areas used for the pits and drivers' stand. Sufficient barriers will also be provided for those officials who must occupy relatively fixed positions near the racing surface.
- 1.7. Everyone, to include spectators, in the racing area and hot pits **must wear closed-toe shoes** while at the race site. Anyone behind the spectator control barrier is not included in this requirement, provided there is a positive means of preventing entry to the racing area.
- 1.8. Disabled cars will be taken off the track. No repair work will be allowed on the track or the infield while a race is taking place.
- 1.9. A driver may not operate a car while outside the designated driving area or drivers' stand.
- 1.10. Prior to operating a car, all drivers must sign in and give officials the radio frequencies that will be used. Race officials must approve any change in these frequencies.
- 1.11. A driver practicing, or working on a car in the pits with his radio on, must have the appropriate frequency clip, openly displayed, preferably attached to the radio antenna,



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or have approval from a race official.

- 1.12. Off-road cars with exposed gears must be equipped with gear covers.
- 1.13. A functioning portable UL approved 5-pound minimum, ABC rated dry chemical or halon fire extinguishers, equipped with capacity gauges, must be in the pits and at trackside.
- 1.14. A suitable, weatherproof first aid kit, composed of individual packaged supplies, must be available at the track, and the number for medical assistance should be posted near all phones.
- 1.15. **Traffic safety vests, protective eyewear, and gloves must be provided for marshals.**

## **2. TRACK & BARRIER SPECIFICATIONS**

- 2.1. **All track lanes to be a minimum of 10' wide** to accommodate all classes running in the series. A wider straight away is recommended. In the event that a facility has a separate electric track, the lanes must be 8' minimum.
- 2.2. Recommended direction of travel is clockwise. It is easier for pit stops.
- 2.3. The timing loop will be located before the pit lane in the direction of travel.
- 2.4. All barriers, portable or permanent, should be linked in such a manner that they present a surface toward the track that will not damage a car if it makes contact in a grazing manner while proceeding around the track. Overlapping of barriers is always away from the direction of travel. An example of an **acceptable outer barrier is ½" plywood, 12" high other materials such as "puck board" may be used.**
- 2.5. A positive means of stopping a car that leaves the racing surface must be provided.
- 2.6. Supplemental barriers sufficient to stop a car will be placed in any area where swinging wide or loss of control could result in a car going beyond the outer retaining wall. Such barriers should be no closer than 18" to any portion of the racing surface.
- 2.7. The outer limits of the track must have barriers that will prevent cars from leaving the racing surface under normal racing conditions. These barriers must be readily distinguishable to the drivers. Lanes will be sufficiently separated by either natural or artificial barriers to prevent cars from crossing into oncoming traffic.
- 2.8. Placing tapered boards, highway dots, or similar deterrents approximately 6" inside the inner-boundary turn markings may discourage corner cutting. Such devices will not be higher than 4" and will be tapered to allow cars to ride over them. They should be firmly secured to prevent movement onto the racing surface.
- 2.9. A pit lane that has a convenient and safe exit from, and entrance back to the racing surface will be provided. This area is to be used for refueling and repair of cars. There must be a safety wall between the pit lane and the working pits. All refueling and repairs to the cars will be accomplished in the working pits, and not in the pit lane. The pit lane is not for racing through. As such it should be constructed to try to minimize



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the speed that vehicles pass through it.

- 2.10. A drivers' area will be provided that gives all drivers essentially an equal view of the track during practice and competition. Two and one-half feet (2.5') of space per driver is the recommended minimum. **Elevated drivers' stands are recommended provided they are constructed in such a manner as to afford safety to each driver. Flooring material will be secured and capable of holding all drivers. A railing or other safety device is recommended for any stand over 18" above the ground. If stairways are required, they will be constructed to meet local safety codes. An inspection by a qualified individual ensuring the stand is safe is required in writing, and be made available at the track.**

### **3. CLASSES**

- 3.1. The following classes will be made available at all CORCS races.
  - 1/8 Nitro Buggy
  - 1/8 Nitro Buggy (Sportsman)
  - Nitro Stadium Truck
  - Nitro Stadium Truck (Sportsman)
  - Nitro Monster Truck
  - 1/10 Nitro Truck (GT)
  - 1/10 2wd Electric Buggy (Open)
  - 1/10 4wd Electric Buggy (Open)
  - 1/10 2wd Electric Truck (Open)
- 3.2. Anyone participating in the sportsman class may not have any sponsorship of any kind. The top 3 finishers in each region and at the Nationals will be moved out of the sportsman class. The Race Director at each event also has the discretion of moving any driver out of the sportsman class if he deems it appropriate.
- 3.3. A minimum of 5 Vehicles must be registered for a class to be run at any CORCS event.

### **4. Car Numbers**

- 4.1. If using number plates on your vehicle, numbers 1-10 are reserved for the top 10 finishers from the previous season.
- 4.2. For the inaugural year of CORCS, numbers 1-10 will be determined by the top 10 finishes in each class from the WCORCS (Western Canadian Off-Road Championship Series).
- 4.3. Numbers ARE NOT MANDATORY.

### **5. FREQUENCY CONFLICTS**

- 5.1. In cases of frequency conflict, the higher qualified driver will have first choice of frequency. Second highest qualifying driver will have second choice of frequency, etc. For example, driver A is on Red and is qualified for the A main. Driver B is also on Red and is also qualified for the A main. Driver A is qualified first, and as such, would get first choice of frequency. Driver A can elect to retain Red, in which case driver B



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would have to change; or he can choose any other legal frequency, which could cause another driver to change. The Race Director may require driver A to retain Red if an unsportsmanlike act is judged to be transpiring.

- 5.2. There will be no radio impound. Any driver found to have his radio on in the pits will be subjected to the appropriate penalty as listed in the penalties section.**

## **6. TURN MARSHALING**

- 6.1. Drivers must marshal for their designated race. Another qualified racer may substitute with the approval of the Race Director. **It is the driver's responsibility to find a substitute marshal.** The original marshal is responsible for the actions of the substitute.
- 6.2. Turn marshals are not permitted to repair cars, and must not abandon their post to get a car to a pitman for repairs. Marshals will take disabled vehicles to the closest outer edge of the racetrack as soon as possible. Vehicles still racing have priority over handling of disabled vehicles.
- 6.3. A car running on the track has the right-of-way over a car that has gone off the track, turned over, or otherwise had problems. Turn marshals will treat all corrective matters equally.
- 6.4. When marshaling a car, it should be returned to the point where it left the racing surface.
- 6.5. Care must be exercised not to interfere with on-coming cars.
- 6.6. Only the designated marshals are permitted to handle cars on the racecourse during a race. No one else may enter the racecourse to repair or retrieve a car.
- 6.7. Cars may not be pushed across the finish line. Cars must cross the line under their own power. Non-operating cars will be removed from the track.
- 6.8. Gas classes will corner marshal for gas classes, and Electric for Electric. It is preferable to have the same gas class marshal for the same gas class, i.e. 1/8<sup>th</sup> buggy marshals 1/8<sup>th</sup> buggy. The A mains will marshal the A-mains, B's will marshal B's and so on down. In the event that all gas classes do not have the ability to corner marshal the same class, the Race Director will assign what heats marshal who and when.

## **7. Penalties and Disqualification**

- 7.1. In the event that a situation occurs at a race the following rules are in place to deal with the situation at hand.

### **7.2. BLACK FLAG**



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- 7.2.1. A black flag will be given to a driver whose driving, car operation, or performance constitutes a hazard to the other cars in the race. This includes insufficient skills to compete in the class, unsportsmanlike driving, intentional hitting of other cars, intentional short coursing, intentional corner cutting, intentional blocking when being overtaken, and other such acts.
- 7.2.2. When a driver is given the Black Flag, it means that driver must pull their vehicle off the track immediately. The driver will remain on the drivers stand until that heat or race is over.
- 7.2.3. A black flag ruling may be used at any time for unsportsmanlike conduct or abusive language to other drivers or race officials.
- 7.2.4. A driver who receives two warnings in an event from a WCORCS rep or race official will be black-flagged.
- 7.2.5. Any car that loses its body, or that cannot be controlled properly due to radio problems, race damage, or missing parts will be black-flagged.

### 7.3. DISQUALIFICATION

- 7.3.1. It is the intention of the CORCS to promote family-oriented racing. With this in mind, unruly or unsportsmanlike conduct will not be tolerated. Individuals judged by the Designated CORCS Host or Race Director to be in violation will be disqualified and requested to leave the race area. This will be the racers one and only official warning. A second DQ from an event will result in that racer no longer being able to compete in the CORCS.
- 7.3.2. Failure to comply with any of these rules, not limited to items covered in this section, may result in disqualification by the Race Director. Disqualification may be for a single class or for the entire event.
- 7.3.3. Disqualification means that the driver will not be allowed to race or continue racing. Any driver, who is disqualified for the entire event, may be required to leave the racing facility. There will be no refund of entry fees to a disqualified driver.
- 7.3.4. Any of the following actions on the part of a driver or member of his crew will result in mandatory disqualification from the event.
  - Not taking a vehicle or radio to the inspection area when directed to do so.
  - Operating a car near the track that could endanger others in the area.
  - **Drinking intoxicating beverages, use of illegal substances, or showing evidence of being under the influence of an intoxicating beverage or illegal substance in the pits or the race area. This includes all aspects of the racing program from open practice through the awards ceremonies.**
  - Entering restricted areas or event scoring areas without proper authorization.
  - Assaulting another individual. This will also result in a mandatory removal from the CORCS.
  - Physical and/or verbal assault.
  - Turning on a radio during a race to affect another driver's car.



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7.3.5. The following offenses by a driver or member of his crew may result in disqualification if deemed appropriate by the Race Director. If not deemed appropriate, the minimum penalty will be no score for the race in question. A second offense of the same type may result in immediate disqualification.

- Subjecting a Race Official or corner marshal to improper language or other demeaning actions.
- Having a transmitter in the race or pit area without permission.
- Allowing another individual to substitute for them in a race.
- Ignoring a black flag.
- Deliberate abusive nerfing, bumping, or blocking.

### 7.4. PENALTIES

7.4.1. Failure to comply with any CORCS rules, not limited to those items covered in this section, may result in a penalty being assessed by the Race Director. The penalties listed here are the maximum allowable, and may not be appropriate for some tracks or events. This section covers the common penalties for infractions taking place in both qualifiers and main events. In many cases (at the race director's discretion), the penalty assessed will be a stop and go penalty.

- **Corner cutting:** A ten second penalty in a qualifier, or a one-lap penalty in a main. If the driver stops in the area of the infraction and allows the car that was immediately behind him when the corner was cut to pass, no penalty is applicable.
- **Refueling or repairing a car in the pit lane or on the racing surface:** A stop and go penalty will be assessed. There will be no refueling during the stop and go penalty.
- **Short-coursing:** A one-lap penalty in a qualifier or a main for each incident. If the car is returned to the point where the infraction took place, no penalty is applicable.
- **Driving in reverse of the traffic:** A one-lap penalty in that qualifier or main.
- **A radio on in the pits without permission:** A minimum of a one-lap penalty from the best qualifier or the main may be assessed at Race Director's discretion.
- **Failure to turn marshal:** A one-lap penalty from the best qualifier or the main.
- **Hitting the throttle while his car is in the hands of a marshal:** A one-lap penalty in that qualifier or main.
- **Improper re-entry to the racing surface:** A ten second penalty in that qualifier or main.
- **Repairing a car while marshaling:** A ten second penalty in the marshal's previous qualifier or main.
- **Failing to respond in a timely way to an Official directive:** A ten second penalty in the best qualifier or main.
- **Running of any vehicle while racing is ongoing:** First offence is a warning, second is one lap off of the best qualifier or main, and 3<sup>rd</sup> offense is DQ from the event.



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### **7.5. PROTESTS**

- 7.5.1. During qualifying, vehicle or technical protests can only be made by another driver in the same class. In the main events, only another driver in the same main may make vehicle or technical protests.
- 7.5.2. A protest must be in writing and must be accompanied by a \$50 fee per item protested, plus the retail replacement cost for each item protested.
- 7.5.3. Protests must be delivered to the Race Director within fifteen minutes of the posting of results of the protested qualifying round or main.
- 7.5.4. Protests considered by the Race Director to be frivolous or unsportsmanlike will not be accepted.
- 7.5.5. Written protests against results, procedure or policy (organizational protests) may also be filed accompanied by a \$ 50 fee. If it is found that the protest is good, the \$50 will be refunded. If it is found to be invalid, the \$50 goes to the protested racer.

### **8. General Rules for running a Race**

- 8.1. No cash prizes are allowed.
- 8.2. No late entries accepted after 8:00 am on the first day of qualifying.
- 8.3. A driver may only run in a maximum of 3 classes at any given race, including the Nationals.
- 8.4. Schedule of racing:
  - A drivers meeting is to be held at 9:00 am on the first day of qualifying. **At this time all gas vehicles are to be brought up for inspection of the TRD.**
  - The first qualifier is to be started by 10:00 am. A minimum of 3 qualifiers will be run on the first day.
  - Qualifiers may not be run on the same day as the mains. The final day of racing is reserved for the mains only.

### **9. Qualifying Format and Rules**

- 9.1.1. Qualifying will be done by using qualifying points.
- 9.1.2. All classes will qualify using the IFMAR qualifying method. (Staggered Start)
- 9.1.3. Gas classes will be using the Live Loop method of qualifying.
- 9.1.4. Length of qualifiers will vary depending on the amount of entries.
- 9.1.5. For purposes of qualifying and racing, the driver is scored, and not the car. However, a driver or a car may not be changed during a qualifying run.



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## **10. MAIN FORMAT AND RULES**

- 10.1. Electric classes will run a triple A main format.
- 10.2. All gas classes will run a 30 minute A main, 20 minute B main, 15 minute C, 10 minutes for D and lower mains. The final will use the same format. Sportsman A-Mains will be 20 minutes with B mains and lower being 10 minutes.
- 10.3. A driver or car may not be changed during a main.

### **10.4. GAS/NITRO MAIN STARTING PROCEDURE**

- The races shall be started using a flagman and a lemans style start, or a drop/starting gate.
- The starting gate may be either simultaneous or have a delay of no more than 0.5 seconds between the starting/dropping of each vehicle.
- Warm up will be 5 minutes
- There will be a one-minute warning, then at 45 seconds the cars are called in for final fueling.
- At 15 seconds all cars will be lined up on the grid by their pitman or placed in the starting gate.
- At 10 seconds the flagman, or whoever has control of the starting gate, has control of the race.

For manual (flag based starts)

- The starter will put the flag down signaling for the pitmen to place the cars on the ground.
- Once all cars on the ground, the flagman will lift the flag within 5 seconds and the race begins.

## **11. WEATHER DISRUPTIONS**

- 11.1. If an event is disrupted by weather, qualifying positions will be based on the results of rounds completed.
- 11.2. If mains cannot be run, finish positions will be based on qualifying positions of each driver in his main event. If it is possible to finish some mains, A-mains should be run first to determine the winners and the following mains run until it's no longer feasible to do so.
- 11.3. In the case of Gas classes the mains are filled to 10 and run from the A main down.

## **12. General Tech Rules**

- 12.1. No homemade tires for 1/8<sup>th</sup> buggies, only retail manufactured tires are allowed.
- 12.2. All Gas Vehicles must have Throttle Return Device (TRD) installed. It must close the carburetor upon a mechanical or electrical failure.



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- 12.3. **The top 3 finishers in each main will have the TRD teched after their race. If it does not function properly, the result is a DQ from that event.**
- 12.4. **Each subsequent vehicle moving up in the standings will also be teched and is subject to the same penalty.**
- 12.5. Motors may have machine or hand wound armatures with any number of winds (and strands) that you wish, and timing may be adjustable.
- 12.6. Armatures may be balanced using either epoxy or drilling.
- 12.7. Motors may have either bushings or bearings.
- 12.8. Quad Magnet motors are allowed.
- 12.9. Brushless motor systems are legal in Modified classes only.
- 12.10. The maximum battery capacity is 4300 mAH.
- 12.11. Only ROAR approved Li-Po batteries are legal for competition. A charging pouch must be used for charging.
- 12.12. Only 2 cell Li-Po batteries are legal for competition.
- 12.13. All vehicles that have external gears must run a gear cover.
- 12.14. RTR vehicles are as they come out of the box. Any upgrades or changes to a RTR will require the appropriate motor for that class.
- 12.15. Painted bodies mandatory. If it's not painted, it doesn't get run.
- 12.16. See **Appendix A** for full vehicle specifications.

## **13. Scoring**

- 13.1. Scoring of series races will be left to the individual regions in the series.



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**APPENDIX A: Vehicle Specifications**

**4WD Electric Buggy (Open)**

- Maximum overall length ----- 18 inches
- Maximum width ----- 9.84 inches
- Maximum ----- 8 inches
- Maximum Wheelbase ----- 11.49 inches
- Minimum Wheelbase ----- 9.01 inches
- Minimum weight ----- 52.88 ounces

**Wheel mounting bead diameter**

- Maximum ----- 2.19 inches
- Minimum ----- 1.62 inches

**Wheel Diameter**

- Maximum ----- 2.42 inches

**Wheel width**

- Maximum ----- 1.5 inches
- Tires ----- Rubber only
- Diameter - Max ----- 3.54
- Width - Max ----- 1.74

**Rear Wing**

- Side dam ----- 3.93 w X 1.96 h
- Cord ----- 3 inches
- Width ----- 6.96 inches
- Transmission ----- single speed only
- Suspension ----- independent
- Body ----- Offroad Buggy style No trucks



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## **2WD Electric Buggy (Open)**

- Maximum overall length ----- 18 inches
- Maximum width ----- 9.84 inches
- Maximum ----- 8 inches
- Maximum Wheelbase ----- 11.49 inches
- Minimum Wheelbase ----- 9.01 inches
- Minimum weight ----- 52.88 ounces

### **Wheel mounting bead diameter**

- Maximum ----- 2.19 inches
- Minimum ----- 1.62 inches

### **Wheel Diameter**


- Maximum ----- 2.42 inches

### **Wheel width**

- Maximum ----- 1.5 inches
- Tires ----- Rubber only
- Diameter - Max ----- 3.54
- Width - Max ----- 1.74

### **Rear Wing**

- Side dam ----- 3.93 w X 1.96 h
- Cord ----- 3 inches
- Width ----- 6.96 inches
  
- Transmission ----- single speed only
- Suspension ----- independent
- Body ----- Off road Buggy style No trucks



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**2WD Electric Truck (Open)**

- Length ----- 18 inches
- Width Max ----- 13 inches

**Wheelbase**

- Max ----- 11.5
- Min. ----- 9
  
- Weight min. ----- 60 ounces

**Wheel mounting bead diameter**


- Max ----- 2.25 inches
- Min. ----- 2.175

**Wheel Diameter**

- Max. ----- 2.46
- Width ----- 2 inches
  
- Body ----- 1/10 Stadium Truck
  
- Cut outs ----- No farther than molded cut lines

**Spoiler**

- Width ----- Body width
- Chord ----- 2 inches
- Transmission ----- singles speed only
- Suspension ----- Independent



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## **Nitro Monster Truck**

- To be a Standard MT, the lowest point of the engine must sit at least **1.5"** inches above the lowest point along the front-back centerline when compressed (usually the "skid plates").  
To tech questionable MTs, remove the wheels, place MT on flat surface, compress the vehicle fully and a ruler (or 1.5" gauge) could be used vertically to measure the engine above the surface.

The following trucks are examples that fit within the above definition: T (and S) -Maxxes, Savage, MGT, Revo, TNX/TC and LST.

- Wheel base ----- Minimum 12 inches
- Transmission ----- 1, 2 or 3 speed are OK
- Engine ----- .12ci to .28c
- Exhaust pipes must meet the 85 decibel limit and have no movable parts in them.
- Minimum weight ----- .12ci to .18ci Small blocks: 2750grams (~6 pounds), .15 to .28 Big blocks: 4300 grams (~9.5 pounds)
- Fuel Tanks ----- Single fuel tanks only. 150cc Max or the stock tank.
- Bodies ----- Truck, Car or SUV (no buggy allowed )
- Bumpers -----Bumpers are optional. If used, must not extend further than 1" past the body on the front and rear.
- Rear Spoiler/wing ----- A spoiler/wing is optional.
- Skid Plates -----Skid Plates must not extend further than 1" past the body on the front and rear.
- Wheels must be manufactured for Monster Trucks.
- Tires must be rubber only and currently available to the public (i.e. in hobby shops at least 2 weeks prior to event) as a Monster Truck tire. No tires created for other vehicle types even if they fit the specifications will be allowed. Cutting or modifying the tread is allowed. Modifying the tire carcass by sectioning or narrowing is prohibited. *Due to the varying sizes of wheels available for Monster Trucks it IS legal to trim the mounting bead of a tire produced for the Monster Truck class to make it fit a Monster Truck rim. Example - Bowtie on a REVO wheel.* All tire measurements reference the carcass dimensions and does not include the tread depth or width.

Tire diameter----- Minimum - 5.1" (mounted)

Tire width ----- Minimum - 2.75"(mounted)

LPR tires are LEGAL for competition in this class.



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## **Nitro Stadium Truck**

- Any Monster Truck that does not 100% meet the Standard MONSTER TRUCK specifications while still meeting the below guidelines will run in the Unlimited Class. Standard Monster Trucks may also enter the Outlaw class.
- Wheel base ----- Minimum 12 inches
- Transmission ----- 1, 2 or 3 speed are OK
- Engine ----- .12ci to .28c
- Exhaust pipes must meet the 85 decibel limit and have no movable parts in them.
- Minimum weight ----- .12ci to .18ci Small blocks: 2750grams (~6 pounds), .15 to .28 Big blocks: 4300 grams (~9.5 pounds)
- Fuel Tanks ----- Single tank only, 150cc max.
- Bodies ----- Truck or SUV (no buggy or car bodies allowed )
- Bumpers ----- Bumpers are optional. If used, must not extend further than 1" past the body on the front and rear.
- Rear Spoiler/wing ----- A spoiler/wing is optional.
- Skid Plates ----- Skid Plates must not extend further than 1" past the body on the front and rear.
- Wheels must be manufactured for Monster Trucks.
- Tires must be rubber only and currently available to the public (i.e. in hobby shops at least 2 weeks prior to event) as a Monster Truck tire. No tires created for other vehicle types even if they fit the specifications will be allowed. Cutting or modifying the tread is allowed. Modifying the tire carcass by sectioning or narrowing is prohibited. *Due to the varying sizes of wheels available for Monster Trucks it IS legal to trim the mounting bead of a tire produced for the Monster Truck class to make it fit a Monster Truck rim. Example - Bowtie on a REVO wheel.* All tire measurements reference the carcass dimensions and does not include the tread depth or width.

Tire diameter ----- Minimum - 4.55" (mounted)

Tire width ----- Minimum - 2.25"(mounted)

The Panther LP is not legal for competition.



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## **1/10 Nitro Truck (GT)**

- Maximum truck length - 18"
- Truck wheel base - Minimum - 9" Maximum - 11.5"
- Truck wheel base - Minimum - 9" Maximum - 11.5"
- Truck wheel diameter - Minimum-mounting bead - 2.175" Maximum mounting bead 2.25" Maximum overall - 2.46"
- Wheel mounting - Must be securely mounted at all times.
- Maximum Truck wheel width - 2"
- Truck tire width - Minimum - 2" Maximum - 2.125"
- Minimum Truck tire diameter - 3.6"
- Wheel cut out - Use body cut lines
- Engine - .12 only (3 port max.). Only RTR's are allowed to run larger motors, but it must be the original motor that came with the vehicle.
- Transmission - 1 speed only - viscous or slipper drivers are allowed
- Bodies - Off-road Truck
- Tires - Rubber only.

## **1/8 Nitro Buggy & 1/8 Nitro Buggy (Sportsman)**

- Maximum Buggy length - 28.74" (730mm)
- Maximum Buggy width - 12.2" (310mm)
- Maximum Buggy height - 9.84" (250mm)
- Buggy wheel base - Minimum - 10.8" (270mm) Maximum - 13.2" (330mm)
- Minimum weight - 112.9 ounces (3.2 kilos)
- Wheel diameter - Minimum - 3.2" (81.28) Maximum - 3.4" (86.36mm)
- Wheel mounting - Must be securely mounted at all times.
- Maximum wheel width - 1.75" (44.45mm)
- Tire diameter - Minimum - 4.3" (109.22mm) Maximum - 4.7" (119.38mm)
- Maximum tire width - 1.85" (46.99mm)
- Engine - .21 only. Only RTR's are allowed to run larger motors, but it must be the original motor that came with the vehicle.
- Transmission - 1 speed only
- Rear suspension – Independent
- Bodies - Buggy or other off-road style body that resembles an actual off-road racing vehicle
- Tires - Rubber only.

Notes - Maximum height is measured with suspension fully compressed.