

12TH SCALE OVAL SECTION



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BRITISH RADIO CAR ASSOCIATION

2021 HANDBOOK

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TTT Raceway Club Visit

ALAN LEIGHTON
1/12TH SCALE STOCKCARS
25 MARCH 2018




After my first taste of Oval 12th racing I saw myself on the road again this time to the TTT Raceway the little village of Stanton just outside of Burton on Trent.

READ MORE: TTT RACEWAY CLUB VISIT

TTT Race Weekend

CHRISTOPHER JEFFERY
1/12TH SCALE STOCKCARS
22 JANUARY 2018



Read here to check out what happened at the TTT weekend

READ MORE: TTT RACE WEEKEND

F2 Stockcars Event Entry Update

DAVID TOMLINSON
1/12TH SCALE STOCKCARS
09 JANUARY 2018

IMPORTANT INFORMATION
F2 Stockcar Drivers of the round 2 of the XAMTEC F2 World Qualifying Round all booking in will be through the BRCA event section before 18:00GMT on <https://www.brca.org/f2/f2-2018/>

New for 2018 and starting round 4, all event entry will be handled by the excellent BRCA Entry system

READ MORE: F2 STOCKCARS EVENT ENL...

- 1/12TH STOCKCARS MENU
 - 1/12th Stockcars Home
 - 1/12th F1 Stockcars Events
 - 1/12th F2 Stockcars Events
 - 1/12th Stockcars History
 - 1/12th Stockcars Results
 - 1/12th Stockcars Documents
- 1/12TH STOCKCARS EVENTS
 - There are no up-coming events
- 1/12TH STOCKCARS DOCUMENTS
 - 12th Electric F2 Stock Car 2020

Welcome to the 1/12th Oval Section.



My name is Emma Parker. I was voted in as 1/12th section chairlady on 21st September 2019.

I have been a part of the 1/12th F2 Stockcar class since 2017 when my son started racing. My first roll within the class was Public Relations Officer. I did press reports and magazine write ups as well as videos and general promotion of our sport.

We are one of the cheapest forms of radio controlled car racing there is, which still offers great racing and great fun at the same time. Bangers and stockcar racing is a full contact RC sport. So having to smash and bash your way through 5 minutes of fast and furious racing to get to the finish line is great.

1/12th stock cars have been around since the late 1970s where they used to race on wooden floors. Now a days we race on more modern tracks made from fitted carpets. Which gives much better grip for faster more controlled racing. All the tracks are fitted with a timing system and each car has its own transponder to count laps and record those race positions. Races usually last 5 mins, with the exception of championship finals and they are 6 minutes.

There's lots of clubs around the UK and Scotland who race 1/12th Oval. Bangers are very popular with a lot of people. They even make bangers from metal, so they crash like proper cars. Awesome fun.

We welcome everyone, no matter your age or gender. You're all welcome to come and have a go. To find your local track/club, take a look through the book or pop on to the BRCA website.

Emma Parker

Chairlady, BRCA 1/12th Oval Section
12o.chair@brca.org



How To Use This Handbook

This booklet is aimed at competitors, officials and families of the Stock car class and Oval racing. 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 as 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 understand - ask an executive official as appropriate for clarification if you don't understand the general rules.

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. regionals, 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 should 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 how 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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1/12 Oval racing is another of the small scale electric indoor scales raced in the BRCA, and one of the less common forms of racing but highly enjoyable, cheap and popular in the areas where raced.

There are a few classes that are raced such as Hotrods, Saloon Stox but Bangers and Stock Cars are the most common with national championships being run by the BRCA for F1 and F2 stockcar owners.

Types of Oval Racing:

BANGERS

Bangers are one of the most popular formula in the oval section, with clubs all over the country. Most run to the BWS rules which is great. Cars are available from Mardave and Kamtec.

All cars run mechanical speedos with 4 cell Nimh batteries and abs bodyshells. It makes for a fun and ideal formula for beginners. There's well over 100 different style bodyshells, there are also 3 different chassis for bangers short wheelbase (swb), long wheelbase (lwb) and extra long wheelbase(xlwb).

Also there are alloy bangers, same chassis as abs banger but use alloy shells and proper banger style cages. These really look the part with the shells crushing up like the full size cars.



1300 SALOON STOCKCARS

A full contact formula, which run on mechanical esc with 4 cell nimh batteries, again not a firm set of rules as most clubs seem to run their own rules.

2 LITRE SALOON STOCKCARS

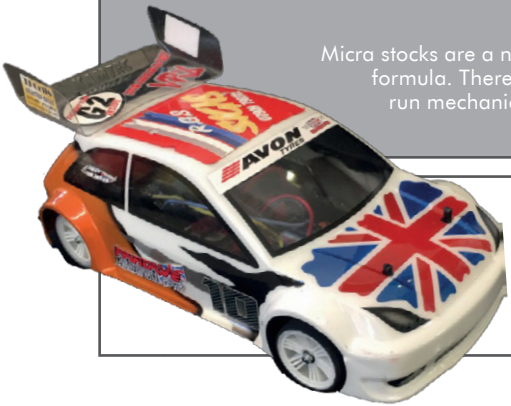
Another full contact formula which run either 6 cell nimhs, brushed cars or 1s liPo brushless cars, again most clubs have their own rules.

MICRA STOCKS

Micra stocks are a new formula again another full contact formula. There are strict rules. All cars are the same, run mechanical speedos and 4 cell batteries and a Nissan Micra shell.

MINI STOCKS

Mini stocks have been around for years and are another full contact formula running either Mardave or Kamtec mini kits.





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www.kamtec.co.uk

Or Contact Keith and The Team On : 01243 842233

HOTRODS

Hotrods are a fast non contact formula, Have been around for several years. Cars can be either brushed 4 cell nimh or brushless 1sl lipo with kits from Mardave, Kamtec, Schumacher and Zen, so plenty of choice. Some clubs also run a classic hotrod class. There are a few other formulas being run at other clubs like 1/12th sprintcars, drift bangers and drift saloon stockcars.

STOCK CARS

Stock Cars these cars are a reasonable representation of the full size BRISCA f1/f2 cars that can be seen on ovals around the country and our national series run in this class currently. Drivers also build their bangers/saloons/hotrods to match full size racers cars.



Types of Track

There are numerous clubs up and down the country where oval racing occurs indoors on a carpeted Oval Track known as the "coffin", some of which can be found in the back of this booklet, and/or on the BRCA web site.

There is no standard size of track, some are quite small, while others are quite large in comparison, this adds to fun of adjusting you're driving skill to match the track conditions, just as in full size racing. The F2s sometimes run on Linoleum to replicate the shale tracks.

Typical Race Format

Most clubs race on an evening all year round, with heats of up to 9 cars (stockcars) racing for 5 minutes, with 3 or 4 rounds and a final. This is full contact racing, and it isn't necessary to be the fastest, but be skilful in how you handle or avoid the hits that brings the success.

The Brca 1/12th stockcar national series runs from January to October mainly on weekends. At the Nationals there are trophies at each meeting and points for the end of season trophies for the best drivers.

All ages and abilities are catered for and most clubs and venues have disables access.

Its all about fun!

One thing that is apparent at stock car meetings, be it National or Club events, is everybody is having fun. There is a serious side to the sport, winning trophies, points and the World Championships, but the main ethos is having fun.

You will not break the bank if you wish to take up this form of radio controlled car racing, for as little as around £300 you could be on the track racing. The best way to find out about these is to visit one of the local clubs that race them.

If you are interested in getting involved with any class, have a look at the club directory and see if there's a club local to you. Go along and have a look for yourselves. All clubs welcome new members of any age. So go along and have a look whats on offer. You never know if you don't take that first step. You could possibly be the next club champion or maybe even the national world champion.

HATHERN RACEWAY

Coalville Labour Club
Bridge Road
Coalville
LE67 3PW

F1 & F2 STOCKCARS

LEVEN MODEL RADIO CAR CLUB VICTORIA HALL

Coaltown Of Balgonie
Fife
Scotland

ALL OVAL

H.O.T RACERS

St Wilfreds School Hall
Eastern Road
Haywards Heath
West Sussex
RH16 3NL

**F2 STOCKCARS,
SALOONS, HOTRODS**

TIT RACEWAY

Stanton Village Hall
Woodland Rd
Burton On Trent
De15 9tj

**F2 STOCKCARS
1/8TH ELECTRIC STOCKCARS**

SMF RACEWAY

The Scout Hut
Oldfield Lane
Wisbech
PE15 2RJ

ALL OVAL

MARCH RACEWAY

Longhill Road Social Club
Longhill Road
March
PE15 OPR

BANGERS

FORCE RACEWAY

Rcm Business Centre
Dewsbury Road
Ossett
Wakefield
WF5 9ND

**F1 & F2 STOCKCARS,
BANGERS**

ESSEX RACEWAY

Hatfield Peveral Village Hall
Hatfield Peveral
Essex
CM3 2HP

F2, BANGERS, HOTRODS

DENTONA RC SPEEDWAY

St Georges Church
Windmill Lane
Denton
Manchester
M34 2EY

**F1 & F2 STOCKCARS,
BANGERS, SALOONS**

WALSALL BANGER CLUB

Green River Community Centre
Green Rock Lane
Bloxwich
Walsall
West Midlands
WS3 1NQ

**F2 & 1300 STOCKCARS,
BANGERS, HOTRODS**

URCC

St Clements Branch Church
Humphrey Lane
Urmston
Manchester
M41 9PE

**F1 & F2 STOCKCARS,
BANGERS**

BURTON BANGER CLUB

The Scout Hut
Park Road Church Gresley
Swadlincote
Derbyshire
DE11 9QF

**F1, F2 & 1300 STOCKCARS,
CLASSICS, BANGERS, HOTRODS**

NEWPORT RACEWAY

The Scout Hut
Waterstone Crook
Kirk Road
Newport On Tay
Fife
DD6 8HY

F1 STOCKCARS

RUGBY STOCKCAR CLUB

Rogers Hall
Hillmorton
Deerings Road
Rugby
CV21 4EN

F1 STOCKCARS

SMRCC

Club Race Venue
Otterbourne Village Hall
Cranbourne Drive
Otterbourne
Winchester
SO21 2EU

BOGNOR REGIS MODEL CAR CLUB

Aldingbourne Community Hall
Oliver's Meadow
Westergate
Chichester
PO20 3YA

FORCE RACEWAY

FLAT OUT RADIO CONTROL EXPERIENCE

RCM BUSINESS CENTRE
DEWSBURY RD, OSSETT
WAKEFIELD WF5 9ND

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Oval Racing every Saturday
Night from 6:30pm
with Bangers & F2 Stock Car,
and Hot Rods on the Circuit!



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F1 STOCK CARS INTRODUCTION, CONSTRUCTION & PROCEDURAL RULES



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BRITISH RADIO CAR ASSOCIATION

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Scottish Rep

Gordon Mutch

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07523 261505

F1 NATIONAL CALENDAR 2021

**DATES TO
BE CONFIRMED**

Please visit

www.brca.org/1-12th-f1-stockcars-events

for updates

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

Welcome to the F1 Stock Cars section.



I am delighted to be working as your class chairman for 2021, and I look forward to working alongside a great team of committee members to grow the class even further. Having been involved in the section since I was 8 years old and travelled all over England, Scotland and Holland I believe that the 1/12th F1 Stockcars provide some of the closest racing in the whole of RC, and if you are not already involved, I highly recommend having a go.

The cars are 1/12th scale version of a full size Brisca F1 Stock Car. They race anticlockwise on oval tracks fitted with carpet, offering fun, high adrenaline and action-packed racing. All tracks are fitted with a timing system and each car fitted with its own transponder, so that you can get race positions and lap times at the end of each race. Races generally last 5 minutes but some clubs run 4 minute races on their club days. It is full contact racing, but very close and competitive between drivers with great banter and atmosphere in the pits.

The F1 Stockcars mainly run brushless systems with a 1s LiPo.

There are national events all over the UK with the winner of the series taking the silver roof and becoming National Points Champion.

Like with the full size F1's we hold a World Championship and European Championships either in the UK or over in Holland. The World Champion races with a gold roof and has the option to use the number 1 on their car. The European Champion races with a red and yellow chequered roof.

We welcome all ages, we hold a Junior National Championship along with Junior World, European and British championships.

In 2019 the World Championship were held at Force Raceway in Wakefield which is a fantastic venue and was a well run event, we look forward to holding more F1 events there in the future, another new F1 track was established in Denton, Manchester in 2020 by the Jacklin Family who race full size F1 Stockcars, we look forward to racing there in 2021. Although 2020 had very limited racing due to Covid-19 restrictions, 2021 looks positive with new tracks and venues.

This class is a perfect place for newcomers to RC Racing as well as people looking for an alternative inexpensive formula. We put emphasis on everyone having fun at our meetings.

I look forward to seeing you all at the ovals.

Regards

Brandon Eccles

Chairman, BRCA 1/12th F1 Stock Cars Section
12of1.chair@brca.org



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F1 CONSTRUCTION RULES 2021

- 1) Models to be a reasonable representation of a full size open wheel Brisca F1 only.
- 2) No car shall be constructed so as to be dangerous to persons or cause damage to competitor's cars or to the track surface. No sharp or protruding objects are allowed on the cars.
- 3) Overall chassis length to be between 285mm and 310mm. Overall chassis width to be a maximum of 160mm.
- 4) Front and rear bumpers must be fitted, and have a contact surface between 9mm and 16mm. The distance between the bumper centreline and the ground must be between 32mm and 41mm. All bumpers must be plugged and have no sharp edges and must be constructed from a non-metallic material.
- 5) Over riders must be bolted to front and rear bumpers. The height from the top of the bumper to the top of the overrides must be between 19mm and 32mm at the front and must have a maximum of 19mm at the rear.
- 6) Nerf bars must be fitted on the same level as the bumpers and attached to the chassis rails with a maximum contact surface of 12mm.
- 7) Body and chassis must be securely joined at the start of race and must remain on car during the race. When initially entered at a meeting the body shell must be neatly finished and complete.
- 8) Bodies and aerofoils must be made from ABS or polycarbonate, metal bodies or aerofoils are not allowed. All windows must be cut out on both Lexan and ABS Shells. The height of the body roof from the floor to be between 88mm and 126mm. Aerofoils if fitted must have no sharp edges and be mounted in a safe manner. The maximum size of the centre panel to be no more than 126mm-126mm, and the side panels 126mm-70mm. The roofs must be painted down to the waistline of the body with the driver's classification colour, if an aerofoil is fitted, this alone may be painted with the driver's classification colour, if the driver wishes. A driver must run their current highest club roof grade. Failure to do so will incur a 25 lap penalty.
- 9) Driver's national race number must be displayed on the exterior of the car, with a minimum height of 10mm. Any colour may be used but it must be legible. Only one racing number allowed per membership. The drivers name must be on the outside of the body.
- 10) The cost of the complete car in kit form excluding all electrics must not exceed £185.00. In the case of scratch built cars the entrant must be prepared to produce exact replicas of the car in kit form if so required for a price of £185.00 or less. Including wheels, tyres, wing and shell.
- 11) Aerial tubes to be a maximum height of 200mm from track surface. Steel whip aerals and rollover masts are not allowed.
- 12) Tyres must be foam or rubber, you can change them from kit supplied and use sleeves, Tyre additives are not allowed.
- 13) Tyres must have a minimum 12mm and maximum 26mm width, and maximum 60mm diameter.
- 14) Rear tyres to be used by the F1 section must be Contact tyres only, 32sh, 35sh, 37sh, and 40sh all with coloured bands in them.
- 15) Ball races are allowed on the front and rear axle. Limited slip devices and differentials of any kind are not allowed, solid rear axle only. Single nut fixing at either end of the axle are allowed only. No carbon axles allowed, Steel rear axle only to be used.
- 16) All cars must have a maximum baseplate thickness of 2mm, with motorblocks bolted directly to the baseplate. Maximum 2 cut slots to provide flex/suspension. Maximum 2 oil filled shocks only. No damper tubes or floating pods.
- 17) Radio control receivers carried in the car can have either two devices connected, (normally the steering servo and the speed controller) or 3 channel (can be used for flashing lights for club level or superstars for national level). Receiver battery packs are allowed.
- 18) The use of multiple speed transmissions (gearboxes) is not allowed, any 32dp pitch gears and holders are allowed. Pinion gears; size (number of teeth) is free.
- 19) There is a minimum ground clearance of 3mm, this includes any protruding screws, 1mm clearance for spur gear.
- 20) Servo savers, track rods and track rod ends can all be up-rated from kit supplied.
- 21) All cars must have reverse fitted and working at the start of the race.
- 22) Cars are to be powered by either a brushed or a brushless system as defined below. BRUSHED SYSTEM G2 2010 Brushed motors (only) These must remain unopened, and unmodified - External motor bearings are NOT allowed. Motor cleaning fluids / additives are allowed. Cars will be powered by a maximum of 6 sub C sized batteries with 1.2v nominal voltage, conforming to the current Electric Board battery list. Brushed Speed controllers are without restriction providing that they include an operating reverse function and are commercially available with a recommended retail price not exceeding £65. BRUSHLESS SYSTEM 10.5 brushless - . Speed Passion v3 10.5t or 13.5t motor only with standard 10 degree sensor plate and factory pink/purple rotor. All motor parts must be factory standard as originally issued. All Lipos used in any competitions MUST be hard-cased. Soft cases or no cases are not allowed. Cars to be powered by a 1S LiPo conforming to the current BRCA Electric Board homologation 1S stick LiPo list and safety considerations. Brushless speed controllers the Pace 45R or Pace 60R speed control must be used. ESC must run in Blinky Mode i.e. the "ROAR blinking LEDs mode."
- 23) For drivers wishing to develop or modify cars, this should be done and tested at club level. The next stage maybe to test at National level, with the consent of the

committee. Any testing at Nationals, will lead to the driver going to the last position after qualifying ie if there are 20 drivers competing, after qualifying the testing driver will be deemed to be 20th. No testing driver will pick up any points for the series or receive any trophies.

- 24) If you intend to alter your car in any way that is not covered by the rules, you must check with the class scrutineer, for approval. We expect all drivers to use common sense when modifying cars and to enter into the spirit of the sport.
- 25) Front suspension can be used with no damping allowed. The Section reserves the right to retain a speed controller and motor after the conclusion of a meeting to measure its performance against the above criteria in a controlled environment. The equipment, or identical new replacements, will be returned to the competitor within 5 working days. Sanctions may be taken against a competitor and/or manufacturer if a controller is found to be non-compliant.

FI PROCEDURAL RULES 2021

General Rules And Regulations

These General Rules cover all F1 Meetings. They should also be read in conjunction with specific construction rules.

General Rules

- 1) The Chairman and Secretary positions elected at the section's AGM shall be held for two years. These positions should be elected on alternate years.
- 2) Any competitor found to be in contravention of the rules and procedures will be disqualified from that meeting, be it at club or nationals events etc and will serve a suspension period deemed appropriate by the committee.
- 3) A Junior must be under the age of 16 at the start of the season and shall remain a junior for the entire season. The start of the season is defined by the date of the first 12th Stock car National.
- 4) The 1/12th Stock car National Season to run from February to November with a Minimum break between each national round of 4 weeks. Excluding the Worlds, Euros, Dutch/British Open and Scottish National Weekends.
- 5) All national meetings and BRCA title meetings to be run to BRCA rules without exception.

General Nat. & Open Race Meeting Rules

- 1) All National meetings will be arranged by the event organiser, bookings can be by form, email or text. Entry fee is payable by cheque, paypal or cash on the day. Entry fee to be £7 per junior and £10 per adult. £2 of the entry fee will go to the BRCA 1/12th F1 Section. BRCA cards must be shown at meeting sign on. All BRCA sanctioned events must have a agenda published at least one month before, Any driver who books for a National event and fails to attend without valid reason will be required to pay the host club the full entry fee before they can compete in any further national meetings. This agenda to cover such items as

- a) Venue, Date and approximate times of practice, heats and final.
 - b) Contact names, phone numbers and addresses.
 - c) Closing date for entries.
 - d) Any special requirements of the venue, power points, lead acid batteries etc.
 - e) Details of available refreshments.
 - f) Notify if concourse event will be run
 - g) Drivers must book in with full name, BRCA number and official race number
- 2) Entries to be compiled via the club promoter or nominated club representative.
 - 3) Drivers must supply 3 frequencies for each class entered, not 3 split between classes.
 - 4) Lap scoring at all national meetings to be carried out by an approved automated lap counting program, on a reliable computer system approved by the committee.
 - 5) A suitable audible signal will start each race.
 - 6) The following officials must be present at each sanctioned event: Race Director, who must be present throughout the meeting. Chief Scrutineer, who will ensure that all cars meet the requirements of the rules. BRCA Steward, who has absolute authority at race meetings and is responsible for interpretations of the rules.
 - 7) Health and Safety. These rules are mandatory and the meeting may not proceed until the BRCA steward is satisfied that these have been observed:
 - a) A first aid kit is to be made available for self-administration. This is to be held in an easily accessible area (at club official's discretion).
 - b) Fire extinguishers should be available at all venues.
 - c) Junior members aged 10 or 11 years of age will only be permitted to marshal if: They wish to do so. They use a marshalling stick. They do not walk on the racing area whilst the race is in progress.
 - d) If drivers are to stand on a rostrum over 2 foot in height e.g. stage or platform then a suitable fixed front barrier is required and must meet the satisfaction of the safety officer or BRCA steward in attendance.
 - 8) All open and national meetings shall be run on carpet. Minimum track width is 1 metre. Start lines must be clearly visible.
 - 9) National venues to have minimum six power points available for competitor's use.
 - 10) Lap scores may only be questioned by the driver involved. A parent or guardian can represent a junior member.
 - 11) Drivers to marshal races as instructed, failure to comply will result in a 25 lap penalty from their total qualifying score.
 - 12) Code of conduct Any misconduct by a driver or their pit crew may be penalized at any committee member's discretion. Drivers or pit crew who fail to observe the code of conduct will be disqualified from the meeting.
 - 13) Drivers shall be responsible for the collection and fitting of the correct transponder in their car.

- 14) All competitors will drive from the designated position. Failure to comply will result in the loss of that race's score.
- 15) Any car losing a wheel or tyre during a race must be removed from the track and have it replaced. Failure to comply will result in immediate disqualification from that race.
- 16) Any repairs to vehicles must be affected off the track.
- 17) Once a race has started, the changing of cells is strictly forbidden.
- 18) Transmitters must be switched off whilst not racing. External battery packs for radio transmitters are not allowed. Voltage supply to the transmitter may not exceed the manufacturer's recommendations.
- 19) Protests must be in writing and must include a £10.00 fee. This fee is refunded if the protest is upheld. If a standard motor is protested and found to be legal then the value of the motor is reimbursed to its owner.
- 20) Only legal transmitter frequencies may be used and all equipment must conform to the current regulations.
- 21) All National meetings count towards the national Championship. A driver can drop their lowest national points scoring meeting. If a driver is to miss a national round that would count as their lowest national points scoring meeting.
- 22) There shall be a minimum of 10 minutes practice for each class being raced at the meeting. Practice shall be allocated either by Peg Board or by structured practice heats. The minimum time allowed between heats will be 3 minutes.
- 23) Trophies to be given out as soon as possible to allow people who have travelled a long way to start their journeys earlier.
- 24) Trophies will be awarded to 1st, 2nd & 3rd in the A final. At all meetings there shall be trophies for best blue, yellow & white roof grades and there will also be trophies for the top 3 juniors at every National, Open, Euros and Worlds meeting. Race promoters may award trophies for Concourse and any other 12th Electric Stock Car 2020 17 awards as they see fit. Trophies must be of reasonable quality.
- 25) At all national meetings the cars will be scrutineered by the BRCA official scrutineer or deputy or official club scrutineer before each heat and before & after finals. A scrutineering box and gauge to be made available for all BRCA meetings.
- 26) If a motor is changed, the scrutineer must approve it. Failure to get the motor approved will result in loss of any results whilst using the new motor.
- 27) Any body-shells entered in the concourse event must be run for the duration of the event.
- 28) At the end of the meeting, all score sheets to be given to the BRCA points compiler who will check all results and be responsible for the distribution of the points tables.
- 29) The World Champion will have a gold roof, and may not be graded lower than Superstar for a four-year period after the title win. The National Senior Points

Champion will have a silver roof, and cannot be graded lower than red for five years. The European Champion will have a red/yellow chequered roof and cannot be graded lower than red for two years. The British Open Champion will have a black/white chequered roof and cannot be graded lower than red for two years. The Ladies National Champion will have two 10mm pink stripes. The Junior World Champion will have a 10mm gold stripe. The Junior National Points Champion will have a 10mm silver stripe. The European Junior Champion will have a 10mm red/yellow stripe. The English Open winner shall have the flag of St. George on the roof. The Scottish Open winner will have the flag of St. Andrew on the roof. The Welsh Open winner shall have the flag of St. David on the roof. All open roof colours will only last for a twelve month period after the title win. All club champions or points champions shall have flashing lights or two gold stars and be recognised at national level. National grading will apply to all racers except those who have never raced at a national meeting before who will be allowed to start at their club grade. Only novices new to radio controlled racing may be graded as a white top roof. If a driver is a member of multiple clubs then their highest grade will apply at national level. A driver may not drop more than one grade through lack of attendance. A driver may not drop below yellow through lack of attendance. For a maximum of 12 months or until the event is run again.

- 30) There will be one Race Number list for 1/12th Stock cars. Drivers racing in the previous years' series shall be able to keep their previous Race Number, provided they have registered with the Number Secretary by 28th February of the following year. If not registered by this date, previously used numbers can be applied for. All unused numbers to be issued on a first come basis.
- 31) National dates are to be finalised by 1st March.
- 32) The world champion has the option to display the number 1 on their car for however long they hold the championship title.

Stockcar Racing Rules

- 1) Heats and finals to be of 5 minute duration, except in the case of a large entry when races may be reduced to 4 minutes duration. Heats must be shuffled each round and a reasonable cross-section of roof grades must be present in each heat.
- 2) National meeting format, 5 minute races. 4 rounds with your best 3 rounds to count, commencing with white grades on the back straight opposite the start/finish line, then yellow a quarter lap down, blue grades a further quarter behind and so on, Top 7 go straight to the final, The next 9 cars go through to the consultation. The Top 2 from consultation race are promoted to make a 9 car final. Finals and consolations will start in qualifying order Minimum five, maximum nine cars in any one race. This applies at organizational stage only. A tie at

any national meeting will be decided by the highest lap score of any round followed by the next highest etc., then if still a tie, it will be decided on split times of the highest lap

- 3) Stockcars will race anticlockwise on an oval track.
- 4) The 1/12th Stockcar Worlds will be run annually in the month of November and the European Championships will be run annually in the month of February.
- 5) National points format 10 points for a heat win, 9 points for 2nd, 8 points for 3rd, etc.... Final winner will score 30 points, 2nd 28 points, 3rd 26 points, 4th 25 points, 5th 24 points, 6th 23 points, 7th 22 points, 8th 21 points and 9th 20 points. The Remaining 7 Drivers from the consolation will be scored with additional heat points, 10, 9, 8 etc...

British Open Meeting Rules

- 1) Dates for the British Open need to be in by the end of March. The committee will decide on which club will hold the British Open if multiple entries are received.
- 2) Entry fee at the discretion of committee.
- 3) Entries to be compiled via the club promoter or nominated club representative.
- 4) British Open meeting format, 5 minute races. 4 rounds with your best 3 rounds to count, Top Qualifier straight to the final, The next 16 cars get split into 2 Semi's, top 4 cars from each Semi are promoted to the Final.
- 5) All Junior entries will be entered into the British Junior Final which will be ran after the Semi's.

European Championship Meeting Rules

- 1) The 1/12th Stock car European will be run annually, A club will be drawn at AGM to see who hosts the Euros.
- 2) The European Championships will be run over 1 or 2 days at promoters discretion.
- 3) Dates/location for the European Championships need to be in by the end of March.

- 4) Entry fee at the discretion of the promoter.
- 5) Entries to be compiled via the promoter or nominated representative.
- 6) Meeting format, 5 minute races. Timed practise on first day. Between 4 and 6 rounds at promoters discretion, best 3 rounds to count. The Top 16 cars get split into 2 Semi's, top 4 cars from each Semi are promoted to the Final.
- 7) The loosing cars from each semi have a Last Chance Consolation Race, where the winner is promoted to the back of the grid in the final to make it a 9 car final.
- 8) All Junior entries will be entered into the European Championship Junior Final which will be ran after the Semi's.

World Championship Meeting Rules

- 1) The 1/12th Stock car Worlds will be run annually. A club will be drawn at AGM to see who hosts the Worlds.
- 2) The World Championships will be run over 1 or 2 days at promoters discretion
- 3) Dates/location for the World Championships need to be in by the end of March.
- 4) Entry fee to at the discretion of the promoter.
- 5) Entries to be compiled via the promoter or nominated representative.
- 6) Meeting format, 5 minute races. Timed practise on first day. Between 4 and 6 rounds at promoters discretion, best 3 rounds to count. The Top 32 cars get split into 4 quarters, The top 4 cars from each quarter are promoted to make 2, 8 car Semi's, top 4 cars from each Semi are promoted to the Final.
- 7) The loosing cars from each semi have a Last Chance Consolation Race, where the winner is promoted to the back of the grid in the final to make it a 9 car final.
- 8) All Junior entries will be entered into the World Championship Junior Final which will be ran after the Semi's.

Useful Links and for section contact information please visit

www.brca.org/sections/12th-stockcars

www.facebook.com/groups/1541764409371446/



F2 STOCK CARS INTRODUCTION, CONSTRUCTION & PROCEDURAL RULES



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F2 NATIONAL CALENDAR 2021

**DATES TO
BE CONFIRMED**

Please visit

www.brca.org/12s-f2-events

for updates

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

Welcome to the F2 Stock Cars section.



You will find F2 stockcar clubs all across the uk, from Scotland right down south to Cornwall. Each club offers their own championships but the BRCA 1/12th F2 stock car class also organise a national series of championships, including the English champion, National points champion, European champion and the world champion. We also like to encourage our juniors, So we also run the junior championships along side the big ones. Our current junior world champion is just 12 years old.

The F2 stock cars have many different manufacturers. Our cars are all widely available. Either in kit form from an online store such as Kamtec or track side from a builder/racer at your local track. F2 stock cars use a brushed motor, electronic speed controller and a 4 cell 4.8v NIMH battery. Plenty of power output making for some fast and close racing on track all year round.

If you need any further information, help or advice on our F2 stock car section, please do not hesitate to get in touch. The cars themselves are 1/12th scale and are a version of the full size BRCA f2 stockcars. Powered by 4 cell NIMH batteries and a brushed 21 turn motor with an electronic speed controller. Racing over 5 minute heats. Racing is very close and competitive with great banter and atmosphere in the pit area.

In 2019 the world championship was sponsored by TEKIN and the 2020 world championships were sponsored by RCE and UFRA tyres. 2021 sponsorship still to be revealed.

The 2019 world championship final was won by Morgan Williams. The national points championship was won by Rob Whalley. Noah Bailey won the Junior National Points and Junior World Championship. Making that two years in a row for the young man who is also my son. Yes, I am a very proud mum. He first won the junior world championship at the age of 10 years and 16 days old. So never think your too young. We accept anyone of any age, as long as your thumbs work then come and join in. Timothy Bailey won the English championship with George Taylor winning the junior English Championship.

As 2020 was such a strange year, and we could not do much indoor racing, we decided as a collective that all 2019 champions retain their titles for 2020. The 2020 European champion is Morgan Williams and the junior European is Noah Bailey.

In 2021 we'll be taking the f2s on tour all over the UK again. Hot racers (home of the gold roof) will be holding their first speed weekend, with the Schumacher golden helmet on the Saturday night and the national round on the Sunday. If covid rules allow.

Keep your eyes peeled for the sponsors of the world championships being announced. Schumacher will be sponsoring the Golden Helmet championship for 2021.

We welcome everyone, no matter your age or gender. You're all welcome to come and have a go. To find your local track/club, take a look through the book or pop on to the BRCA website.

Emma Parker

Chairlady, BRCA 1/12th Oval Section
12o.chair@brca.org



Avenger Racing F2 Stock car

World Championship winning F2 Stock car
Points champion winner at both
Hathern Raceway and TTT Raceway.

BRCA legal F2 stock car, built to a simple design for speed, durability and ease of maintenance, with many parts available from Mardave stockists.

These are ideal cars for people who are novices to RC stock car racing, or who already race bangers or V12 hotrods as the majority of parts are interchangeable.

Cars and spares available from

Allan Inness 07967 455613

or

Phil Chadbourne 07888 789989

Race with the champions

Avenger Racing

F2 CONSTRUCTION RULES 2021

- 1) Models to be a reasonable representation of a full size open wheel F2 Brisca stock car. F2 Stock car Body for all Championship meeting.
- 2) No car shall be constructed so as to be dangerous to persons or cause damage to competitor's cars, or to the track surface. No sharp or protruding objects are allowed on the cars.
- 3) Overall chassis length to be between 285mm and 310mm. Overall chassis width to be a maximum of 163mm.
- 4) Front and rear bumpers must be fitted, and have a contact surface between 9mm and 16mm. The maximum bumper height must not exceed 46mm (measured at the top of the bumper) and have a minimum height of 27mm (measured from the bottom of the bumper) All bumpers, Top chassis and nerf rails must be plugged and have no sharp edges and must be constructed from plastic.
- 5) Nerf bars must be fitted on the same level as the bumpers and attached to the chassis rails with a maximum contact surface of 12mm.
- 6) Over riders must be bolted to front and rear bumpers. The height from the top of the bumper to the top of the overrides must be between 19mm and 32mm at the front and must have a maximum of 19mm at the rear.
- 7) The baseplate can be constructed from alloy, glass fibre or carbon sheet, and must not have splits or cuts for suspension.
- 8) Rear suspension to be of the pod type, with a single pivot at the front and simple spring arrangement. No oil filled shock absorbers.
- 9) Independent front suspension can be used (a simple Spring arrangement) with no damping allowed. No oil filled shock absorbers. No beam axle and no alloy wishbones.
- 10) Ball raced Axles are allowed front and rear.
- 11) There is a minimum ground clearance of 3mm, this includes any protruding screws, 1mm clearance for spur gear. 12) Tyres must be foam or rubber, Tyre additives are not allowed.
- 13) Tyres must have a minimum 20mm and maximum 26mm width, and a maximum 60mm diameter.
- 14) The use of multiple speed transmissions (gearboxes) is not allowed, only 32dp pitch gears will be allowed. Limited slip devices and differentials of any kind are not allowed, solid rear axles only. Single nut fixing at either end are allowed only. No carbon axles allowed.
- 15) The cost of the rolling car (excluding all radio, batteries, Esc, and motor) must not exceed £125.00. In the case of scratch built cars the entrant must be prepared to produce replicas of the car if so required for a price of £125.00 or less.
- 16) MOTORS. Only one drive motor per car. Only motors that meet the following specification to be used. (see scrutineer if unsure)
- 17) BATTERIES. Cells to be sub-C sized, 4 cell, 4.8v Nominal. Any capacity is allowed.
- 18) Mechanical or Electronic Speed Controllers may be used. Maximum RRP of £85.

- 19) All cars must have reverse fitted and working at the start of the race.
- 20) Body and chassis must be securely joined at the start of a race and must remain on car during the race. When initially entered at a meeting the bodyshell must be neatly finished and complete.
- 21) Bodies and aerofoils must be made from ABS or polycarbonate, (LEXAN). Metal bodies or aerofoils are not allowed.
- 22) ABS Bodies must have all four windows cut out, LEXAN bodies can have their windows uncut but must be left clear. The height of the body roof from the floor to be between 88mm and 126mm. Aerofoils if fitted must have no sharp edges and be mounted in a safe manner. The maximum size of the centre panel to be no more than 126mm-126mm, and the side panels 126mm-70mm.
- 23) The roof must be painted down to the waistline of the body with the driver's grading colour if an aerofoil is not fitted. If an aerofoil (roof fin) is fitted, this alone may be painted with the driver's grading colour.
- 24) Driver's national race number must be displayed on the exterior of the car. The drivers name must also be on the outside of the body.
- 25) Steel whip aerials & rollover masts are not allowed.
- 26) If you intend to alter your car in any way that is not covered by the rules, you must check with the class scrutineer for approval. We expect all drivers to use common sense when modifying cars and to enter into the spirit of the sport.
- 27) Racing is in an anti-clockwise direction only.
- 28) Contact is allowed, though no follow ins, striking stranded cars or roof shots. Anyone seen to be deliberately doing any of the above will be asked to remove their car from the track.
- 29) Wheels only dog drive wheels with notches (standard) to be used, with a maximum width of 26mm only . No LMP or GT12 style bolt wheels allowed. Only single bolt wheel and axle fittings allowed.
- 30) There must be a minimum distance of 23mm between the baseplate and the Top chassis, this distance must be maintained between the wheelbase of the car. This is take into account some cars run with front and rear sub chassis.
- 31) Race ready cars to race on track must have a minimum weight of 1200g, this will be measured before every race.

F2 PROCEDURAL RULES 2021

General Rules And Regulations

These General Rules cover all F2 Meetings. They should also be read in conjunction with specific construction rules.

General Rules

- 1) The Chairman and Secretary positions elected at the section's AGM shall be held for two years. These positions should be elected on alternate years.

- 2) Any competitor found to be in contravention of the rules and procedures will be disqualified from that meeting, be it at club or nationals events etc. and will serve a suspension period deemed appropriate by the committee.
- 3) A Junior must be under the age of 16 at the start of the season and shall remain a junior for the entire season. The start of the season is defined by the date of the first 12th Stock car National.
- 4) New race fee for Adults £12.00 Juniors £10.00.
- 9) Drivers to marshal races as instructed, failure to comply will result in a 25 lap penalty from their total qualifying score. Junior drivers do not have to marshal so long as a substitute marshal can replace them. Once cars have raced , they need to be placed into a park ferme (as designated by race control) until marshaling duties are finished.

General Nat. & Open Race Meeting Rules

- 1) BRCA membership cards must be shown during booking in procedure. It is advised that any club holding a BRCA sanctioned event should include an agenda of the meeting with the entry form. This agenda to cover such items as:
 - a) Venue, date, and approximate times of practice, heats and finish time.
 - b) Contact names, addresses and phone numbers.
 - c) Closing date for entries.
 - d) Any special requirements of the venue ; power points, lead acid batteries etc.
 - e) Details of available refreshments.
- f) Entry forms must include a space for the driver's BRCA membership number & official BRCA race number.
- 2) Lap scoring at all national championship meetings to use an automated system with amb/mylaps/ mrt transponders, on a reliable computer system approved by the committee.
- 3) A suitable audible signal will start each race.
- 4) The following officials must be present at each sanctioned event: Race Director, who must be present throughout the meeting. Chief Scrutineer, who will ensure that all cars meet the requirements of the rules. BRCA Steward, who has absolute authority at race meetings and is responsible for interpretations of the rules.
- 5) Health and Safety. These rules are mandatory and the meeting may not proceed until the BRCA steward is satisfied that these have been observed:
 - a) A first aid kit is to be made available for self administration. This is to be held in an easily accessible area (at club official's discretion).
 - b) Fire extinguishers should be available at all venues.
 - c) Marshalling sticks must be provided.
 - d) If drivers are to stand on a rostrum over 2 foot in height e.g. stage or platform then a suitable fixed front barrier is required and must meet the satisfaction of the safety officer or BRCA steward in attendance.
- 6) All open and national meetings shall be run on carpet. Minimum track width is 1 metre. Start lines must be clearly visible.
- 7) National venues to have minimum six power points available for competitor's use.
- 8) Lap scores may only be questioned by the driver involved. A parent or guardian can represent a junior member.
- 10) Code of conduct Any misconduct by a driver or their pit crew may be penalized at any committee member's discretion. Drivers or pit crew who fail to observe the code of conduct will be disqualified from the meeting.
- 11) Drivers shall be responsible for the collection and fitting of the correct transponder in their car.
- 12) All competitors will drive from the designated position. Failure to comply will result in the loss of that race's score.
- 13) Any car losing a wheel or tyre during a race must be removed from the track and have it replaced. Failure to comply will result in immediate disqualification from that race.
- 14) Any repairs to vehicles must be affected off the track.
- 15) Once a race has started, the changing of cells is strictly forbidden.
- 16) Transmitters must be switched off whilst not racing. External battery packs for radio transmitters are not allowed. Voltage supply to the transmitter may not exceed the manufacturer's recommendations.
- 17) Protests must be in writing and must include a £10.00 fee. This fee is refunded if the protest is upheld. If a standard motor is protested and found to be legal then the value of the motor is reimbursed to its owner.
- 18) Only legal transmitter frequencies may be used and all equipment must conform to the current regulations.
- 19) Trophies to be given out as soon as possible to allow people who have travelled a long way to start their journeys earlier.
- 20) At all national meetings the cars will be scrutineered by the BRCA official scrutineer or deputy or official club scrutineer before each heat and before & after finals. A scrutineering box and gauge to be made available for all BRCA meetings. Once cars are scrutineered they must stop on the scrutineers table (park-ferme) until 30 seconds before the race starts.
- 21) If a motor is changed, the scrutineer must approve it. Failure to get the motor approved will result in loss of any results whilst using the new motor.
- 22) At the end of the meeting, all score sheets to be given to the BRCA points compiler who will check all results and be responsible for the distribution of the points tables.
- 23) In the event of an issue with lap counting (for more than one car) the race affected will be run again.
- 24) Team Schumacher 2021 F2 Golden helmet Championship sponsored by Schumacher 4 Rounds will be added to the world championship qualifying rounds to make a speed weekend on a Saturday night/Sunday

running Core 21 stock brushed motors and 4.8v Nimh batteries and schumacher contact tyres with the finals to be run on World Finals Championship weekend.

F2 Stockcar Racing Rules

- 1) Meeting format, 5 minutes races, 4 rounds with your best 3 rounds to count, commencing with white grades on the back straight, opposite the start/finish line, then yellow a quarter lap down, blue grades a further quarter behind and so on. Top 2 go straight to the final, the next 16 cars go through to the two consolation races, the top 3 from each consolation race are promoted to make an 8 car final. Finals and consolations will start in qualifying order and will be of a 6 minute duration Awarding of points from the event. 1st 100, 2nd 99 etc down to 8th place in the final. Then 9th place will be the person who finished 3rd in there semi (with the highest laps) 92, then 3rd in the other semi 91, then 4th in there semi (with the highest laps) 90, then 4th in there other semi 89 etc down to the lowest lap score in the semi, then 80 for the first none semi qualifier down to the last racer, One extra point for top qualifier.
- 2) A Minimum five, maximum nine cars in any one race This applies at qualifying stage only. A tie at any meeting will be decided by the highest lap score of any round followed by the next highest etc., then if still a tie, it will be decided on split times of the highest lap.
- 3) Stock cars will race anticlockwise on an oval track.
- 4) Points for the meeting will be awarded as follows: - 100 points for winner of final, dropping by one point for each driver down to last place, with one extra point for top Qualifier.
- 5) Worse round score to be dropped when qualifying for the World Final with the Top 32 drivers from qualifying going into 4 quarter finals, top four from each quarter go through, leaving 16 finalists going into 2 semi-finals, top four from each semi-final leaving an 8 car final, if the existing world champion fails to make the top 32, they can start at the back of the grid in the final.
- 6) Closed grids in all nationals, semis, grand nationals consolation and world series Not staggering like gt12s Grand National championship has 12 qualifiers.
- 7) Over seas race- top 4 from race get a place in each of the 4 quarters for world final.
- 8) Minimum of 3 rounds of qualifying to be done before a place can be gained in the world finals.
- 9) Any part of the car may be substituted at a meeting except the bottom chassis without having it stamped by scrutineer. Old one to be left in scrutineering until the end of the meeting.
- 10) If a car is found to be illegal after the final, the car/driver is automatically disqualified.

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WE HAVE REFRESHED OUR RANGE
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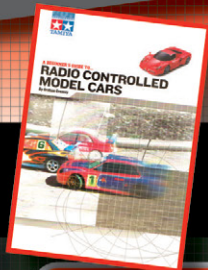
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