

2012 WCICS RULES

By

WCICS Team & Club Representatives

www.wcics.ca



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INTRODUCTION

The Western Canadian Indoor Championship Series (WCICS) has a proud history of over 20 years of racing in Western Canada. In 2012 we have expanded to become the World's Largest Carpet Racing Series.

WCICS mission is to provide a consistently high level of racing in Western Canada. WCICS endeavors to ensure that a racer attending a WCICS event can expect a consistent racing structure; will have full knowledge of the rules and classes that will be raced (www.wcics.ca); expect a World Class level of Technical Inspections, consistent across all races; and have the opportunity, if they chose, to participate in the competitive season points championship. However, WCICS is not formed with the season championship as the priority; providing a consistent racing structure in Western Canada is the main priority.

This 2012 Ruleset is a supplement to the existing governing bodies (ROAR, USVTA, WorldGT), and as such, you are directed to their respective websites for the full details. Any rules listed here will take priority over the current governing body rule, and have been changed according to the specific requirements of WCICS.

The goal of the WCICS Team is to promote, organize, and advertise WCICS. We are actively securing sponsors for the series, and already have ORCA sponsoring the Tamiya Series, and Orion Safety (www.orionsafety.ca) sponsoring the safety equipment (fire extinguishers, sand buckets & eyewash stations) to each club. We will continue to secure more sponsors for additional equipment and advertising moving forward.

Josh Carter

President



WCICS TEAM

Josh Carter: President

Greg Gherasim: Tech and Safety: The same standard level of safety equipment (fire extinguisher, pails of sand, eye wash), and the same testing equipment at each race (scale, ride height, body guage, battery voltage and temp), and a consistent level of tech requirements and inspections at each race.

Peter Toszer: Registration and Database: If we're going to pre-sort, as we decided last year, the clubs don't have the manpower to do it. We need a volunteer to organize pre-registrations and help with the pre-sorting.

Brad Shmigelski: Sponsorship. To deal with the sponsors and representatives, banners, promotions, race reports, pictures for thier own promotions materials

Ryan Sen: Accounting/Admin: We need to set up WCICS as a non-profit, and keep accounts of sponsorship dollars, trophy costs, website and marketing costs, etc.

Bernie Lees: Website-Website redesign, marketing materials, RedRC posts, Magazine write-ups for the races.

Vacant: Social (Facebook, etc).: Create and manage facebook page, thread moderator, create racer contact database, mass e-mails about race dates, details, schedule, accomodations, etc.

Race Directors: Provided by host club



RACES/REPS/CLUBS/SCHEDULE

October: Ryan Welch-Overgeared, Chilliwack, BC

November: Ian de la Salle-NASCAR, Edmonton, AB

December: Scott West-Karz, Airdrie/Calgary (TBD), AB

January: Blake Bell-IROCC (Victoria) & NRC (Nanaimo RC), Victoria, BC

January: Chris Clifton-Lethbridge RC, Lethbridge, AB

February: Kevin Phillips-Fastraxx, Regina, SK

March: Josh Carter-CarCar, Calgary, AB



POINTS

Points will be 100 for 1st, 99 for 2nd, etc.; with additional point for TQ.

The formula for calculating the maximum number of race points that will be counted toward the year end championship is: 50% of the total races, rounded up to the next whole number. In 2012, we are scheduled to have 7 races; 50% is 3.5, rounded up is 4 races. So a maximum of 4 race points will be counted toward your final year end points. If you have more than 4 races, your top 4 will be counted.

If there is a tie in the total points, the tie breaker will be determined by counting up your total number of race wins **WITHIN** the total number (for 2012 it would be 4 races) that counted toward your total points; then second place finishes, and so on until the tie- is broken. In the unlikely event that the tie continues down to the last race that counted toward the total points, the next highest finish **OUTSIDE** of the races that counted toward the total points is compared, then the next highest finish, etc.



TECHNICAL INSPECTIONS

2012 will see WCICS Technical inspections raised to a new level of consistency and accuracy. Within the limits of manpower constraints, there will be a full time technical inspection table at each race, and the same exact equipment will be transported to all races to ensure measurement consistency. There will be mandatory a PRE-RACE inspection for all vehicles, checking for all of the following specifications, and a POST-RACE inspection of the top 4 finishers plus any randomly chosen vehicles. Again, ALL cars will be inspected before their qualifiers and mains for ALL of the following. Any infraction of any of the above technical inspections will result in an AUTOMATIC DQ from that single round (qualifier or main); if the infraction is found in the pre-race inspection, the vehicle will NOT be allowed to run. If it is found in a post-race inspection, the run will be deleted.

This change is to ensure a World Class level of consistency across all races and fairness to all racers. The Automatic DQ ensures that any vehicle not meeting the technical inspection requirements does not affect the outcome of the qualifier or main. The technical inspection equipment is being supplied with ample time for all racers to ensure their vehicles meet the requirements.

All classes: Weight, ride height, battery voltage, motor wind

Voltage: The Master Technical Inspection Multi-meter (MTIM, currently a Fluke #100 meter), will be taken as the official voltage reading regardless of any other meter readings. It will be available to all racers to check their battery voltage at any time BEFORE official pre-race tech.

Any voltage over the allowed 8.4V or 4.2V at pre-race tech will be result in a disqualification from that heat. The racer will NOT be allowed to discharge the battery until the voltage drops.

Weight: For the scale, a single scale will be available for racers to check their vehicles any time before their race, but technical inspections being conducted by the WCICS Tech crew take priority.

Ride Height: Metal blocks of the specified ride height will be used to ensure the cars meet the minimum ride height. Cars can and may be checked from all sides.

Spec Tires: TC Jaco Blues, WGT spec, VTA HPI tires, Tamiya M-Chassis Tamiya Tires. For TC classes the spec tires will be purchased at the race, and will be marked specifically at each race.

Batteries: With the exception of Tamiya Mini, all batteries must be ROAR approved and display either the ROAR approval tape, or if they pre-date the tape, be on the ROAR approved list. Mini batteries must meet the specifications listed in the Tamiya Mini rules.

ESC: ESC's must be on the ROAR approved list as of the date of the race. ESC's in non-timing classes (TC Stock, 1/12 stock, Touring GT/VTA, Tamiya M-Chassis) must display the appropriate non-timing indication marker (LED, etc). Previously/currently ROAR approved ORCA ESC's with the latest ORCA firmware/software will be accepted at all rounds (including Round 1 which precedes the ROAR ban completion date in November 2011.)

Tamiya M-Chassis: Silver Can or Brushless



CLASSES & RULES

The below are the full rules for Tamiya Mini, and just the highlights for the other classes. For full details on the other classes please see:

ROAR (TC, 1/12): <http://www.roarracing.com>

VTA: <http://www.usvintagetransam.com/rules/index.html>

WGT: www.worldgtrc.com

Race Times: 12th scale races are 8 minute races, all other classes are 6 minute races.

Batteries: All classes except Tamiya Mini must be ROAR approved batteries.

Listed in preferred running order for all events:

TABLE 1

Class	Motor	ESC Timing	Battery	Tires	Weight (g)	Bodies
Tamiya Mini ORCA	ORCA Spec	ORCA Spec	2S Round Hard Case =< 5000mAh	Tamiya	1200	Mini Spec
10 th TC Stock	17.5	No	2S ROAR	Jaco Spec	1380	ROAR TC
12 th Superstock	10.5	Yes	1S ROAR	Open	730	ROAR 1/12th
GT	Silver Can	No	Open ROAR	Open	Open	No TC Bodies
VTA	21.5	No	2S ROAR	HPI Spec	1420	VTA Spec
World GT	13.5	Yes	1S ROAR	WGT Spec	930	WGT Spec
10 th TC Superstock	13.5	Yes	2S ROAR	Jaco Spec	1380	ROAR TC
12 th Stock	17.5	Yes	1S ROAR	Open Foam	730	ROAR 1/12th



Tamiya Mini ORCA Brushless

Eligible Chassis - Tamiya M-03, M-04, M-05 and M-06, Assembled as per instruction manual. Unnecessary parts may be left off during assembly (EG: roll bars on M-05, electronics trays) but no part may be sawed, cut or milled from chassis.

Stock drivetrain only - Tamiya idler/intermediate gears only. Tamiya gear or ball differential only. 16, 18 and 20 tooth pinions in M-03/M-05/M-06. 17 and 19 tooth pinion only in M-04, no 21t.

Wheels/Tires - Tamiya branded mini sized tires and inserts only. Double stuffing not permitted. Any mini sized wheel.

Bodies - Open to any mini sized body with the following restrictions - No 4 door touring sedan and/or 12th scale type wedge/Can Am bodies.

Motor/ESC - Spec Orca Q combo only, set to zero timing/boost (blink mode) or sealed Johnson/Mabuchi 27t silver can kit type motor. Open brushed ESC. No modifications to motors or ESCs permitted. Silver cans will not be permitted to advance beyond the C main.

Hop Ups - Any brand of bearing permitted. Tamiya only drivetrain components, including gearsets, driveshafts, differentials, etc. All other Tamiya or equivalent aftermarket hop ups permitted.

Battery - Any 2S, 7.4V, round edged, hard cased lipo pack that will fit the mini chassis (without modification to pack or chassis). Capacity limit of 5000mAh.

Minimum weight of 1200g.

Touring Stock

Motor: 17.5 Brushless motor

ESC: No ESC timing or boost. ESC must be on ROAR approved list (See Technical Inspections section for full details)

Battery: ROAR approved 2S Li-po hard case batteries only

Tires: Jaco Blues Spec Rubber Tire (one set for all qualifiers and main). If a tire breaks, only the broken tire is replaced.

Weight: Minimum weight 1380g

Bodies: Top of wing on touring cars must be equal to or below the roofline in race ready position.



Super Stock 12th

Motor: 10.5 Brushless motor

ESC: ESC timing and boost allowed. ESC must be on ROAR approved list (See Technical Inspections section for full details)

Battery: ROAR approved 1S Li-po hard case batteries only

Tires: Open Tire

Weight: Minimum weight 730g

Bodies: 1/12 cars must run Can-Am/Lola style bodies.

GT/VTA

GT

Any on-road 1/10th scale RC vehicle

Motor: Silver Can Motor

ESC: No ESC timing or boost. ESC must be on ROAR approved list (See Technical Inspections section for full details)

Battery: ROAR approved 1S or 2S Li-po hard case batteries only

Tires: On road rubber tires

Weight: Open

Bodies: No touring car bodies allowed (includes Mazda 6s, Stratus, DNAs, Mohawks, etc.)

VTA

Motor: 21.5 Brushless motor

ESC: No ESC timing or boost.

Battery: ROAR approved 2S Li-po hard case batteries only

Tires: HPI VTA Spec tires

Weight: Minimum weight 1420g

Bodies: Vintage Trans-Am spec bodies only. Driver and/or lights preferred, but not required.



World GT class

Motor: 13.5 Brushless motor

ESC: ESC timing and boost allowed. ESC must be on ROAR approved list (See Technical Inspections section for full details)

Battery: ROAR approved 1S Li-po hard case batteries only

Tires: WGT Spec tires

Weight: Minimum weight 930g

Maximum width 200 mm

Bodies: World GT spec bodies only

Touring Super Stock

Motor: 13.5 Brushless motor

ESC: ESC timing and boost allowed. ESC must be on ROAR approved list (See Technical Inspections section for full details)

Battery: ROAR approved 2S Li-po hard case batteries only

Tires: Jaco Blues Spec Rubber Tire (one set for all qualifiers and main). If a tire breaks, only the broken tire is replaced.

Weight: Minimum weight 1380g

Bodies: Top of wing on touring cars must be equal to or below the roofline in race ready position.

Stock 12th

Motor: 17.5 Brushless motor

ESC: ESC timing and boost allowed. ESC must be on ROAR approved list (See Technical Inspections section for full details)

Battery: ROAR approved 1S Li-po hard case batteries only

Open Tire

Weight: Minimum weight 730g

Bodies: 1/12 cars must run Can-Am/Lola style bodies.



RESPONSIBILITIES

Individual Host Clubs Responsibilities

1. Venue (location, pit tables, power, etc.)
2. Race Director
3. Registration & marking of tires
4. Timing & scoring (AMB/Mylaps preferred, RCScoring Pro preferred)
5. Organizing volunteers
6. Race report to WCICS team (to be posted on-line)
7. RCTech (or appropriate internet forum) threads for the individual races should be titled: "WCICS Round X: Race Name" for consistency, and to ease search ability
8. Host clubs and WCICS Team will work together to try to provide on-line race pre-registration for all 2012 events
9. Host club club is permitted to add a class to above (i.e. gear box or F1), but the only classes that count toward the WCICS series are those listed above in the "Classes & Rules Section"
10. All heats will be structured according to a 50% rule to ensure the enjoyment of all racers. When the number of racers in the last heat is at or below 50% of the max number of cars in a heat, the last 2 heats will be split, and if there is an odd number of cars, the faster heat will have 1 more than the slower heat. (i.e. if there are only 11 vehicles for the mains, and normally 10 cars run per heat, it would be broken up into an A-main of 6, and a B-main of 5).
11. Minimum registration for a class to run is 50% of a full heat. i.e. if a full heat is 10 vehicles, 5 registrants are required for that class to run
12. First round qualifying to be sorted by the current series points standings. For the first round the previous year point's standings are used. Resort after rounds 2 & 3
13. Attempt to arrange for volunteers for the Technical Inspection table, and if available, for marshaling.
14. Safety equipment has been provided by ORION safety & will be distributed to the clubs. Ensure they are located & identified to the racers in the Drivers Meeting.

Individual Racers Responsibilities

1. Enjoy yourself and help out the young and new racers
2. No swearing, alcohol, or drugs at the race event at any time. May be cause for expulsion from any series race, or full season or part thereof, without refund, at the Race Directors discretion
3. Racers must marshall the next heat or arrange for a substitution. Penalty for not doing either is 30 seconds added to best qualifier, or to that main. Exception at Race Directors discretion, and/or if volunteers for the event have been arranged
4. For the enjoyment of all, ensure traction compounds used are citrus/odorless based



OTHER RULES

1. Race Director's ruling is final on all matters.
2. A racer may enter any class(es), but this can be limited by individual Host Club depending on registration/timing/venue requirements.
3. New WCICS races added must be run by a non-profit club that is holding a regular race series.
4. Open tires, unless noted in class rules above.
5. Li-Po Rules:
 - a. ROAR approved Li-Po packs only (includes 1s and 2s packs) APPROVED LIST.
 - b. Warming trays not allowed.
 - c. Maximum temp of a pack is 110 degrees Fahrenheit before the car begins a heat.
 - d. Maximum charge rate is 1C.
 - e. Maximum voltage 8.4 for 2 cells, 4.2 volts for 1 cell.
 - f. Li-Po sacks are mandatory during charge. No exceptions.
 - g. Enforcement done by racers with the idea that everyone is looking out for everyone else for the safety of all.

