

WEMSA

CONSTITUTION RULES 2019

TITLE

The Association shall be known as **THE WORLD & EUROPEAN MODEL STOCKCAR ASSOCIATION** and shall be the governing body for 1/8th scale model stockcars.

OBJECTIVES

- (a) To promote the construction and racing of 1/8th scale radio controlled stockcars in co-operation with the national organisations.
- (b) To encourage national and international competition within a co-ordinated calendar on an equal level throughout the world.
- (c) To set rules and guidelines on competitive racing at international race meetings.
- (d) To promote and organise the World and European Championships (The European Championship will be held on the LAST or LAST BUT ONE Sunday in May or the 1st Sunday in June. The World Championships will be held on the FIRST or SECOND Sunday in September. The HOST club has to inform WEMSA by the 1st DECEMBER of the previous year.
- (e) The location of all W.E.M.S.A. must be known at least 1 year in advance of the event and must also agree to adhere to the rules in force at the time of accepting the event.

COMMITTEE ELECTIONS AND MEETING PROTOCOL

The committee shall consist of a Secretary/Treasurer for both Holland and the UK, plus six National Representatives from these two countries and one from America, excluding the Committee Officers (wherever possible for Britain 2 from each region). These positions will be held for a period of one year in the UK and two years in Holland, unless re-elected. Elections will take place at the National Organisations A.G.M.

No alcoholic beverage is to be consumed during a WEMSA Committee meeting which will take place at 12.00 noon on the Saturday prior to the event and will last no longer than 1 hour.

Rule changes can only be carried if there is a 2/3rd majority vote (i.e. 12 voters - 6 for - 2 against - 4 abstentions).

WEMSA'S AUTHORITY

The main objective of WEMSA is to encourage members to travel and to arrange facilities for those members.

An individual Race Committee Representative does not have any authority to make decisions on WEMSA's behalf, a minimum (EQUAL NUMBER OF EACH COUNTRY) of two Representatives is acceptable.

FEES

A Championship Contribution fee shall be reviewed and fixed half-yearly. Any administration expenses incurred by WEMSA Representatives during the year shall be given in writing, with receipts, to the Secretary/Treasurer before the annual meeting if reimbursements are required.

GENERAL

- (a) WEMSA will set track and race facility standards for international race meetings.
- (b) The names of competitors will be notified to the organiser at least four weeks (or as soon as possible) in advance of the Championship by the WEMSA Chairman. Including proposals.
- (c) The entry forms for the European and World Championships will be produced by the WEMSA Secretary and he will send the forms to the clubs in every country. The clubs will send the completed forms back to the WEMSA Secretary. An individual driver cannot submit a separate form to the secretary. At least 2 (TWO) frequencies and 1 (ONE) personal transponder number has to be stated for each driver.
- (d) The official rules and procedures will be written in English, and translated into national language by WEMSA secretary if required.
- (e) Any banned driver of a club must NOT be allowed to enter a WEMSA meeting to be held at that club provided the national organisation (NSO and BRCA) are made fully aware of the situation.
- (f) Any club hosting a WEMSA meeting must abide by the WEMSA rules as they stand at that time. Should they not do so, they will automatically ban themselves from hosting a WEMSA meeting for a period of one allocation.
- (g) Any driver found to be under the influence of either drugs or alcohol will receive a warning from WEMSA with possible repercussions as to them being allowed to attend a WEMSA meeting in the future.
- (h) Clubs hosting the World or European Championships must inform any visiting drivers, via the WEMSA committee, of any accommodation that is available or is to be provided at the time of the entry forms being distributed to the various clubs/countries.
- (i) Race committee will be shouted out at the drivers briefing.
- (j) Race committee will consist of equal representation of Dutch and English reps which will have the final decision on rules which may have an impact on the drivers scores(only if the rules are insufficient). (Responsibility of Race committee will be to observe every heat during race day, so they will be able(in case of occurrences) to make the right decision.

TRACK & RACE PROCEDURE

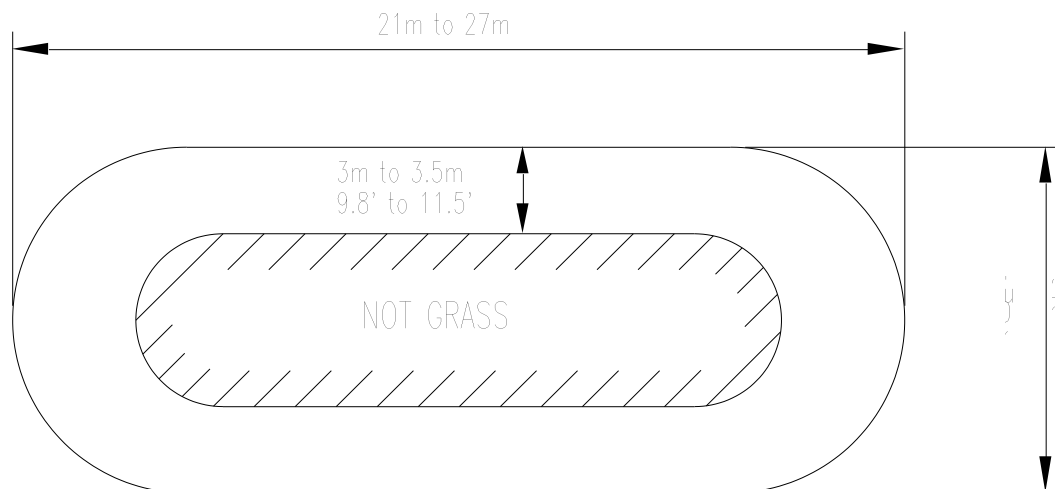
1. TRACK STANDARDS

Any club applying to host a WEMSA meeting must meet the following criteria:

- (a) have an automatic lap counting system installed.
- (b) at the time of application have a permanent track that meets WEMSA requirements.

Any circuits constructed, provided they are of a raceable standard and acceptable to the national WEMSA Representative and WEMSA Committee, may be used if slightly outside the following specification/recommendations. Specifications of proposed sites for Championships must be submitted to the WEMSA Committee before acceptance of the Championship.

Recommended specifications for tracks are:



Facilities

- Frequentie board (peg board)
- Toilets to be provided
- Washing facilities would be advisable
- Tables for the pits are necessary with enough room for each driver and must be covered during European and World Championships
- The drivers rostrum will be covered
- Public address system must be provided
- Public barriers around the circuit must be supplied
- First aid box must be provided
- Race numbers (1-6) should be placed under the lap scorer for each car. It is recommended that this is also done on the drivers rostrum so that the public can see who is operating the car.
- Lap scores must be displayed in order for the public/competitors to see clearly the result of each race.
- A contact telephone number shall be provided (this to be written on entry forms) to enable visiting drivers/helpers to be contacted in an emergency.
- Host club to provide a venue for WEMSA committee to hold a meeting. The meeting will take place at a suitable venue at ±12.00 noon on the Saturday before the finals on the Sunday.

2.a. RACE PROCEDURES (ADMINISTRATIVE)

ALL DRIVING WILL TAKE PLACE FROM THE ROSTRUM ONLY (this includes all practice days)

- (a) It is the responsibility of the National WEMSA Representatives in each country to decide who should compete if the race entries exceed the number of those allowed. It is recommended that Representatives choose the competing drivers either by earliest entry or by highest grading. Alternatively, the National Organisations may operate a system of qualification if they so wish. For English and Scottish drivers grading period 3 of the previous year is to be used for selecting the entrants for the European Finals and grading period 1 of the present year for the World Finals.
- (b) WEMSA World Championships will have a maximum of 96 drivers entering at one time. Each country is allowed the following number of drivers:
39 English, 39 Dutch, 10 Scottish, 8 Others (including Italy/Germany/Belgium/United States)

WEMSA European Open Championships will have a maximum of 96 drivers entering at one time. Each country is allowed the following number of drivers:
39 English, 39 Dutch, 10 Scottish, 8 Others (including Italy/Germany/Belgium/United States)
- (c) If the Dutch club hosting the World or European finals wishes to sort/grade the heats, they may do so provided it is to the advantage of the running of the meeting.
For the UK heats for World or European finals will be drawn after the closing day at the next regional/national round or club round at the hosting club.
- (d) The National WEMSA Representatives will decide which club will host the meeting to be held in the country from the list of those clubs wishing to be considered.
The WEMSA National Representatives must give reasonable notification to the hosting club of a Championship to be held by them. Any club wishing to host an WEMSA meeting must have facilities to WEMSA standards up and running at the time they apply. The Championships will circulate the regions as far as possible.
- (e) Every WEMSA World or European Championship will be run to WEMSA rules and recommendations.

- (f) The circuit must be open a minimum of two days before a WEMSA Championship for practice between 09.00-18.00 hours (or for a minimum of 8 hours). Permits permitting preferable afternoon practise.
- (g) Host club is to provide scrutineers. The scrutineering equipment is to be made available from the Friday onwards

Official scrutineering on race day will be as follows:

1. Any car may be checked at any time during the race meeting.
2. During qualifications: all cars after heat.
3. Quarter finals: all six cars after heats.
4. Semi finals: all six cars after heats.
5. Final: all six cars after final.

Failing scrutineering will result in penalties as described in the construction rules.

- (h) The British WEMSA Committee has established a rota system for clubs eligible to host the World and European Finals (within Great Britain) as follows. Formed at 2019 BRCA meeting
- (i) The maximum race entry fee for World/European WEMSA meetings will be as follows:
 €14.00 for each competitor paid to the hosting Dutch club
 £13 for each competitor paid to the hosting UK club.
 This to be paid by all drivers, at booking in 4 weeks before the meeting.
The booking-in fee will not be refundable in the event of the driver not attending.
- (j) The drivers briefing information will be given in both English and Dutch. WEMSA Secretary will arrange this briefing. During the briefing it **MUST** be pointed out to all persons who may be marshalling that, in the interest of safety, marshals were to choose when it was safe to marshal a car and not to be intimidated by the driver.
- (k) After the last heat and also between each Final, there will be a 'rest' period of approximately 10 minutes to 20 minutes maximum, to allow for minor car maintenance and frequency checks and changes, at the discretion of race control.
- (l) Only the WEMSA Secretaries of each country have the authority to speak with the race organisers at any Championships.
- (m) Time is to be allocated within the programme for a group photo session.
 This is to be after the drivers briefing and before the racing starts.
- (n) After the heats will be Quarter Finals, Semi Finals and a Final, calculated from the best 2 heat scores added together.
 From every race in the finals the top three advance to the next stage. Quarter and semi final heats to be sorted by race organisers. Race committee is only to observe, unless requested otherwise. During all Quarter Finals, Semi Finals and Final Race committee is to be located trackside, to observe drivers and marshals and a further Race committee member is posted in the lap counting hut. For all finals a verbal warning will be given over the speaker system that the race is to start from a period of 5 (five) minutes before the start of the race (including the warm up time) and repeated at one minute interval.

Method of positioning top 24 drivers into 1/4 Finals

	1/4 FINAL 1	1/4 FINAL 2	1/4 FINAL 3	1/4 FINAL 4
QUALIFYING POSITION	1	2	3	4
QUALIFYING POSITION	8	7	6	5
QUALIFYING POSITION	9	10	11	12
QUALIFYING POSITION	16	15	14	13
QUALIFYING POSITION	17	18	19	20
QUALIFYING POSITION	24	23	22	21

Method of positioning 1/4 Finals drivers into 1/2 Finals

	1/2 FINAL 1	1/2 FINAL 2
QUALIFYING POSITION	1	2
QUALIFYING POSITION	4	3
QUALIFYING POSITION	5	6
QUALIFYING POSITION	8	7
QUALIFYING POSITION	9	10
QUALIFYING POSITION	12	11

- (o) The race organisers will be responsible for buying trophies for each Championship. The minimum number of trophies to be bought are; 24 reasonable sized trophies for the 1st-24th places if there are more than 60 drivers. When there are less than 60 drivers, there have to be 12 trophies for the 1st-12th place. Memento optional.
Guarantee Trophies for the juniors (1 to 6)
- (p) Radio checks to be carried out (by a Race committee member) prior to each of the 4 quarter finals, 2 semi finals and final radio check/presenting drivers. These are to be carried out in the following order:

1. Quarter finals:
 - heat 4 first.
 - heat 3 second.
 - heat 2 third.
 - heat 1 fourth.

2. Semi-finals: heat 2 first
heat 1 second.

Radio checks will be carried out in the following way.

- (s1) All drivers to be on the drivers rostrum.
- (s2) Cars to be placed on the track in front of the rostrum.
- (s3) All transmitters to be turned on.
- (s4) All cars to be turned on.
- (s5) All drivers in turn check both the throttle and steering servo's.
- (s6) All cars turned off.
- (s7) All transmitters turned off.

- (q) Transmitters will only be allowed to be returned to their owners before the end of the race meeting, provided a WEMSA representative is accompanying them when they are collected from the transmitter compound and the driver is leaving the track.
- (r) Should a mechanic release a car from the start line prior to the start light coming on or the horn sounding, then a 1 (one) lap penalty will be imposed on that particular car. This is to be decided by Race committee and to be announced over the loud speaker system while that particular race is in progress.
- (s) All drivers are to sort out their own peg with their name clearly written on. These have to be placed on the frequency board by the driver when taking his/her allotted frequency peg. This procedure is also to be adopted during practice days. (Not applicable for 2.4Ghz equipment)
- (t) It is recommended that the top 24 qualifying drivers be informed by race control as soon as possible, that is prior to the quarter final heats being sorted.
- (u) Application forms that are returned to the UK WEMSA Secretary by UK clubs for driver entries to WEMSA meetings must give all information as requested. Failure to do so will result in a driver **NOT** gaining entry to a World or European Final. It is the responsibility of the club to give this information, **NOT** of the WEMSA Secretary.
- (v) All racing at W.E.M.S.A. meetings will finish at 6.00. p.m.
- (w) Repeatedly using the barrier to turn the corner to gain an advantage will be penalised as it stands in the "Construction rules". Decision made by the Race committee.

2.b. RACE PROCEDURES

1. Driver and car

a) All drivers wishing to attend and race at a WEMSA meeting must be a member of their National Organisation and a member of a recognised club. No driver shall be eligible to compete in any WEMSA meeting unless his car conforms to the present Association specifications. Cars may be scrutineered at any time during a race meeting.

b) Drivers are responsible for the behaviour of any marshals, helpers or family that they bring with them to a WEMSA meeting. If an incident is reported to a WEMSA official that has brought the sport into disrepute, including acting in an unsportsmanlike/ungentlemanly manner, be it on or off the track, the WEMSA officials will decide what action should be taken. This can result in disqualification or a ban from WEMSA race meetings.

2. Race Direction

All races will be run in an anti-clockwise direction.

3. Starting Procedure

Drivers will take up their starting positions altogether on one line at the beginning of a straight, regardless of roof grade. This position will be indicated on the running surface or safety fence of the track.

4. Clutch Starts

All heats and finals will be hand held starts.

5. Method of Starting

All drivers will have an audible warning of 2 minutes, 30 seconds (hold the cars) and 15 seconds. Drivers names will be called out at the beginning of each race. The start signal will be by horn, hooter, traffic light, e.g. If there are any issues with lap counting and/or the audible or visible starting signals, the race will be stopped. If the issues cannot be fixed, the start and finish signal(s) should be clearly stated to all drivers who compete in that heat.

6. Race Duration

All heats will be 4 minutes duration. Quarter finals, semi-finals and final will be of 5 minutes duration.

7. Race Finish

The finish signal will also be by horn, hooter, traffic light, e.g..

8. Stoppages

(a) Cars stopped during a race can be returned to the circuit provided no other cars are obstructed in doing so, at the discretion of the race organiser.

(b) No major repairs to cars may be carried out on the racing surface or infield the track.

(c) If the cars silencer or bodyshell becomes detached from the car, it must be removed from the track and repaired. If the car continues to race, no laps will be counted.

9. Race Frequencies

All races to have a maximum of 6 cars racing at one time. Spot frequencies to be used, but when necessary other frequencies may be used. Drivers must have at least two frequencies available. Where frequencies conflict in finals, the fastest qualifier shall choose, providing it is possible for the other driver(s) to change to other available frequencies.

10. Radio Interference

Heats will not be stopped for radio interference, checks will be carried out after the race and if a fault is found to be caused by another driver, an average will be given, and crystals changed. For Finals, frequencies will be checked in race order before the start of the racing.

If the cause is due to error of the race organisers, the heat will be rerun and the highest lap score of the two races given (note- all heat drivers must at least start the re run).

11. Race Grids

The race organiser is responsible for race grids. The method of deciding positions for the finals will be taken from the highest two scores out of the three heats. In the event of two or more drivers getting the same number of laps (example A), the highest discarded lap will decide the tie. If this is not possible, (example B) the highest lap scored will be used. If still undecided, lap timings on the discarded heat would be used, or if no split timing is available, an extra deciding race of 20 laps between the drivers concerned would take place.

EXAMPLE A	DRIVER C 36 34 18 DRIVER D 36 34 17	DRIVER C QUALIFIES
EXAMPLE B	DRIVER C 36 35 18 DRIVER D 37 34 18	DRIVER D QUALIFIES

12. Roof Colours

World Champion - Gold Roof

European Champion - Red/yellow checkered roof

13. Smoking

Smoking will not be allowed on the rostrum at any time.

14. Marshalling and Helpers

Only drivers from previous heat/Quarter/Semi are allowed to marshal.

Preliminary heats All drivers from previous heat to marshal.

Marshalling for Finals

Heat 4 of quarters to marshal heat 1

Heat 1 of quarters to marshal heat 2

Heat 2 of quarters to marshal heat 3

Heat 3 of quarters to marshal heat 4

Quarters 1 and 2 losing finalists to marshal semi final 1

Quarters 3 and 4 losing finalists to marshal semi-final 2

Losing semi-finalists to marshal the final

Marshals will be called out before the heat starts.

If they are unable to marshal, they nominate someone in his/her place.

Should the above fail to be observed, 10% of the total of their best 2 qualifying scores will be deducted. In case of quarter final not marshalling, the score will be zero.

EXAMPLE 74 LAPS TOTAL SCORED
 7.4 LAPS DEDUCTED
 GIVES 66.6 LAPS
 ROUNDED DOWN TO GIVE 66 LAPS TOTAL

Race committee will oversee the marshalling and should a driver NOT marshal, after being reminded, the above rule will apply.

Markers for marshalling points will be placed around the track. Helpers will not be allowed around the drivers rostrum during racing but will be allowed around other parts of the circuit to assist their driver, but must stand back to give official marshals ample opportunity to carry out the allotted task.

15. Damage/Radio Problems

Any car with damage/radio problems that may be causing problems to other drivers during a race, is to be removed from the track. This is to be the decision of the Race committee.

16. Signalling

The use of headphones or any other signalling device (that is being used for the purpose of co-driving) are banned from use by drivers/mechanics.

This includes the use of hand signals from the track side to the driver on the rostrum.

17. Pit Area

Only members of the NSO and BRCA are allowed in the pit area (other than WEMSA officials).

18. Practice

After the free practice on Sunday morning there will be an optional timed practice in heat order (1 to 16). No practising will be allowed after the start of the meeting. Practice supervision will be carried out by Race committee wherever possible.

At no time during any practice should there be more than 6 cars on the track and drivers must only drive from the rostrum (NOT TRACKSIDE). It is the responsibility of the host club to monitor the situation, but WEMSA will assist should this be required.

Refuelling during each practise run will **NOT** be allowed. Should anyone be found doing so, then practice is to be stopped until the situation is rectified and the offending driver penalised accordingly.

19. Throwing of cars

Cars are **NOT** to be **THROWN** from one person to another. If a car is seen to be thrown, both the offending person/persons and the associated driver will be dealt with seriously by the race committee, resulting in disciplinary action being taken.

20. Back up lap counting

A second/backup manual lap counting system is to be in operation at all times during race day. This to be run completely separate of the automatic system (for example they can take the form of flip cards/clickers/pencil and paper)

21. Protest

Protests against the final end result have to be submitted at race day of the current event, including the evidence and 100£/ €100 for research costs.
Protests will be looked into within 1 week.

W.E.M.S.A. European & World Junior Championships

1. This will be open to any driver who is under 16 years of age on 1st January in the year of the event.
2. The top 6 junior drivers from the qualification round for the main championship will qualify for the junior final.
3. The junior final will take place prior to the main final.
4. The host club will supply a trophy for each driver of the junior final.

3. PROTOCOL FOR CEREMONIES

The following are recommendations for the protocol of Championships and presentation ceremonies:

- (a) All competing countries national flags are to be on display throughout the Championship.
- (b) There shall be a formal introduction of the 6 finalists to the public. The suggested time for this is during the frequency check prior to the final.
- (c) A WEMSA Official must take part in the prize-giving ceremony.
- (d) A podium must be provided for the first three placed drivers to stand on. When all three drivers are in position, the winner's national anthem will be played.
- (e) It is recommended (but not required) that a commentary be given of the races for the viewing public. Any results given by the commentator are unofficial and should not be questioned by the drivers.

4. NOTES

Where ever possible, the host club should organise some form of entertainment such as a Bar – B – Q. This is not compulsory but would help in cementing relation between all drivers.

Amended September 2019