



Truggy Section

www.brca.org/trug

AIMS

To provide a fun and relaxing uniform format for 1/8th Nitro Truggy and other off-road racing Trucks, in an Open National format. The intention is to encompass all commercially available 1/8th Nitro Truggys and other off-road racing Trucks. Electric Truggys will run with Nitro unless enough numbers to run in their own heat.

2.01 APPEARANCE

Cars shall be a reasonable representation of the style of truck used for off-road, desert or trial racing. Bodysells should cover the entire chassis and exhaust pipe of the truck. Front Shock towers should not be exposed.

Openings may be cut in the shell to allow access to fuel filler, exhaust exit, switch and engine adjustments. Clearance around such items shall be kept to a minimum.

3.01 RADIOCONTROLEQUIPMENT

It is the responsibility of all drivers to ensure that their equipment does not cause interference to others, and that their receiver is not faulty.

Only BRCA approved frequencies are to be used. Flags shall not be used on aerials during races. All frequency changes must be approved by Race Control.

It is not permitted to add any additional NiCad/NiMH/LiPo/LiFe or dry cell batteries to a transmitter either internally or externally to raise the designed supply voltage above the original manufacturer's design specification, i.e. a six cell transmitter may not be fitted with more than 6 cells, either NiCad/NiMH/LiPo/ LiFe or dry cell, also any 8 cell transmitter may not be fitted with more than 8 cells, etc. No additional aerial or extension should be added to the driver's radio equipment.

No electronic device can operate within the car other than a personal transponder and the two channels back to the transmitter [which can only be capable of transmitting timing information to the lap counting computer and no other information to any place].

The use of headsets - The use of headsets between drivers and pitmen shall be permitted whist racing only The headset shall only cover one ear only. The use of headsets shall be forbidden when marshalling

4.01 ENTRANCEREQUIREMENTS

Will be distributed via www.brca.org

5.01 OFFICIALS

The Meeting Organiser will appoint the following officials who must be BRCA members familiar with all aspects of the Association Rules:

A Race Steward who has the final say/ casting vote on procedures of the day.

A Race Director who controls all racing and is responsible for the smooth running of the meeting. Specifically the Race Director controls, in conjunction with the committee, the maintenance of the circuit, safety, marshal

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TECHNICAL SPECIFICATION

DIMENSIONS

Overall length 585mm maximum, 400mm minimum.

Overall width 450mm maximum, 270mm minimum.

It is the responsibility of the driver to ensure that his car complies with the regulations at all times that it is on the track. Race Organisers may check any car for compliance with the regulations at any time during a race meeting. At the end of each qualification heat, cars may at random be required/requested to be taken to scrutineering.

If a car is found to exceed the dimension limits on checking immediately after a race, positive proof of race damage may prevent penalty.

ENGINES

Only internal combustion engines with a minimum capacity of 3.5 cubic centimetres are allowed, there is no upper limit.

A maximum fuel tank capacity of 155 cubic centimetres.

All silencers are to point downwards, i.e. anywhere below the horizontal, any exhaust is permitted but the section recommends that all racers when purchasing new equipment should purchase an EFRA homologated stamped exhaust.

TYRES

All tyres must be black, with the exception of sidewall lettering.

Tyres must be commercially available.

It is not permitted to reduce the diameter or width of a tyre by cutting material out. Trimming of spikes is allowed.

Additive is strictly forbidden on all tyres Rallycross wheels and tyres are NOT permitted.

WINGS

A wing of maximum overall size 217mm x 85mm may be fitted. The side dams of the wing must have a maximum horizontal width of 100mm and a maximum height of 60 mm. [irrespective of the orientation].

E: CHASSIS

Truggys will have three differentials above the chassis line.

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positioning, manning and substitution and start procedures and delivers the Driver's Briefing. A Scrutineer who may inspect cars at random throughout the meeting.

If, in the event of a decision being required which is not met by the existing rules as stated in the Sectional Handbook/BRCA website the majority of the Committee present at the meeting shall be able to make a decision [or interpret on existing rules to make a decision] and that decision shall stand.

6.01 DRIVERS-BRIEFING

A Drivers' Briefing will be held prior to the start of qualification. The Race Officials will be introduced to all competitors, The Race Director and Race Steward will give the drivers' briefing.

7.01 TRANSPONDERS & LAP COUNTING

All competitors are to provide and use personal AMB compatible transponders. It is the drivers responsibility to ensure that the transponder is attached to the car for practice, qualifying and finals, and that it is the same as that entered on the Championship Registration Form [or subsequent written notification where changed]. It is the

drivers' responsibility to ensure that the transponder is working at all times during a race. Any replacement changes that need to be made to the transponder used by a competitor have to be notified to Race Control, in advance of that transponder being used.

It is the driver's responsibility to ensure that his/her car and its transponder pass across the timing line supporting the computer aerial for each lap of the track completed. The car must actually cross the timing line between the track markings to have been deemed to complete the lap. If any parts, such as carbon fibre stone guards are fitted, it is the driver's responsibility to ensure they do not interfere with the lap timing equipment. If the personal transponder does not record a finishing time, then final lap[s] can be awarded at maximum lap time for the driver in that race, until the total race time has been reached.

8.01 PRACTICE

There is no free practice. A round of 5 minute practice may be run before qualifying rounds.

9.01 QUALIFICATION

Qualifying heats shall be of 5 minute duration with a maximum of 8 heats taking place, with a maximum of 14 cars in a heat.

Heat ranking for new drivers will be based on ability as determined by the committee.

Heat ranking for existing drivers/subsequent rounds will be based on final position of the previous round or current championship positions.

There will be a minimum of 4 rounds of qualifying heats. Points will be awarded for each round. Tied positions within a round will receive equal points. The points for subsequent positions will be displaced by the number of tied drivers involved. A driver's best 3 scores will be added together to give a qualifying position. Ties will be eliminated firstly by using the best scores and then by use of the fastest overall time on your best score.

Qualification will be run using a "rolling start". All cars will be released from the pit-lane by the Start Marshal after Race Control has signalled that the warm up period can commence. Depending on time available the warm up period will usually last for 2 minutes. Drivers will be notified that there are 2 minutes, 1 minute, 30 seconds and 10 seconds to the start of the 5 minute qualification period. They will be notified when the qualification period has started. The 5 minute qualifying period commences when each car crosses the timing line after the expiration of the warm up period. A car not starting its individual clock within 1 minute after the first car has started will have their five minutes start at the same time as the first driver and be deemed a late starter. When all cars on the track have completed the lap following the expiry of their individual 6 minute period, Race Control will request that all cars return to the pits. Any car not on the track will be given a split time of the last lap completed.

Drivers and mechanics should wait until the rostrum and pit lane have been vacated before taking up their positions. Radio equipment may be turned on during the prior heat and engines started, as frequency clearance on the prior and following heats should exist. On completion of their heat, drivers should go immediately to the marshal point of their car number and relieve the existing marshal. Marshals need to be at their posts prior to one minute to the start of the following race. Marshals should not leave until they are relieved.

Marshals should wear high visibility tabards provided. No marshal shall leave their point whilst fulfilling their marshalling duties [e.g. should not return cars to the pit lane/ mechanic] or at the end of a race should not leave until a replacement arrives.

The highest heat number will marshal heat one and marshals must be in place for Practice. No person under the age of 12 is allowed on the track or in the pit lane and

driver's under-12 are responsible for providing a suitable marshal. Drivers will marshal the appropriate race themselves unless disabled or injured.

At the end of each round, qualifying times and positions will be published.

A maximum of two mechanics per driver will be allowed in the pit lane to assist with repairs, refuelling, etc.

10.01 FINALS

On completion of all qualifying rounds, every competitor will be placed in order and allocated a place in a final. Qualifying overall ties will be decided by the best scores and secondly by using the fastest qualifying laps and time from the best score round.

Finals will be run in single-sided hierarchical format. The top four placed drivers from each final will be promoted up to the next one and fill positions 11, 12, 13 and 14 respectively meaning a total of 14 drivers per final. Each final will run for a minimum of 18 minutes with the A final being 30 minutes. A minimum of 5 trucks are required to constitute a final, if less than 5 are available the entrants should be promoted to the next final up in order to save time. Promoted drivers are **REQUIRED** to provide replacement marshals who must be BRCA members. These replacements must check-in at race control before the next race. Frequency clearance for finals will be limited to those running in a specific final. Where a frequency clash occurs, the lower qualifier will be requested to change.

Le Mans type starts will be used for finals. Numbers will be placed along the whole of the main straight.

Race Control will call all cars to the Pits before the start for 1 mechanic per driver to take their cars to the start position on the straight. Race Control and not the Start Marshal have ultimate say over the start times of each race. When appropriate, Race Control will commence a count down from 10 and the Starter will indicate with a flag each increment. At 3 the starter's flag will be on the ground and Race Control will call 'cars down'. The mechanics must then place the cars on the track. The count continues to zero when Race Control will start the race by an audible sound [e.g. horn] and the Starter will raise his flag. The race is started by the signal from Race Control, not the Starter's flag. The delay of the countdown should be equal; specifically the start delay should **NOT** be random.

Once the countdown has commenced, no mechanic/car may cross between the start grid and pit lane in either direction until the

start is underway and all cars have passed. A car starting from the pit lane may only join the race when all other competitors have passed the pit exit.

Officials may call a restart if they deem it necessary.

The race will be considered complete when all the cars on the track next cross the timing line after the allotted race time has elapsed. The car must actually cross the timing line between the track markings to have been deemed to finish the race. No car may be pushed over the line. Any car that is manually aided over the timing line at ANY time during the race will lose that lap counted. Other penalties may apply.

Drivers who are promoted may have to make a frequency change.

On completion of their final, drivers not progressing to the next final should go immediately to a marshal point to relieve the existing marshal. No marshal shall leave their point whilst fulfilling their marshalling duties [e.g. to return cars to the pit lane] or at the end of a race until a replacement arrives. Marshals should wear the high visibility tabards provided.

The A Finalists will marshal the first final that runs. Marshal Points 1 to 14 will be set out.

No person under the age of 12 is allowed on the track or in the pit lane during finals and drivers under 12 are responsible for providing a suitable marshal.

A maximum of two mechanics per driver will be allowed in the pit lane to assist with repairs, refuelling, etc.

11.01 RACE INTERRUPTION

If in agreement, the Race Director and Race Steward may decide to interrupt a Final due to adverse weather conditions or any other reason. If more than half a final has been run and the race has to be stopped, the position at the time of interruption will be the result unless the computer has lost the results.

In the event of a meeting being cancelled the following will be applied to determine the meeting results:
After 1 round of qualification the meeting results would be declared on qualification positions after this round.
After 2 rounds of qualification the meeting results would be declared using round by round points with 1 round counting
After 3 or 4 rounds of qualification the meeting results would be declared using round by round points with 2 rounds counting During the finals, then the points will be

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awarded as normal for the completed finals and the scores for the finals not run will go on qualifying positions
In the event of the meeting being abandoned mid-way through a round of qualification, the points for that complete round will be scrapped and results declared from the previous completed round as described above. If the meeting is abandoned part way through a round of finals, points will be awarded to finals that have been completed with any subsequent finals not run in that round will have points awarded as per qualification results.

In the case of a qualifying heat being interrupted, the entire heat will be re-run after a suitable delay.
If the track and venue cannot hold the meeting on the given date then a decision will be made at 12PM the Friday before the meeting and communicated via www.brca.org on whether the meeting will be cancelled.
Reasons for cancelling a meeting will mainly be due to weather conditions and condition of the track/ safety of the marshals.

The cancelled meeting will be re-scheduled for the reserve date set out at the start of the season. If more than 1 meeting is cancelled then the later meeting will not be re-scheduled. If the re-scheduled meeting has to be cancelled then the meeting will not be re-scheduled.

If the meeting is cancelled then no venue switching or track surface switching is allowed. For example if a track has an Astroturf and dirt track, if the dirt track was chosen for the national the Astroturf would not be used in the event of the dirt not being suitable.

i. The BRCA Committee Members present, together with the Race Director, have the authority to cancel or foreshorten the meeting at their discretion. If a meeting has to be foreshortened and at least one round of qualifying have been completed, points for that meeting will be awarded on the best qualification positions, if the majority of Committee Members present agree.

12.01 PROTESTS

All protests must be made in writing to the Race Director, together with a £10.00 deposit. Protests must be made within 5 minutes of the publication of the results in question. The protest period of 15minutes commences when the race in question has started according to the timetable if one has been published. Protests regarding the legality of cars must be made in writing, together with the fee, to the Race Director.

13.01 PENALTIES

Championship warnings will be given for: Leaving a marshal point early, i.e. before being relieved by the next marshal for any practice, heat or final.

Leaving a marshal point to return cars to the pits during any practice, heat or final.

Failure to be at a marshal point for a practice race, or final prior to one minute to the start of the following race.

Poor marshalling [e.g. talking to others]. Driving in the wrong direction at any time, or entering the pits from the pit exit.

Failure to adhere to Race Control or Referee instruction during practice or heat [e.g. blocking a faster car, failure to return to the pits at the end of practice/heat].

Deliberate collision with another car. Bad/dangerous driving during any practice, heat or final.
Car being slowed/stopped close to/before the start loop, before a driver starts their qualifying heat time.
Bad language.

Using a mobile phone within the track, e.g. at marshal point, in the pits or on the rostrum. Smoking at any time within the track vicinity [including pit-lane, rostrum and scrutinising area].

Driver or associated person entering Race Control unless accompanied by the Race Director or a Sectional Committee member. Any car blocking the pit lane during refuelling may incur a penalty. All cars being refuelled in the pit lane must be removed from the lane before being refuelled.

13.02 10 second penalty in qualification will be given for:

Corner cutting. Incorrect use of the pit-lane [e.g. impeding the pit-lane whilst re-filling a car, stepping into the pit-lane, releasing a car into the path of another car].

Deliberate collision with another car [in

addition to championship warning].

13.03 1 lap penalty will be given for: a. Any car that is manually aided over the timing line at ANY time during a heat or final.

13.04 Stop/go penalties will be given in finals for: Corner cutting. Incorrect use of the pit-lane [e.g. impeding the pit-lane whilst re-filling a car, stepping into the pit-lane, releasing a car into the path of another car].

Failure to adhere to Race Control or Referee instruction [e.g. blocking a faster car, failure to return to the pits at the end of final]. Deliberate collision with another car [in

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addition to championship warning]. Mechanic/car crossing between start grid and pit-lane in either direction once the countdown has commenced and until the start is underway and all cars have passed. Car jump starting the starting sequence. Mechanic making alterations to the car, re- fuelling the car, or releasing a car before being instructed during a stop/go penalty.

- **13.05** Loss of best qualification round score will be given for:
Failure to be at a marshal point for a heat prior to one minute to the start of the following race. Any driver not ensuring their car is taken to scrutinising within 1 minute of being requested to do so.
- **13.06** Loss of race time [heat or final] may occur when: Car is repaired on the track during the race. Car does not conform to the regulations.
Any driver fails to ensure that their car is taken to scrutinising following a request at the end of a final, within one minute from being requested by the Race Organiser/ Committee Official.
Car re-joins the race from any point other than the pit-lane.
“Black flag” If requested or “black flagged” a car must be removed from the track immediately. The black flag may result in the car being in an un-driveable or dangerous condition [e.g. lost body, ineffective silencer]. For these mechanical failures, cars may re- join after repair.
Driver is found to be using non-commercially available tyres after the race. (2015 addition)

- **13.07** Disqualification may result in the following situations:
Blatant disregard of BRCA rules.
Failure to adhere to a black flag/request to be removed from the track.
Unauthorised use of transmitters or unauthorised frequency use. Unsportsmanlike behaviour.
Arguing with Race Director, Referee or other Race Official.
Leaving a meeting before marshalling duties have been fulfilled. (Penalty will be the loss of highest championship score for that season.) Failure to adhere to a stop/ go penalty and not returning to the pit-lane within 2 laps of the notification.
Use of a car outside of the track vicinity at any time of a race weekend including periods when race event is not taking place.
Anyone who by their own negligent action puts the safety of themselves or others in

jeopardy as defined by the Race Director, Section Chairman or Section Secretary.

NOTES

Warning records will be kept by the BRCA Section and for every 3 warnings received during a season, 10 points will be deducted from a driver's final Championship score. Drivers awarded 3 warnings at any one meeting will be automatically disqualified.

A driver disqualified from a meeting will be given 3 warnings to his/her annual total [which will affect their final Championship score] and points scored at the meeting in question will be classed as null and void. Article 13 may apply at any time during the race event, including practice and warm up periods [i.e. not just the timeframe of an actual race], practice races, heats, finals, as well as outside of periods of racing where applicable. The driver is responsible for the conduct of his mechanics and/or team manager - penalties may be awarded to a driver due to infringements by them.

If, in the event that an incident is not specifically covered within the rules, an appropriate penalty may be given, on the agreement of the majority of the Committee members present.

14.01 NATIONAL CHAMPIONSHIP

The Entry Fee for meetings will be set by the committee.

There will be One BRCA Nitro Truggy Championship The winner of the A Final will receive 100 Championship Points, 2nd place will receive 99 points, third place will receive 98 points, fourth place will receive 97 points, etc., down to the final place. The top qualifier running as No. 1 in the A Final will receive 1 extra point. 50% +1 of Championship meeting scores will count towards overall placing rounded up or down to the nearest whole number. [3 from 4/5 or 4 from 6]

Tied Championship positions shall be resolved by firstly comparing results of best positions and secondly by the number of 1st, 2nd, etc. places as may be required from the scoring meetings. If any driver withdraws from a meeting before the final they have qualified for has run, their place will remain open and they will stay in the computer.

Juniors to be under 17 on the 1st January of the year of the championship.

15.01 TRACK & SAFETY

Tracks ideally must be a minimum of 4 metres wide and at least 250m long when walking the shortest route. [Guidance to organisers: should

aim for a lap time of minimum 35 seconds]. Tracks should be closed on the Friday before the meeting. Practice to be allowed to the people who pre-book (and pay) for the events by the Friday before the national.

People who NO NOT pre-book will not be allowed to enter the practice day.

Spectators and marshals are to be protected from the risk of being hit by cars. A suitable safety fence is to be constructed to protect marshals in dangerous areas such as the end of the straight, or points where traffic on another part of the track is travelling towards the marshal from behind.

The rostrum must be able to accommodate 15 persons safely [i.e. with good margin]. The front must have a safety rail and a kickboard and the floor should be constructed of solid material and be all at one level. All steel-constructed rostrums must be fully earthed in at least two places. The rostrum should be marked into equal sections so that 15 spaces are marked out, enabling drivers to see which space is available to use.

Any person inside the safety fencing must be directly involved with the racing, i.e. marshals and mechanics. At the start of a heat or final, mechanics, on the release of the cars, must return to the pits as soon as possible and marshals must be standing at their designated points.

No car shall be used outside of the track vicinity at any time of a race week-end [including periods when the race event is not taking place]. A small controlled area can be set up for use, to be completely fenced in by double fencing, at the Race Organiser's discretion. This is not compulsory on the Race Organiser.

Only BRCA Members will be allowed within the defined track area. The defined track area will be explained at drivers briefing.

16.01 ORGANISATION

Race venues will be decided on by the committee in their deliberations will weigh up the following factors:

Suitability of venue to host a meeting. Location of venue.

Experience of Race Officials at venue.

Venue Facilities [Toilets are a must as is food availability on the day].

Feedback from entrants.

Successful venues will be notified before the end of November of the previous Championship year and have 10 days to confirm acceptance.

Unsuccessful venues will be ranked with the

highest ranking deemed a standby venue and

so on.

16.02 The BRCA National Series will consist of 5

meetings.

Marshalling will be structured so that drivers will marshal the race following their own.

An adequate First Aid box must be provided and organisers should be fully aware of local arrangements for the treatment of casualties. Organisers should ensure that they have adequate 3rd Party insurance to cover any liability arising as a result of running their meeting. Organisers should ensure that the race commentary can be clearly heard from the drivers' rostrum.

17.01 SECTION CONFERENCE / BRCA ANNUAL GENERAL MEETING

All proposals for the Section Conference/ AGM [both individual rule changes and Committee position proposals] must be emailed to the Section chairman/secretary by 1st October. These will be voted at the AGM along with selection of section officials for the following year and incorporated into the rules for the following year as required.

Proposals can only be made by BRCA members. Proposals must be seconded by BRCA members.

All proposals will be posted to the Truggy and Truck section on www.brca.org