

Club Championship Regulations



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Introduction

The King of Torii club championships were established to gain more experience for riding national and possibly international competitions. These club championships are for everyone, with and without experience.

There are a number of basic principles from which these championships are organized:

- Drift for fun! These championships were created because we felt like it, we do this for fun and to give our members a chance to ride battles!
- Rules can therefore be changed before and between the different rounds, only if we think this will benefit the fun and give members a better experience.
- During registration, the members of MBC Torii Circuit will be the first to have the opportunity to do so, as these are club championships. After that, the remaining places are released to people outside the club. The exception is the Top 3 of the previous round (see [1.1 Points distribution](#))
- The current regulations are based on previous competitions. This is to create as much clarity as possible and to get used to any other competitions!
- **NO BOOST NO TURBO!**

If there are any questions based on these rules, please send a message via FB or to info@torii-circuit.com.

Championship rules

1.0 Regarding the rounds.

- The members of MBC Torii Circuit get the first chance to register. After that, the remaining places will be released for other riders. The exception is the top 3 of each round. See next heading.
- The number of rounds will be 8, the last of which will be a final day.
- The rounds will be held on Saturdays.
- Currently, the following are being driven:
 - o Free training sessions
 - o Qualifications
 - o Top 16 waste schedule with losers round

1.1 Points distribution

- The distribution of points is as follows:

Place	Points
1	100
2	90
3	80
4	65
5	55
6	55
7	55
8	55
9	40
10	40
11	40
12	40
13	40
14	40
15	40
16	40

In addition, the following points can be earned in the qualifications:

Place	Points
1	8
2	7
3	6
4	5
5	4
6	3
7	2
8	1

- The top 3 of each round is automatically entered for the next round. They are not obliged to participate. If they cannot/do not want to, they can give up their place.
- The 'King of Torii' is the person who has achieved the most number of points at the end of all rounds and the final.

1.2 Expressions

- At the beginning of the first lap in which the rider participates, you will receive a sticker sheet with:
 - o Windowbanner
 - o Doorshields
 - o Sponsorstickers
 - o Championship logos
 - o Numbers

This is awarded once (due to cost production, this should also remain 😊 fun). Given the support we receive for the event, we ask for the support for our sponsors and the championship by at least carrying the doorshields and the window banner during the competition. In addition, the starting number is also mandatory on the body.

1.3 Behaviour during event

- Each participant is expected to behave in a normal way during the event, and to have a fun event together with the other participants.
- During this day it is expected that there will be no (serious) shouting, no theft and no destruction of each other's belongings.
- Everyone is expected to pay attention to their own belongings and safety during the competition days, the club is not liable for any damage to vehicles or person, and the club is also not liable in the event of theft. Everyone is responsible for their own belongings and safety!

Technical Regulations

2.0 Chassis

- A chassis must be of a 1:10 size touring car/drift chassis and must be electrically 2 Rwd powered by 1 engine.
- The wheel nuts must be standard and must **not** protrude more than 1.5mm outside the rim. Axles should **not** protrude. Furthermore, **no** parts of the chassis may protrude outside the body, nor may **sharp** protrusions be mounted on the chassis.
- Wheelbase: minimum 240mm maximum 275mm
- It is allowed to have a spare chassis with you, but before you also use it during the competition, always consult with the organization first.
- RWD with Gyro allowed
- M-chassis and off-road chassis are **not** allowed. If in doubt, contact the organization.
- Longwheel base hoods and chassis are allowed.
- Weight ready to drive: minimum 1350gr, maximum 2400gr and maximum 65% of the total weight may lie on the rear axle.
- The chassis used in competition may not be shared with other participants.

2.1 Elektronika on the radio

- Each participant uses a transmitter with a frequency of 2.4ghz.
- Forward and forward/reverse speed controllers (with or without brake) are allowed. Furthermore, the receivers, transmitters, servos and speed controllers must all be sound.

2.2 Batteries

- Batteries that are allowed are:
 - o 6 Cell NiCD/NiMH
 - o 2 Cell LiPO
 - o 2 Cell LiFE
 - o 2 Cell LiHV
- Use of a so-called lipobag is mandatory while charging the 2 cell LiPO/LiFE/LiHV batteries.
- The batteries must not show (visible) damage that can cause battery-related damage.

2.3 Tyres

- The car must be equipped with the **MST White Dot** tires
- The tyres may not be adjusted/modified in such a way that the shape and/or grip changes (except for wear).
- Nothing should be applied to the tires that can change the grip.
- Rims and tires must be 26mm wide.
- Tire warmers not allowed.

2.4 Engines

- Only the use of a 540 size electric motor is allowed. There is a (slight) preference for an international engine choice:
 - o 10.5T brushless sensored
 - o 13.5T brushless sensorless
 - o 19T brushed

2.5 Bodies

- The body must be a 1:10 based body, and must represent an existing car.
- The body must look realistic at the start of the tournament.
- The body must be securely secured to the chassis while driving.
- It is allowed to apply a spoiler to the body, it should **not protrude more than** 10mm on the sides of the body and no more than 25mm protrude behind the body.
- An exhaust is allowed as long as it looks realistic and is mounted on the car in a normal way.
- The windows of the body must remain transparent. The windows may be smoked, but insofar as the inside of the hood is still visible.
- Furthermore, each hood is given a starting number on the front window, window band and drift shield for the sides at the start.
- **Not** allowed : Trucks, off-road and Protoform style grip caps (blobs)
- A body should look reasonable. That is; There may be a few scratches on it, but cracks in the hood, or the lack of certain parts from the hood can result in this hood not being admitted to the championship.
- It is allowed to apply lighting to the body.

2.6 Penalties

- Violation of any of the rules of these regulations may result in disqualification.
- Sanctions can be imposed by the jury and/or the competition management and/or the organizer of an event by means of. loss of points and/or disqualification.

2.7 Roadworthiness test

- The inspector has the right to inspect any vehicle at any time if it is suspected that the vehicle does not comply with the regulations.
- The reason for the defect will be communicated to the driver immediately and the driver has permission to make adjustments immediately to present the car for inspection. The driver can present the car to the judge again until the start of qualifying, only after approval the driver may qualify. If the vehicle still does not meet the technical inspection, the driver must leave the inspection site and the driver is excluded from participation.

2.8 Technical defect during qualifying and battles

- The rider is given 5 minutes of repair time and repair is only allowed in the key room, so not on the track. The rider can then resume the remaining qualifying runs or battles. If the driver is unable to repair the car within the given time, this automatically results in a 0 point score during qualifying or a lost battle during the finals.
- Rider is offered this so-called repair time max 2x. 1x for use during qualifying and 1x for use during battles. (So not 2x for use in the qualifier or 2x for use in the battles)

Judging – Rules while driving

3.0 Juration

- Each competition there will be 2-3 judges who will judge the different criteria separately.

- Line judge: Determines the score based on the line shown in the briefing
- Angle Judge: Determines the score based on the angle at which you have to drive which is shown in the briefing
- Style Judge: Determines the score based on 2 criteria during the entire run.
 - Commitment: how constant your speed is during the run outside the predetermined braking zones and whether you enter the zones with dedication
 - Fluidity: how smoothly you use the drift, changes angle where necessary and whether your transitions are smooth.

3.1 Scoring qualifications

- During qualifying, each participant runs 3 runs.
- If more than 16 participants can participate, this can be reduced to 2.
- A practice run follows first.
- The 3 consecutive runs will be judged by the jury
- The jury will give a score of up to 100 points for both runs.
- The best of these 3 scores counts.
- The battles are then divided by qualifying scores
- In case of equal scores, the 2nd best score is looked at and where necessary also the 3rd score.

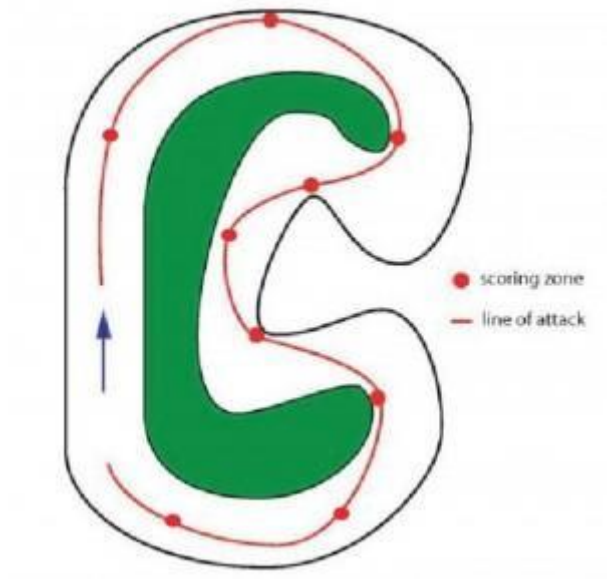
3.2 Points to be earned

- Line 30 points
- Angle 30 points
- Style 40 points
- So a max of total 100 points

3.3 Line and Clipping zones

Here one can earn up to 30 points. These are various sections on the ideal drift line. The number depends on the location (see Fig. 1.1)

* Clipping zone : afb.1.1



3.4 Angle

For this one can score a maximum of 30 points and ideal angle will be further clarified during the briefing because it can differ per section and per competition round.



3.5 Style

This weighs the heaviest and can be given a maximum of 40 points. Attention will be paid to:

- Drift technique
- Transities
- Speed
- Corrections

3.6 Scoren twin battles

- There are 2 cars; the car that drives in front (hereinafter referred to as the leader) and the car that chases (hereinafter referred to as the chaser).
- Hitting each other hard is forbidden. If two cars hit each other hard, the causer is judged the loser, if the touch was avoidable. A deliberate touch can be punished with a disqualification, deduction of championship points or even a withdrawal of participation. A light touch (scavenging, slightly leaning etc) is NOT punishable PROVIDED it is not a nuisance to the other person.
- Overtaking is only allowed if the leading car makes a mistake and therefore deviates far from the ideal line. The chaser must not interfere with the leader in the overtaking. Overtaking if not necessarily will be penalized.
- The leading car must simulate the ideal qualifying run as well as possible.
- The chaser should copy the leader as best he can with the shortest possible following distance, unless the leader spins, crashes or deviates far from the ideal drift line. The chaser must at least follow the same 'style' criteria as the leader.
- If the score is tied after 2 runs, there will be a re-run. The re-run will always happen with 2 new runs. After 2 sets of re-runs, the judges will at least select a winner. From the top 8, re-runs can be driven until there is a clear winner.

3.7 Point of no return

- On the track, a section is indicated called the "point of no return".
- In the twin battles, the 2 participants must be in this zone at the same time. If this is not the case, the battle can be aborted by the jury.
- If something happens in qualifying for this zone, the attempt can be aborted and restarted.
- Please note: this zone must be approached drifting!

3.8 Curbstones

- During qualifying you can have 1 wheel on the curbstones. The Curbstone are therefore not off track during qualifying unless otherwise indicated in the drivers briefing.
- For the battles, we assume the same principle, unless otherwise stated during the drivers briefing.

3.9 Arbitration

- The decision of the jury is conclusive and binding. An explanation can be requested after the event, but with respect. Openly blaming the jury will result in a disqualification. Also for the jury this is for the FUN!