

1/10 I C CIRCUIT SECTION AGM minutes of 12/10/2019 held at Brookland Circuit.

37 members present.

Chairman's Welcome – Jemma opened the meeting as acting Chairman

Apologies for Absence – None

Minutes of last Meeting – Proposed as a true record by Bob Harley, Seconded by Paul Dewsnap.

Chairman/Secretary Report - Jemma summarised the challenges faced in 2019 after the loss of the Chairman & Vice Chairman.

Treasurer's Report – Muriel reported that the section would be lucky to break even this season due to a reduced entry and increased PayPal charges. Final figures would be produced after the last round totals were known.

EFRA Rep Report – John reported that UK drivers attended both EC's in 2019. The 2020 EC 200mm would be held in Gubbio, Italy and would be well attended. Other European events in 2020 are GT8 in Lostello, Switzerland and 40yrs+ in Appeldorn, Holland. The 200mm Worlds would be in Brisbane Australia and GT8 in USA. Provisional numbers of entries from UK are required before the EFRA AGM in November.

Election of Officers

Chairman - Bob Harley

Vice Chairman - Jemma Dunks-Conolly

Secretary - Nick Spratley

Treasurer - Muriel Russell

Chief Scrutineer - Matt Cook

Ass. Scrutineer - Neil Wallace

PRO - James Conolly, Dev Mahatme & Steve Brooke

Entries Co-ordinator - Paul Dewsnap

Safety Officer - Melanie Hartill

Ass Safety Officer - Ian Hartill

EFRA Rep - John Russell

Proposals for Rule Changes - Quite a number of Proposals were received this year and voted on as follows.

Amend Rule 1.10. Pg. 25 Add. If the meeting is declared wet, a substitute Air Filter may be used.

Proposed Bob Harley Seconded Neil Wallace. Passed

Delete Rule 5.15 Pg.30 Cheques are not used to pay entry fees.

Proposed Bob Harley Seconded John Russell Passed

Add to Race Entry Pg.7 Entry Fee for Juniors to be a Proportion of the Race Fee.

Proposed Bob Harley Seconded Barry Abbott Passed

Bob and James withdrew their proposals to allow drivers to vote on venues for races.

Add a new Rule to Procedures Pg 27

No 2. Championship should consist of 6 Rounds with 4 to count. Rounds to be 1 per month between April & September.

Proposed James Conolly Seconded Rob Scott. This was amended by John Russell to 5 rounds to count. Seconded by Paul Bellinger. The amendment was passed.

Add to Procedures 1.1 Controlled Practice sessions to be held on Saturday Afternoon.

Proposed by James Conolly.

Amended by John Russell & Seconded by Rob Scott. To read between 2pm & 5pm.

The amendment was passed.

Amend Procedures rule 1.2 timed practice on Sunday morning to be 6 mins duration

Proposed James Conolly Seconded by Rob Scott Passed.

Amend Procedures rule 1.3. Heats to be 4 mins duration with 2 minutes warm up.

Proposed by James Conolly Seconded by Rob Scott This was also proposed by Barry Abbott but withdrawn.

Amended by Bob Harley and Seconded by Matt Baker to be for 200mm class only.

2<sup>nd</sup> Amendment Proposed by Martin Thurston and Seconded by Stuart McCleod

4 mins qualifying to be for 200mm & 220mm class. The 2<sup>nd</sup> Amendment was passed.

Amend Rule procedures Rule 1.4 Pg 27

Heats will be started in Number order before the timing loop. Ie. Not rolling starts.

Proposed James Conolly Not passed. Proposal Failed.

Add to Procedures Rule 3.1 Pg 28

The minimum distance between cars on the start of the Final must be 5 metres.

Proposed James Conolly. Seconded Neil Wallace.

Amended by Matt Cook & Seconded by Peter Cook to minimum 3 metres.

Amendment was passed.

Amend Rule 3.4 Technical Rules

To delete the words "including the wing."

Proposed Stuart McCleod Seconded Rob Scott James Conolly withdrew his proposal for the same amendment. Passed.

Basic rules for a GT8 Nitro Class in the 1/10 IC Section to be included to replace the Support Class rules.

Proposed by Bob Harley. Seconded by Matt Baker. Passed.

1. All cars must be a reasonable likeness of a full size GT racing car.
2. All cars must have a de-clutching device and must have brakes capable of holding the car motionless with the engine running.
3. Any part of the car may be changed during the course of the race except the chassis, which may only be changed by permission of the committee.
4. Engine/Filters/Silencers.

Engine capacity shall not exceed .21 and all may not have more than 5 ports. Engines must be fitted with an approved INS box type air filter, modifications to INS boxes will only be allowed for wet weather use .

Engines must be fitted with a suitable silencer/muffler, preferably one made by the same manufacturer as the engine being used, all exhaust outlets must point horizontally or below, and must be able to meet EFRA approved noise levels for racing purposes.

#### 5. Fuel System.

Fuel tank capacity ( including tank and any or all fuel pipes/filters) shall not exceed 150cc. Fuel used shall have a maximum of 25% by volume of nitro methane, and all fuels shall only contain Methanol/nitro methane and lubricating oil.

## 6. Tyres and Wheels

Tyres and wheels used must only be of commercially available types, made for GT8 type cars, and must be of rubber slick or treaded type and must display original manufacturers identification marks .

## 7. Drive system and weight

All cars must be of shaft drive construction (no belt drive systems to be used) and must be 4WD.

Minimum weight of the car with everything included (except fuel) shall be no less than 3500 gram

## 8. Body shells/Wings.

All bodies used must be of reasonable likeness of a full size GT racing car, must not be modified by adding aerodynamic aids or parts not originally supplied by the manufacturer, unless for specific strengthening with materials of a similar type ( no metal to be used).

A rear wing may be used on the car, were possible the one supplied with the body, if this is not suitable another one may be used, but maximum width shall be no greater than 300mm , chord shall be a maximum ( including a gurney flap if used) of be no more than 65mm, and height shall be no more than 175mm with the car on a flat surface.

Holes in the body shell shall be limited to fuel tank and needle valve access, a hole of maximum 60mm (6sq.cms.) may be cut into the front windscreen for cooling purposes, also the side and rear windows maybe cut or removed to aid cooling or refuelling.

An original plastic or foam bumper must be used at all times fitted on the front of the car's chassis.

## Note

These construction/operating rules have been formulated for racing of the GT8 IC [NITRO] class at BRCA sanctioned race meetings and may differ in some ways to rules used in other countries or organizations., If you decide to race outside of the UK or at a GP you may need to alter your car to suit other rules in force. These rules are composed on the pretext that (" if it doesn't say you can, you cannot").If you need clarification or interpretation of any rule please ask the committee.

## Basic rules for a GT8E Class in the 1/10 IC Section

This is a proposal to have the GT8E cars in their own class and Championship.

Proposed by Lee Broadhurst    Seconded by Phil Barlow.    Passed.

### Race Format:

Qualifying. 5min heat with 1 minute warm up (6mins total time)

Finals: (2 or 3) 6 minute finals with 1 minute warm up (7mins each final)

### Points to be awarded as follows:

1 point for 1st place and up to 10 points for 10th place, all finals scores will be added together and lowest score wins the meeting.

### Batteries:

Lithium batteries to be used with a nominal voltage of no more than 15.2volts

Any commercially available battery pack up to 4S that has been homologated by the BRCA

Max charge cut off voltage 16.8volts (4S)

All batteries fitted inside the cars must be the same manufacturer and the same part number

All batteries must be charged in lipo sacks (anybody found not doing this will be asked to leave the meeting on safety grounds)

### Motors:

Brushless motors less than 2800kva

Motor must have a 5mm pinion shaft

Reverse on speed controller must be disabled.

### Tyres:

Rubber tyres only (NO FOAM TYRES)

Must be commercially available with manufacture sticker on the inside of the wheel

17mm hex only on the wheels

Quick change wheels are not allowed

Tyre cleaning allowed (but tyre additive is not allowed)

### Chassis:

No carbon chassis allowed

Must be 4WD shaft drive (NO BELTS)

No center diff allowed

Front and rear diffs must be geared diffs that you add silicone oil to (NO BALL DIFFS ALLOWED)

Chassis plate must have min 5 degree kick up at the front (MIN 30MM FRONT GEARBOX/WISHBONES MUST BE FITTED ONTO THE KICK UP AREA)

Weight (min 3500kg)

Bodyshell:

Bodyshell must be commercially available

Rear wing width (MAX 310MM)

Wing chord (MAX 79MM)

Wing end plates (MAX 40MM X 79MM)

Wing height to be no more than 200MM from ground level when chassis plate is on a 30MM block.

A.O.B. None

Meeting Closed 18.15pm.