

# 8TH SCALE TRUGGY & E8 BUGGY SECTION



[www.BRCA.org](http://www.BRCA.org)

**BRCA**  
BRITISH RADIO CAR ASSOCIATION

2021 HANDBOOK

# BRCA

BRITISH RADIO CAR ASSOCIATION

To keep up to date with what's going on in the world of Radio Control Cars visit the BRCA main website at [www.brca.org](http://www.brca.org)

The screenshot shows the BRCA website interface. At the top, there is a navigation menu with links for HOME, CLUBS, EVENTS, AGM, JOIN, CONTACT, and BRCA COVID-19 INFORMATION. A date widget shows 15 MON, MAR. Below the navigation is a banner image with the BRCA logo and a date of 15 MON, MAR. The main content area features a news article titled "Truggy + E8 Buggy National Series 2021" by Christopher Jeffery, dated 05 DECEMBER 2020. The article includes a photo of a radio-controlled buggy on a track. Below the photo is a text block starting with "What a year the Truggy + E8 Buggy section has planned for you." and a "READ MORE" button. To the right of the article is a sidebar with a "TRUGGY + E8 BUGGY MENU" containing links to Home, Events, History, Results, and Documents. Below the menu is a "TRUGGY + E8 EVENTS" section with a calendar for June 06 showing "Truggy + E8 Buggy Nationals 2021 Round 2 (Truggy)" and "Truggy + E8 National Championship" with a location pin for "North West Nitro (NWN)".


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## Truggy + E8 Buggy National Series 2021

CHRISTOPHER JEFFERY | TRUGGY + E8 BUGGY | 05 DECEMBER 2020



What a year the Truggy + E8 Buggy section has planned for you.

READ MORE: TRUGGY + E8 BUGGY NATIONAL SERIES 2021

**Truggy + E8 Buggy Mini Series - Series Report**  
CHRISTOPHER JEFFERY

**Truggy + E8 Buggy Section Conference**  
CHRISTOPHER JEFFERY

**Truggy + E8 Buggy 2019 Round 4 Race Report**  
CHRISTOPHER JEFFERY

**TRUGGY + E8 BUGGY MENU**

- Truggy + E8 Buggy Home
- Truggy + E8 Buggy Events
- Truggy + E8 Buggy History
- Truggy + E8 Buggy Results
- Truggy + E8 Buggy Documents

**TRUGGY + E8 EVENTS**

**JUN 06** Truggy + E8 Buggy Nationals 2021 Round 2 (Truggy)

- Truggy + E8 National Championship
- North West Nitro (NWN)

**JUN 06** Truggy + E8 Buggy Nationals 2021 Round 2

## Welcome to the your new 2021 Truggy & E8 Buggy section!



This section within the BRCA is run by a small group of experienced racers whose aims are to put on a really great bunch of events to provide you with the most enjoyable day as possible.

We have 2 types of race classes all running together on the same day; Nitro powered Truggys and Electric powered Buggys (E8).

1/8th scale 4wd Truggys are similar to 1/8th 4wd Rallycross (buggy) cars but they are wider, longer and have Truck based bodyshells.

1/8th scale 4wd E8 Buggys are very similar to 1/8th 4wd Rallycross (buggy) cars but they are powered by Lithium Polymer batteries.

The national races are held on off road circuits around the country. The tracks can feature all sorts of obstacles such as jumps and tabletops and they are generally made of dirt, astroturf or grass. The thrills of driving both these types of vehicles are hard to match with other sections of racing!

### Matt Bridge

Truggy & Buggy Section Chairman



### Chairman

Matt Bridge

[truggychair@brca.org](mailto:truggychair@brca.org)

### Secretary

Chris Sharpe-Simkiss

[truggysec@brca.org](mailto:truggysec@brca.org)

### Race Director/Entry Secretary

Chris Jeffery

[secretary@brca.org](mailto:secretary@brca.org)

## How To Use This Handbook

This booklet is aimed at competitors or officials for the 8th Truggy and E8 Buggy class, enabling them to have the information required for the class at all times, however it should prove useful to all club racers too as we hope it will give the reader more information about our national series.

The information contained herein should be read in conjunction with the Association Handbook. The General Rules contained in the Handbook apply to us all, at all events, and in any circumstances take precedent over Sectional rules. It is every member's responsibility to ensure they have read and understood the General Rules - ask an Executive official as appropriate for clarification if you don't.

The application of the rules works thus:

The Association General Rules apply at all events we go to, including most club racing as we are all members of the Association at all times, Sectional Rules (as in this book) apply at Nationals plus other events, e.g. regional events, as sanctioned by the Section committee. Sectional rules do not apply at clubs, unless the clubs wish them too and it is entirely the clubs choice either way.

### Changing a rule

Every rule in this booklet and the Association Handbook was proposed and voted in by one of your fellow racers - none of the committees can simply 'make up' a rule. If you don't like a rule you can easily try and have it changed (though the first thought should be to find out the rationale of why one of your fellow racers proposed it in the first place perhaps?) If you're happy a rule needs changing get somebody else to agree with you - a seconder - and then write/email to one of the following people:-

Section Rule to be changed - Section Secretary - who will liaise with you to ensure it's then voted on at their section conference.

Association General Rule including the Constitution - Association Secretary - who will liaise with you to ensure it's voted upon at the Association annual general meeting.

You should endeavour to be at any meeting where a rule change, you have proposed, is taking place as it will be discussed, possibly amended, plus you'll almost certainly be asked to elaborate on it.

### Summary

'The Rules' should be the easy bit of our sport, but they're not as we're all passionate about our sport and want to have an input into how it's run. Make sure you have your say; the Association works because people get involved and make a difference.

If you don't like the way something is being done, you should offer to do it yourself. Every Association official is a volunteer and they are doing a role because it needs doing. However it is as much your responsibility to do that task as it is theirs - just that they volunteered to do it before you had the opportunity to offer to do it better.

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## APRIL

25th	BRCA 1/8 Buggy & E8 Truggy National Round 1	Herts
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## JUNE

6th	BRCA 1/8 Buggy & E8 Truggy National Round 2	North West Nitro
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## JULY

4th	BRCA 1/8 Buggy & E8 Truggy National Round 3	Kent
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18th	BRCA 1/8 Buggy & E8 Truggy National Round 4	Brookthorpe
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## AUGUST

22nd	BRCA 1/8 Buggy & E8 Truggy National Round 5	Nemo Raceway
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## How To Enter An Event

This section uses a simple online form for entry into an event for the National series.

Please go to [www.brca.org](http://www.brca.org) where you'll need to log into the site, select sections, click Truggy + E8 Buggy. The sections events will be displayed on the right hand side of the menu panel, and simply click and enter the chosen event.

Booking in will open on Monday 4th January 2021 at 9am for all events. Booking in for each event will close on the Friday night before event at 10pm.

Payment is taken at the same time as you enter the event. Race entry is £15 per entry and no discount given for those who are doing two classes.

### NOTE:

To date (1st. Jan.); we do not know when current travel restrictions due to Covid-19 will be eased to allow a calendar to be finalised. Above are giving intended dates that can be used, although it is possible that early events may not be allowed to take place. The Section will make 'final' decisions of what can be achieved early March or at the earliest opportunity in line with government guidelines. Reserve date(s), if quoted, would only be used in the unlikely event of a rescheduled meeting being required.

For up to date information, see the website: [www.brca.org](http://www.brca.org)

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# 8<sup>TH</sup> TRUGGY RULES



**BRCA**  
BRITISH RADIO CAR ASSOCIATION

- |                                   |  |
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## 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.

## 1.01. 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.

## 2.01. Appearance

Cars shall be a reasonable representation of the style of truck used for off-road, desert or trial racing.

Bodyshells 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. Radio Control Equipment

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 whilst racing only. The headset shall only cover one ear only. The use of headsets shall be forbidden when marshalling.

#### 4.01. Entrance Requirements

Will be distributed via [www.brca.org](http://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 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 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](http://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 Astro turf and dirt track, if the dirt track was chosen for the national the Astro turf 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 15 minutes 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 scrutining 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 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, refuelling 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 notification of 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 actual 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.

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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 AGM

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.

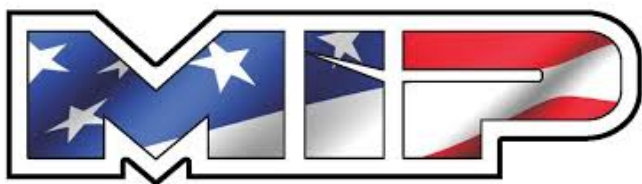
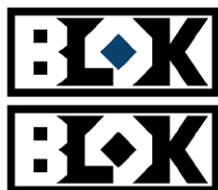
Proposals must be seconded by BRCA members.

All proposals will be posted to the Truggy and Truck section on [www.brca.org](http://www.brca.org)





Supplying only the best stuff



# E8 BUGGY RULES



**BRCA**  
BRITISH RADIO CAR ASSOCIATION

- |                                   |  |
|-----------------------------------|--|
| 1.01. Technical Specification     | 10.01. Finals  |
| 2.01. Appearance                  | 11.01. Race Interruption                                   |
| 3.01. Radio Control Equipment     | 12.01. Protests  |
| 4.01. Entrance Requirements       | 13.01. Penalties   |
| 5.01. Officials                   | 14.01. National Championship                               |
| 6.01. Drivers-Briefing            | 15.01. Track & Safety                                      |
| 7.01. Transponders & Lap Counting | 16.01. Organisation  |
| 8.01. Practice                    | 17.01. Section Conference / BRCA<br>Annual General Meeting |
| 9.01. Qualification               |  |

## Aims

To provide a fun and relaxing uniform format for 1/8th Electric Buggy in an Open National format. The intention is to encompass all commercially available 1/8th Electric Buggy's. We want to grow the electric Truggy into their own class but don't want to turn them away for not having the numbers so they will run with nitro.

## 1.01. Technical Specification

### Dimensions Buggy

Overall length 730mm maximum.

Overall width 310mm maximum.

Wheelbase 270-330mm.

Overall length 585mm maximum, 400mm min.

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.

### Batteries

Only LiPo batteries with a maximum voltage of 14.8V (4S) are allowed.

All LiPo Batteries must be hard cased and/or completely enclosed in a battery or receiver box. This has been set out by the Electric Board at the 2016 AGM. Failure to adhere to this rule may result in having your BRCA licence removed.

### 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

### 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

Cars will have three differentials above the chassis line.

### ESC

Reverse is not permitted to be enabled at any time.

## 2.01. Appearance

(a) Cars shall be a reasonable representation of the style of car used for off-road, desert or trial racing.

## 3.01. Radio Control Equipment

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 - Headsets for the E8 Buggy class are to be forbidden at all times.



## 4.01. Entrance Requirements

This section uses a simple online form for entry into an event for the National series.

Please go to [www.brca.org](http://www.brca.org) where you'll need to log into the site, Select sections, click Truggy + E8 Buggy. The sections events will be displayed on the right hand side of the menu panel, And simply click and enter the chosen event.

Booking in will open on Monday 2nd January 2017 at 9am for all events. Booking in for each event will close at 6am on the day of the event.

## 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 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) 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

(a) There is no free practice. A minimum of round of 6 minute practice may be run before qualifying rounds.

## 9.01. Qualification

Qualifying heats shall be of 6 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. The warm up period will last for 1 minute and the clock will start the next time the driver crosses the line. A car not starting its individual clock prior to the first car completing its first lap will, at this time, have its clock started 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.

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 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. If this is unclear, drivers should report to the race director for further instruction. Marshals need to be at their

posts prior to one minute to the start of the following race.

Marshals should wear the distinguishing hi-vis 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 or race director allows them to.

The highest heat number will marshal heat one. No person under the age of 12 is allowed on the track or in the pit lane, and drivers under-12 are responsible for providing a suitable marshal. Drivers will marshal the appropriate race themselves, unless agreed by the Race Director.

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

A maximum of two mechanics per driver will be allowed in the pit lane to assist with repairs, etc. All mechanics in the pit lane will be required to wear hi-vis jackets/bibs so that they are as equally visible on the track as marshals.

## 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 15 minutes. A minimum of 5 cars 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 may be **REQUIRED** to provide replacement marshals who must be BRCA members. These replacements must check-in at race control before the next race.

The results of the meeting will be used to allocate Championship points to every competitor.

There will be no frequency clearance for finals. Where a frequency clash occurs, the lower qualifier will be requested to change.

The interval between finals will usually be 3 minutes unless otherwise announced. As in qualifying, the next group may not utilise the rostrum or pit area until it has been vacated by the previous finalists.

Grid type starts will be used for finals. Numbers will be placed along the main straight at intervals of at least 5 metres - Where the track does not allow for this spacing, the whole of the main straight must be used.

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. The warm up period will last for 1 lap. Drivers will then need to line up on the start grid and wait for the final procedure to start. A car not starting its individual clock prior to the first car completing its first lap will, at this time, have its clock started and be deemed a late starter. Cars not on the grid with 30 seconds to go before the start will be placed at the back of the grid.

Race Control and not the Start Marshal has ultimate say over the start times of each race. When called to the pit lane by Race Control, the cars must return immediately to the pit lane.

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 but not after 2 minutes of a final has been completed.

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 any race will lose that lap counted. Other penalties may apply.

On completion of their final, drivers 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.

Prior to the start of the A Final drivers will be called in turn to the rostrum in grid order. If a driver is not at the rostrum when called, that driver shall go up after the remainder of drivers has been called.

At the end of all finals, a presentation will be made to the top three drivers in the A finals to allow for photos/media requirements.

## 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.

After 1 round of finals, then the points will be awarded as normal for this round of finals, and a second set of scores for finals will be awarded based on the qualification positions. The final positions will be determined using both of these scores with tie breaks resolved in the normal manner for finals.

After 2 rounds of A finals, the scores from these 2 rounds will be taken and a 3rd set of scores will be awarded based on qualification positions. These 3 scores will then be evaluated in the normal way i.e 2 from 3 and tie breaks resolved using the normal method.

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](http://www.brca.org) and 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.

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.

i. 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 scrutining area).

Driver or associated person entering Race Control unless accompanied by the Race Director or a Sectional Committee member.

10 second penalty in qualification will be given for:

Corner cutting.

Deliberate collision with another car (in addition to championship warning).

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.

Stop/go penalties will be given in finals for:

Corner cutting.

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 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 or releasing a car before being instructed during a stop/go penalty.

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 scrutining within 1 minute of being requested to do so.

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 scrutining 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). For these mechanical failures, cars may re-join after repair.

Driver is found to be using non-commercially available tyres after the race.

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 notification of 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.

The BRCA National Series will consist of 5 meetings. 7 Dates will be published allowing for a reserve Date(s) if required.

There will be One BRCA 1/8th Electric 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).

The Track to be closed on the Friday before the meeting. Practice to be allowed to the people who pre-book (and pay) for the event by the Friday before the national

meeting. People who NO NOT pre-book will not be allowed to enter the practice day. Online booking will close and 10pm on the Friday night.

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.

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Proposals must be seconded by BRCA members.

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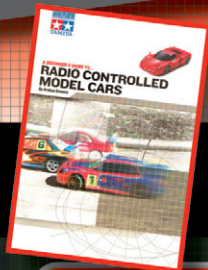
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