

1/8th STOCK CARS RACE RULES 2023

1. All races will be run in an anti- clockwise direction with a maximum of 6 cars.
2. All races will be hand held start. Starters must not encroach onto the track surface.
3. All races will start with cars in grade order.
4. Race starts should be made as follows. (Where possible over a P.A. system).
 - i) The marshals will be called by name.
 - ii) The drivers will be called by name and a clock started for a minimum 2 minute “warm up” period. iii) Drivers should be given an audible warning at 2 minutes, 1 minute and 20 seconds.
 - iv) All cars should be driven to their “starter” at the 20 second warning and be held ready for the race start.
 - v) All races will start with a siren/hooter and a green light. vi) All races will stop with a siren/hooter and a red light.
5. Once a race has started, stalled or repaired cars may be returned to the track at the discretion of the race director provided no other cars are obstructed/ impeded.
6. Should the bodyshell or silencer of any car become detached during a race it must be removed from the track and repaired before it can continue racing. If the driver concerned continues racing no laps will be counted.
7. Once the 2 minute warning is given and the clock started, it is recommended that no race should be halted unless race direction deems it necessary. The race should be re- started from the 2 minute signal once all competitors indicate they are ready.
8. All qualifying races (heats) should be comprised of, where possible, an even mix of grades/ abilities and be of 4 minutes duration.
9. Qualifying
 - 9.1 All meetings will have 4 qualifying rounds with a driver`s best 3 scores being totalled to give a qualifying score.
 - 9.2 At club rounds the top 4 qualifiers must move into the meeting final with the next 6 drivers going into a 4 minute consolation. The top 2 drivers from the consolation must then be added to the original top 4 qualifiers to make up a 5 minute final with 6 cars.
 - 9.3 All Consolation and Semi finals at club, national and regional meetings will be to a duration of five minutes. Majors, English and British to be a duration of five minutes if they are to run either National format and/or quarter and semi format.
10. Radio Frequencies
 - 10.1 Only UK legal frequencies will be permitted.
11. It is a driver`s responsibility to ensure the transponder is firmly fixed within their car.
 - 11.1 Race control is responsible for checking that all transponders are working prior to the race start (i.e. during the warm up period) and continue to function during the race.

11.2 Incorrect Score Challenges.

11.2.1 If it is found that the transponder was not fitted by the driver then a zero score will be given,

11.2.2 If the transponder is found to be at fault, an average of the drivers other scores will be given.

11.3 If race control is made aware of a transponder being knocked clear of a car during a race they may use a manual count to complete the race or, at their discretion, apply rule 11.2.2

11.4 - Video evidence, if available, may be used in the event of incorrect scores. It's validity to be decided by the host club's committee.

11.5 Once a race has started, if it has to be abandoned for any reason, any driver who has not completed at least one lap of the original running will not be permitted to enter the re-run.

11.6 At all club rounds, regional rounds, national rounds, British Open, English Open and Champion of Champions race control must provide a handwritten or printed list of drivers' heat scores and their total qualifying score. The list is to be accessible at race control and/or in the pits. The list will be displayed during the lunch break and an updated list will be displayed after the last round has been run.

12. Practice Sessions

12.1 The race director will allocate a safe place for drivers to practice from.

12.2 There will be a maximum of 6 cars on track at any time.

12.3 At all meetings there should be a minimum of two hours practice time available before the meeting and at lunchtime at National, regional and Majors. Lunchtime practice to be allowed at club meetings if the club agrees. Practising between heats at club level is at the discretion of the club. Unless authorised it will incur a penalty of a twenty lap reduction from your qualifying score.

12.4 At `club` meetings, the duration of practice sessions is at the discretion of each club as is any practice allowed during the meeting.

NATIONAL GRADING

The following explains how the National Grading system works for 1/8th Stock Cars, including how grading points are allocated at each meeting.

1. GENERAL

1.1 System based on points scored for finishing positions in races.

1.2 Points will only be scored if the driver completes at least 1 lap during a "heat" race. Any driver failing to complete at least 1 lap during a final will be awarded the points for 6th place.

1.3 Points will be awarded for each race within the meeting (heats through to final, excluding Junior Finals, Grand Nationals and Whites & Yellows).

1.4 Points will be awarded for each meeting within the official racing season (Club Rounds, Regional Rounds, National Rounds, British and English).

2. GRADING PERIODS

2.1 The National Grading system will run in-line with the official racing season, from the first Sunday in March through to the Sunday prior to the Champion of Champions.

2.2 The official racing season will be split into three equal as possible National Grading periods.

2.3 Maximum of 5 meetings to count in any period. If a driver attends more than 5 meetings during a period then only their best 5 will count. There is no minimum number of meetings. Points scored in one period cannot be carried over into the next period.

2.4 During Period One drivers will race as the grade they finished Grade Period Three from the previous season. During Grade Period Two drivers will race as the grade they finished Grade Period One from the current season. During Grading Period Three drivers will race as the grade they finished Grade Period Two from the current season.

3. GRADES

3.1 Number of drivers in each grade Superstars: 6 plus ties, Reds: 12 plus ties, Blues: 15 plus ties, Yellows: 18 plus ties, Whites: all remaining drivers Protected grade status will only be activated if the driver falls below their protected grade

3.2 Drivers can only be downgraded by one grade per period. Eg, a red in period one can't drop to yellow in period two, they will drop to blue.

3.3 Drivers can be upgraded according to their position in the table. Eg, a white in period one can be red in period two.

3.4 Once a driver has been graded at blue or higher, they cannot be graded below yellow.

3.5 Any driver who has had a break from racing of at least one full season will return at one grade less than when they retired. Eg, a blue will return as yellow.

3.6 Drivers joining the section from another oval formula will be graded at one grade lower than their grade in the other formula. Eg, a red in 1/12th stock cars will be blue in 1/8th until the end of that grade period at which point they will be the grade that reflects their position in the table, in-line with rules 3.2, 3.3, 3.4 and 3.5.

4. GRADE PROTECTION

4.1 Drivers that win titles will have their grade protected in-line with the below

World & European Champion: 3 years at Superstar

British & English Champion: 2 years at Superstar

National Series Champion: 1 year at Superstar

Champion of Champions: 1 year at Superstar

National Points Champion: 1 year at Superstar

Regional Champions: Red for the duration of their reign

5. ROOF COLOURS

5.1 If an aerofoil is used then only this will have to be the colour of the driver's grade.

5.2 If no aerofoil is used then the roof of the cab section of the body will have to be the colour of the driver's grade, painted to at least half way down the cab from the top.

5.3 It is the driver's responsibility to change their roof/aerofoil colour as soon as possible following the end of a grade period, or at least in time for the second meeting of the grade period that has just commenced.

5.4 Superstar grade drivers will have a red roof /aerofoil with a white or silver star(s).

5.5 Red grade drivers will have a red roof /aerofoil.

5.6 Blue grade drivers will have a blue roof / aerofoil.

5.7 Yellow grade drivers will have a yellow roof /aerofoil.

5.8 White grade drivers will have a white roof aerofoil.

GENERAL NOTES

1. Qualifying heats should have an even split of grades where possible.
2. Each club must send their meeting results to the Grading Officer within one week of the event.
3. Drivers will be notified of the grades via publication of the National Grading table on the BRCA website and approved social media platforms. This will be done within one week of the grade period ending.

POINT SCORING

If a meeting only has 3 qualifying heats then all three count towards grading.

BRITISH AND ENGLISH

	1st	2nd	3rd	4th	5th	6th
Heat	8	7	6	5	5	5
Q-Final	15	13	12	10	8	7
S-Final	20	17	14	13	12	11
Final	25	20	18	16	15	14

NATIONAL ROUNDS

	1st	2nd	3rd	4th	5th	6th	
Heat	8	7	6	5	5	5	
Qualifiers		20	17	n/a	n/a	n/a	n/a
S-Final	15	13	11	9	8	7	
Final	25	20	18	16	15	14	

REGIONAL (which are not part of a National Round)

	1st	2nd	3rd	4th	5th	6th
Heat	6	5	4	3	3	3

Qualifiers	15	13	n/a	n/a	n/a	n/a
S-Final	11	9	7	6	5	4
Final	20	18	15	13	11	10

CLUB ROUNDS

	1st	2nd	3rd	4th	5th	6th
Heat	6	5	4	3	3	3
Qualifiers	15	13	12	10	n/a	n/a
Consol.	8	6	4	3	2	1
Final	18	15	13	10	9	8