Club Championships 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 therefore 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 it concerns club championships. After that, the remaining places will be released to people outside the club. The exception to this is the Top 3 of the previous round (see 1.1 Point distribution)
- The current regulations are based on previous competitions. This is to create as much clarity as possible and to let you get used to any other competitions again!

- ***BLINKY MODE (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 regulations

1.0 With regard to the rounds.

- The members of MBC Torii Circuit will have the first chance to register. After that, the remaining places will be released for other drivers. 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 ridden on Saturdays.
- Currently it is driven with:
    - Free practice sessions
    - Qualifications
    - Top 16/32 elimination schedule with losers round

1.1 Distribution of points

- The distribution of points is as follows:

Place	Points
1	100
2	80
3	65
4	55
5	55
6	55
7	45
8	45
9	45
10	35
11	35
12	35
13	35
14	35
15	35
16	35

Place	Points
17	25
18	25
19	25
20	25
21	25
22	25
23	25
24	25
25	25
26	25
27	25
28	25
29	25
30	25
31	25
32	25

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 will automatically be registered 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 points at the end of all rounds and the final.

1.2 Utterances

- At the beginning of the first lap in which the rider participates, you will receive a sticker sheet with:
    - Windowbanner
    - Doorshields
    - 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 using the doorshields and the window banner during the competition. In addition, the bib number is also mandatory on the body.

1.3 Behaviour during event

- Each participant is expected to behave in a normal manner 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) swearing, no stealing and no items from each other being destroyed.
- 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 persons, and the club is also not liable in the event of theft. Everyone is responsible for their own belongings and safety!

Technical Regelement

2.0 Chassis

- A chassis must be of a 1:10 format touring car/drift chassis and must be electrically 2 Rwd driven by 1 engine.
- The lug nuts should be standard and should not protrude more than 1.5mm beyond the rim. Axles must not protrude. Furthermore, no parts of the chassis may protrude outside the body, nor may any sharp protruding parts be mounted on the chassis.
- Rims preferably light, if they are black then 1 or more spokes in contrasting color
- Wheelbase: minimum 230mm maximum 290mm
- It is allowed to have a spare chassis with you, but before you use it during the competition , always consult with the organization.
- RWD with Gyro allowed
- M-chassis and off-road chassis are not allowed. If in doubt, contact the organization.
- Longwheel base covers and chassis are allowed.
- Weight ready to drive: minimum 1300gr no maximum weight, there may be a maximum of 1000gr of the total weight on the rear axle.
- The chassis used in competition may not be shared with other participants.

2.1 Electronics and radio

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

2.2 Batteries

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

2.3 Tires

- The car must be equipped with the ***RC ART WT-001PE*** tires
- The tyres must not be modified/processed in such a way that the shape and/or grip changes (except wear).
- Nothing should be applied to the tyres that can change the grip.
- Rims and tires must be 26mm wide.
- Tyre warmers not allowed.

2.4 Motors

- Only the use of a 540 size electric motor is allowed, no adjustment of the motor timing must have taken place. There is a (slight) preference for an international choice of motorcycle:
    - 10.5T brushless sensored

- 13.5T brushless sensorloos
- 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 properly secured to the chassis while driving.
- It is allowed to apply a spoiler to the body, it may not protrude more than 10mm on the sides of the body and not protrude more than 25mm 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 to the extent that the inside of the hood is still visible.
- Furthermore, each hood gets a starting number on the front window, window band and drift shield for the sides.
- Not allowed: Trucks, off-road and Protoform style grip caps (blobs)
- A body must look reasonable. That is; There may be a few scratches on it, but cracks in the hood, or the absence of certain parts from the hood can result in this hood not being allowed to participate in the championship.
- It is allowed to apply lighting to the body.

2.6 Penalties

- Violation of one of the rules of these regulations may lead to 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 Technische control

- This will take place before qualifying and before the battles will take place, before the free practice sessions start you are free to do the control yourself
- The inspector has the right to inspect any vehicle at any time if there is a suspicion 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 immediate adjustments to present the car for inspection. The driver can present the car to the inspector again until the start of qualifying, only after approval may the driver qualify. If the vehicle still does not comply with the technical inspection, the driver must leave the inspection site and the driver will be excluded from participation.

2.8 Technical defect during qualifying and battles

- The rider gets 5 minutes of repair time and repairs are only allowed in the key room, not on the track. The driver can then resume the remaining qualifying runs or battles. If the driver is unable to repair the car within the given time, this will automatically result 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 qualifying or 2x for use in battles)

Judging – Rules while riding

3.0 Judging

- 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 the ride should be made
      that is shown in the briefing
    - Style Judge: Determine the score based on 2 criteria during the entire run.
        - Commitment: how consistent your speed is throughout the run outside of the predetermined braking zones and whether you are entering the zones with dedication
        - Fluidity: how smoothly you start the drift, changes angle where necessary and whether your transitions are fluid.

3.1 Scoring qualifications

- During qualifying, each participant will drive 3 runs.
- If more than 16 participants can participate, this can be reduced to 2.
- A practice run follows first.
- The 3 subsequent 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 classified according to qualification scores
- In case of equal scores, the 2nd best score is looked at and where necessary also the 3rd score.

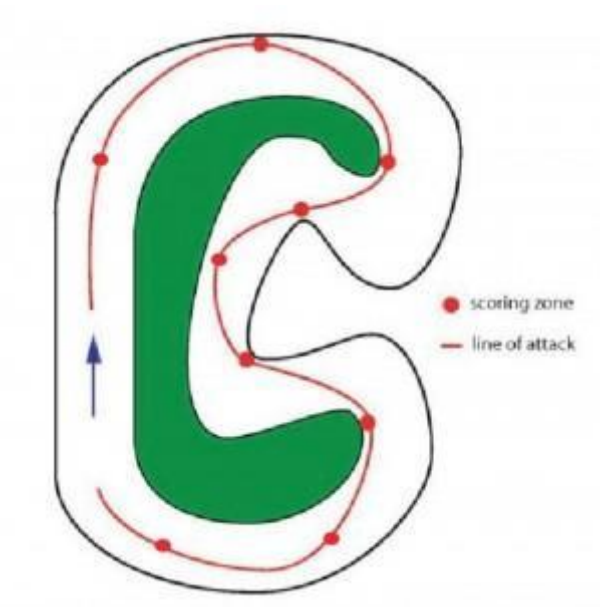
3.2 Points to be scored

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

3.3 Line and Clipping zones

Here you can earn a maximum of 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

A maximum of 30 points can be scored for this and the 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 awarded a maximum of 40 points. Attention will be paid to:

- Drift technique
- Transitions
- 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 perpetrator is judged the loser, if the contact was avoidable. A deliberate touch can be punished with a disqualification, deduction of championship points or even a withdrawal of participation. A light touch (grazing, leaning lightly, etc.) is NOT punishable PROVIDED it is not a nuisance for the other person.
- Overtaking is only allowed if the lead car makes a mistake and therefore deviates far from the ideal line. The chaser may not hinder the leader in the overtaking. Overtaking if not necessary will be penalized.
- The lead car must simulate the ideal qualifying run as closely as possible.
- The chaser must copy the leader as closely as possible with the shortest possible following distance, unless the leader spins, crashes or deviates far from the ideal drift line . The chaser must at least use 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 jury will at least designate a winner. From the top 8, re-runs can be ridden until there is a clear winner.

3.7 Point of no return

- On the course, a section called the "point of no return" is indicated.
- 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 curb stones. The Curbstones are therefore not off track during qualifying unless otherwise indicated in the drivers briefing.
- For the battles, we use the same principle, unless otherwise stated during the drivers briefing.

3.9 Arbitration

- The decision of the jury is conclusive and binding. Explanations may 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!