

Race Rules and Procedures 2020

Safety

- 2.0.0** Verbal abuse from any BRCA member present at the meeting is unacceptable. Behaviour of this nature will not be tolerated the penalty for first offence will be loss of FTD. Should it occur again the person concerned will be requested to leave the meeting immediately
- 2.0.1** The Designated Officials(s) will designate a smoking area for all Competitors, Marshals and Mechanics. This area will be outside the perimeter of the track and pit area. Smoking outside the designated area will not be permitted. Smoking includes any form of vaping
- 2.0.2** No person under the age of sixteen will be permitted to marshal without the permission of the committee.
- 2.0.3** Pit persons under 16 years old will be permitted in the pitlane with the discretion of the race director
- 2.0.4** The circuit must meet the safety requirements as laid down by the BRCA and by our own Safety Officer / Designated Official.
- 2.0.5** Any authorised person going in to the track area or pit lane whilst racing or practice is in progress must wear footwear that totally encloses the foot (safety shoes preferred), no open shoes or sandals.
- 2.0.6** All drivers and pit persons entering the defined track area including pit lane must supply and wear an approved high visibility vest at all times during practise. During the event all pit persons must supply and wear an approved high visibility vest at all times. Marshals must provide and wear high visibility vests at their marshal points.

Hygiene

- 2.1.1** For BRCA recognition a National meeting must meet such hygiene requirements as the Standards Sub-Committee decide appropriate for the venue and occasion, a minimum of which will be flushing toilets and running water for the duration of the meeting.
- 2.1.2** In order not to interfere with people's peace and quiet in the on site caravanning/ camping facility, generators should not be run between the hours of 10-00 pm and 9-00 am, or as specified by the hosting venue in the event of these hours being different.

- 2.1.3** No model car engines are to be run outside the times laid down by local club restrictions.

Entry Procedure

- 2.2.1** Details of meeting to be made available not less than four clear weeks before each meeting. Race entry fees to be as decided at the AGM by the section, further details to be available on BRCA web site.

- 2.2.2** Pre-entry will be via the online entry system at www.brca.org and must be made no later than midnight on the Friday two weeks preceding the race meeting. At the time of booking the entry must be paid in full using the online electronic transfer system (Paypal).

At the discretion of the section entries may be accepted via e-mail to the Section Secretary (8thsec@brca.org) . They must be paid in full trackside and will incur a £10 late fee surcharge.

All entry fees non-returnable except in inline with BRCA refund guidance and by agreement with the 8th Circuit Section Committee only.

- 2.2.3** Deleted

- 2.2.4** Competitors must ensure that the transponder is attached to the car for practice, qualifying and finals. The Computer Operator will endeavour to check and ensure that all competitors' transponders are registering in warm up for qualifying and finals, and inform competitors of any problem as quickly as possible. However it is the driver's responsibility to ensure his/her transponder is working correctly. No manual adjustment will be made for an individual's missed laps, unless it is directly attributable to the Section timing equipment (i.e. 2 or more cars having missed laps) .

- 2.2.5** If not on 2.4GHz a drivers radio should have at least two frequencies available and must be a legal frequency within the frequency bands as specified by the UKRCC and endorsed by the BRCA. Where frequencies conflict in the finals, the fastest qualifier shall choose, providing it is possible for drivers to change to the available frequencies.

- 2.2.6** Drivers ranked of known high ability will have their start position adjusted if to the unreasonable detriment of other high ranking drivers. This adjustment will not place them in the top heat

- 2.2.7** Where a meeting is abandoned for whatever reason then all completed and correct rounds on the day will be used as the result. In the event that there is no full round then there will be no scores to count

- 2.2.8** To qualify for a final the car must have completed a minimum of one timed lap during a qualifying heat under its own power which has been recorded by the race timing system.

Race Procedure

- 2.3.1** There will open practice on the Saturday morning subject to local track operating hours.

The meeting will have a pre-defined timetable.

Drivers briefing will be held prior to seeding heats, attendance at the drivers briefing is mandatory.

Drivers failing to attend drivers briefing for any reason will not be permitted to run nor record any timed laps until they have been briefed by the section chairman or their appointed deputy. This briefing will be held at a suitable time.

After drivers briefing subject to local operating restrictions there can be up to two controlled practise rounds in provisional heat order. Three rounds of approx 5 minute seeding heats for all classes will be run where the drivers best three consecutive timed laps will be used to determine their heat position for Sunday.

Any driver not completing seeding heats will be placed into a suitable heat (excluding the top heat) as agreed by the committee

Subject to local operating restrictions after seeding heats the track may then remain open for free practise.

On Sunday one round of practise in official heat order may be run subject to local operating restrictions.

- 2.3.2** Up to four rounds of qualifying will be run whenever possible with due regard to the number of drivers entered. However where the track is restricted to its hours of use and / or due to weather etc this may be reduced at the discretion of the committee members present.

All IC heats will be of 4 Minutes duration plus time to complete last lap with up to 4 minute warm up. All electric class heats will be of 5 minutes duration plus time to complete last lap.

- 2.3.3** . Designated Stewards and Appointed Referee's will be in control of driving standards, interference decisions, protests, rule applications, etc. If the host Club/Circuit cannot supply a computer operator, then £100 will be deducted from the race fees payable to the Club/Circuit, this money to be given to the computer operators towards expenses incurred travelling to the race meeting.

2.3.4 Deleted

2.3.5 The Designated Officials will monitor driving standards and competitor behaviour. A Referee (who for the purpose of this duty shall be considered a designated official) may be present on the rostrum to monitor driving standards and give out suitable penalties.

2.3.6 The Designated Officials may impose penalties without warning where he considers the infringement or misbehaviour to warrant such penalty. As a guide to drivers the following driving standards are expected:-Slower cars are to give way to the faster cars and the driver of the slower car should call his intention of moving off line. Deliberate collision from behind with an on line car at a corner (T-boning) will be regarded as an unacceptable practice.

2.3.7 Drivers to marshal the heat following the one in which they race, except for drivers from the last heat who marshal heat one. Drivers designated as Scrutineer in the heats will scrutineer the cars from their heat. Drivers designated as Referee will oversee their following heat or final. Drivers from the A Final will marshal the First Final to be run. All finalists will marshal the Final following the one for which they have qualified. No substitutes will be allowed (excluding drivers under 16), except in special circumstances and with the permission of the Designated Official. The driver must arrange a competent person (i.e. other driver) to cover his marshal / scrutineer duties. Pre event scrutineering maybe carried out at the committee's discretion.

2.3.8 The Designated Official(s) may request inspection of any entrants car, at any time, to cover any or all applicable specifications. Any part of a car may be substituted during a race except the chassis. The chassis may be changed with the approval of the Designated Official(s). The essence of this is that a car cannot be replaced or substituted once entered into a day's racing.

2.3.9 Racing commences at the start of the day. The race or heat programme may be stopped, delayed or amended due to changes in the weather. This decision will be taken by the Designated Official(s) and drivers representative of that day

2.3.10 The pit lane must be kept clear at all times.

2.3.11 Deleted

2.3.12 Only drivers entered into the heat or final and designated officials or referee to be on the rostrum whilst that particular heat or final is running.

2.3.13 The driver's pitman must stand directly below his driver where possible. In the event of a pit area remote from the rostrum the pitman must pit in order of the drivers position in qualifying. The first pit slot nearest the rostrum is for driver one, and so on down the field. If possible the pit area should be marked out with the numbers 1 to 10.

2.3.15 Provisional results will be declared within 15 minutes of the completion of the last final and technical inspection. Drivers will have a further 15 minutes in which to register a protest with the race director of any penalties imposed. If no protests are received after this time limit, results will be declared Final and awards presented.

In the event of a protest being lodged. The race steward together with at least 2 stewards or officials of the meeting will consider the protest and a decision will be made within a maximum of 30 minutes. If the drivers protest is upheld the results will be amended and declared final.

If the drivers protest is not upheld the results will still be declared final. However the driver may lodge an appeal to the BRCA executive committee together with an appeal fee of £50. This must be received by at the BRCA no later than 7 days after the completion of the event. The BRCA executive committee will have a further 7 days to consider the appeal. If upheld the driver will receive a refund of his appeal fee, The results amended and any championship points re-calculated. In the event the appeal is turned down the drivers appeal fee will be forfeit.

Scrutineering

2.4.1 This will be performed by a team supplied by the Club overseen by the designated committee member(s). In the event that this team is formed of entered drivers, those who are involved in scrutineering duties will not be required to marshal, the nominated scrutineer may not use a stand in to complete the scrutineers duties. The designated scrutineer may not check their own car, this must be completed by a committee member or designated person.

2.4.2 If a car has been damaged during the course of that heat/final it still must be presented to the scrutineer. If a car is found not to comply with rules as laid down in the construction and operating rules after being scrutineered, then a penalty will be applied as in construction and operating rules regarding penalties.

2.4.3 The BRCA 8th section scrutineering equipment is the set standard for the meeting therefore any car found non compliant using this equipment is deemed to have failed scrutineering.

2.4.4 In the event of a piece of scrutineering equipment getting damaged the Committee must be informed.

2.4.5 In the event of a driver wishing to protest a decision made by the, Scrutineer or Committee member, only the driver, or in the case of a junior the drivers parent/guardian may protest the decision as per 2.3.15. Any protests must be lodged with a committee member immediately and the offending car must be left within the scrutineering area. Any car removed from the scrutineering area before a protest may not be retested if the driver protests a decision made by the scrutineer.

Start Procedure for Heats

2.5.1 For 8th Circuit a rolling start will be used.

2.5.2 Cars missing the start must start from the pit lane. In order to be given a correct finish time and qualify for the final, a car must record a minimum of one lap cross the finishing line under its own power.

Finals

2.6.1 All National Meetings will feature A to Z type finals.

There will be 8 direct qualifiers to the 30 minute A final.

All other finals will be of 28 minutes duration. After the first 8 minutes of each of these finals the first and second placed drivers will be called into the pitlane by their pitman and promoted to the next final. Only the remaining drivers will be permitted to contest that final. Promoted drivers will take their cars to scrutineering and then be permitted to return to the pits.

2.6.2 There may be 10 minutes between finals where appropriate. Any one driver may call a 10 minute delay to their final prior to all cars being called to the pit lane (under starters orders).

All other cars must remain untouched in the pitlane during this time and their drivers must remain on the rostrum.

That driver will then start at rear of grid behind all others. Depending on circumstances gap between following finals may be decreased should timetable require.

2.6.3 Duration of finals: - A final = 30 minutes, all other finals 28 minutes All electric class finals will be of 5 minutes duration and an aggregate from two of three legs. British Open finals may be changed if required.

2.6.4 Deleted

- 2.6.5** Deleted
- 2.6.6** Qualification for finals will be taken on the driver's best qualifying results. There will be 8+2 cars in the A Final and a minimum of 5 cars in the lowest final .
- 2.6.7** There will be trophy for 1st place along with an award along with awards for 2nd and 3rd places in all finals, a trophy will be awarded for FTD along with Driver of the Day for the best improvement over qualifying position.
- 2.6.8** Start procedure for finals Start procedure for finals will be based on an Le-mans type start with a distance between cars of 5 metres (Pole to be a minimum of 10m from first corner where possible) with a start position determined by the Designated Official(s). The Pitman / mechanic must release the car when directed by Designated Official(s). The car must remain stationary in it's designated position without moving forward until the start signal is given (0 to 10 seconds from the signal to release cars) Any car infringing the start (jump start or mechanic failing to release car) at the discretion of the Designated Official(s) will have to serve a stop / go penalty. Cars missing the start must start from the pit lane (after all other running cars have crossed the start/finish at least once)
- 2.6.9** Where 2 or more drivers do not manage to complete a lap in their final, points will be awarded according to where they qualified in relation to each other, so the faster of the drivers will get ninth position and the slower tenth (in the case of 2 drivers not starting)

Penalties

- 2.7.1** A driver disqualified from their final will be awarded no points for the meeting and demoted to last place in the final.
- 2.7.2** Any infringement of the rule regarding extra additives (except: - Nitro Methane, Methanol and Lubricating Oil) to the fuel will result in a twelve month ban from all National Meetings. The ban will start from the date of the infringement. Any Championship Points accumulated up to that point will be cancelled.
- 2.7.3** Failure to marshal after your heat will result in loss of FTD except for the driver acting as scrutineer.
- 2.7.4** A finalists who fail to marshal the first final to be run will not take part in the A Final demoted to last place and awarded no points for the meeting.
- 2.7.5** Other finalists who fail to marshal the final following their final will be disqualified, demoted to to last place in their final and be awarded no points for the meeting..
- 2.7.6** In the event of 2 or more drivers failing to marshal both the drivers will be disqualified, demoted to equal last place in their final and awarded no points for the meeting.

Championship

2.8.1 An Open National Series Championship is to be run. Up to 3 meetings per season may be run in conjunction with the BRCA 1/10 on road section. Points can be awarded at any of the National Meetings. Points from National Meetings for Open Championships are awarded as follows: - 1st place in the A final = 100 points, down to last place in the A final = 91 points. 1st place in the B final = 90 points, down to last place in the B final = 81 points and so on from C to Z finals. One extra point will be given for top qualifier (TQ)

2.8.2 A Junior Series Championship will also be run. A junior is defined as being 16 or under on the first Open meeting date of the National Calendar of that year. As for points for the Junior Championship, they will be calculated on an open basis, points being awarded from 100 down according to positions in finals. All points taken on results from the finals. One extra point will be given to the top qualifier (TQ)

2.8.3 There will be further Championships based on skill ratings (rankings). They will be split in to groups as follows: -F2 based on ranking from 50 to 99, F3 based on ranking from 100 to 249 and F4 based on ranking from 250 to 500. All drivers will qualify for the groups based on their ranking at the start of the season, the exception being if a new driver enters the Championship during the current season, their new ranking and group will be assessed after competing in two meetings. Points for this Championship will be calculated on an open basis, points being awarded from 100 down according to positions in finals. All points taken on results from the finals. In all championships one extra point will be given to the top qualifier (TQ) in that championship class

2.8.4 There will be trophies for first, second and third places in all Championships.

2.8.5 Ties in the Championship are resolved firstly by comparing the number of first places, second places etc. as may be required in their scoring rounds of the championship.

2.8.6 The National Championship will consist of 8 rounds with 6 to count. To qualify for championship points cars may be required to carry the section supplied sticker in the prescribed location.

2.8.7 Deleted

2.8.8 Deleted

2.8.9 Deleted

Rankings

2.10. 1) All new drivers will have a ranking of 500 which may be reviewed after the first meeting.

2) Ranking will be calculated to the driver's performance during the qualifying heats.

3) Ranking will take place whatever the track conditions.

4) The maximum a ranking can be increased by is 3 (e.g. 100 to 103). There is no limit to the amount a drivers ranking can be decreased by.

5) Any driver who has not competed in a meeting during a season will have their ranking increased by 30. This will be carried out for a maximum of 2 seasons.

Appendix

2.11.1 The BRCA body and tuned pipe lists for the 2020 season will be available on the BRCA 8th section website on or after March 1st 2020.

2.11.2 All body approval is subject to change regarding the commercial availability of bodies and is at the discretion of the 8th Section Committee. Non EFRA numbered electric only bodies are permitted in 8th Electric class only subject to BRCA 8th Circuit section inspection and approval .

2.11.3 Deleted