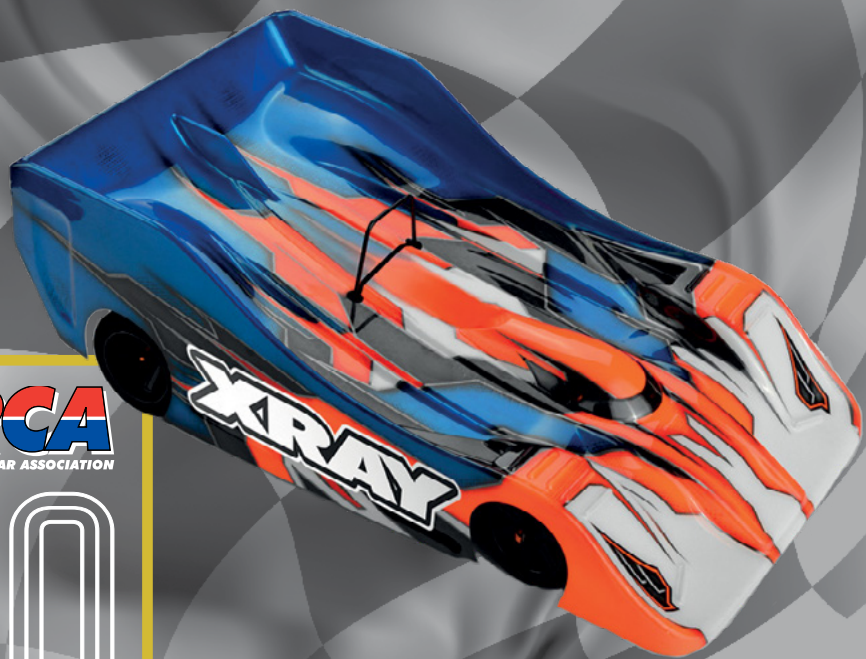


8TH SCALE CIRCUIT 2022 HANDBOOK



BRCA
BRITISH RADIO CAR ASSOCIATION

50

★ YEAR ANNIVERSARY ★



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

The screenshot shows the BRCA website interface. At the top, there is a navigation bar with links for HOME, CLUBS, EVENTS, AGM, JOIN, CONTACT, and BRCA COVID-19 INFORMATION. A LOG IN button is located in the top right corner. Below the navigation bar is the BRCA logo and the text "BRITISH RADIO CAR ASSOCIATION". To the right of the logo, a date box displays "14 MON, FEB". Below the logo, there is a secondary navigation bar with links for HOME, SECTIONS, RESULTS, RULES & DOCUMENTS, SMART SEARCH, and MORE. The main content area features a section for "1/8th Scale Circuit". On the left, there is a small image of a radio-controlled car with the BRCA logo on its side. To the right of the image, the text reads "1/8th Scale Circuit". Below this, there is a paragraph of text: "For more information about 8th Circuit and Covid-19 please [Click Here](#)". This is followed by two paragraphs of text describing the 1/8th circuit model cars and the excitement of racing them. At the bottom of the main content area, there is a small paragraph about the 1/8th scale I.C. powered four-wheel drive car. On the right side of the page, there is a sidebar with a "1/8TH CIRCUIT MENU" section containing links for 1/8th Circuit Home, 1/8th Circuit Events, 1/8th Circuit History, 1/8th Circuit Results, and 1/8th Circuit Documents. Below this menu is an "Archive" link and a "NEW TO 1/8TH CIRCUIT?" button.

Hello and welcome to the 1/8 scale on road section.



What is 1/8th On Road Racing

8th Circuit / On Road cars are arguably the fastest RC race cars in the world in both Nitro/Gas and Electric powered configurations. Both classes of car raced here in the UK are based on fully independent suspension, using four wheel drive chassis with LMP style body shells. Reaching speeds in excess of 75mph, the Nitro/Gas cars are being powered by a 2 stroke 3.5cc engine running at 35,000 RPM, producing 2.5hp which drive the wheels through 2 speed gearboxes. The Electric version cars are powered by 4 Cell LIPO batteries through a fully configurable ESC (Electric Speed Controller).

The 1/8 on road section arrange events throughout the UK each year on permanent RC tracks which away from the National Series Championship can be used for practise and club racing .. to help hone your driving skills and develop your understanding of "set-up".

My Profile

After flying model scale model aeroplanes with my father, then doing some pylon racing I started racing 1/8 cars in the 1970's with a 2 wheel drive SG, then progressing to the 4 wheels drive Serpent. I stopped as my work commitments got higher and then marriage and family stopped my racing for many years.

Getting back into RC car racing some 8 years ago with Electric 1/12 LMP at my local club in Tonbridge I started 1/8 outdoor for racing in the summer months and this rekindled my passion for the class.

Being asked to join the committee a few years back and seeing the efforts the committee members put in to the section I just wanted to help and to be asked to Chair the section was and is a great honour. As I start my second year as chairman I hope to continue to help guide our section forward even during these difficult times. Feel free to contact me with ideas and suggestions if you are an experienced racer or just coming in to the sport. I wish old a new members to the section a good years racing and I'll see you at the track soon.

Our section has seen steady growth over the past few years, this can be attributed to the hard work of the section committee and the track side support offered by the specialist retailers offering not only parts and upgrades but also advice and assistance to help you get the most enjoyment from your racing.

Racing with Nitro/Gas cars offers a different dimension with finals being run where fuel stops and sometimes tyre changes are needed to complete the race. This brings fuel stop strategy, tyre selection and the team work with your pit crew to maximise your racing. The pit crew could be wives, girlfriends, sons, daughters, fathers, mothers or friends. Other people with experience are often in the pit lane to offer support through the day.

The Electric class brings different strategies to your racing, with special attention given to getting the most from the car set up and its power train to complete qualifying and maximise your opportunity in the aggregated finals.

Our objective through our race events is to give the driver the maximum track time we can provide at the facility. To offer everybody a fair and equal amount of time to set up the

cars for that particular track and the conditions on the day and to give you, the racer, the opportunity to compete not against your competitors but to provide a National Championship for everyone to participate in.

This year we will run seven National Series Championship rounds. The format for the events offers open free practise on Saturday mornings, controlled, timed seeding, heats in the afternoon. Sunday is race day, with a number of qualifying rounds and finals for everybody. Three leg aggregated finals in the increasing popular Electric class and Nitro finals from 20 to 30 minutes in duration based on your qualifying position.

Something to mention here and it's a big part of our section, is the "après race". Many drivers, Pit Crew and families camp at the tracks or use local hotels and the banter and camaraderie throughout the pits continues in to the bars and restaurants in the evenings giving a great atmosphere to enjoy your racing.

To start your journey in the fastest RC car section visit your local track, speak to your local retailer or contact any of the section committee who will be more than happy to guide you to the adrenalin packed world of 1-8th Circuit.

Lee Palmer

8th Circuit Section Chairman

How To Use This Handbook

This booklet is aimed at competitors or officials for the 8th Circuit 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. 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 propose that this rule be changed at the Section AGM. The Section AGM will be held at the last meeting of the year on the Saturday at the same time as the main BRCA AGM.

A Section Rule to be changed; send it to the Section Secretary who will liaise with you to ensure it's then voted on at their section conference. An Association General Rule including the Constitution; send it to the Association Secretary who will liaise with you to ensure it's voted upon at the Association annual general meeting.

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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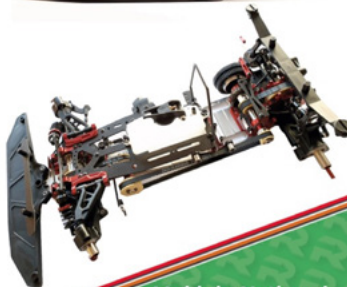
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APRIL		
16th - 17th	BRCA 1/8 Circuit National Round 1	Brookland
MAY		
14th - 15th	BRCA 1/8 Circuit National Round 2	Halifax
JUNE		
11th - 12th	BRCA 1/8 Circuit National Round 3	Cotswold
JULY		
16th - 17th	BRCA 1/8 Circuit National Round 4-1	Adur
16th - 17th	BRCA 1/8 Circuit National Round 4-2	Wombwell
AUGUST		
20th - 21st	BRCA 1/8 Circuit National Round 5	Halifax
SEPTEMBER		
10th - 11th	BRCA 1/8 Circuit National Round 6	Cotswold
OCTOBER		
8th - 9th	BRCA 1/8 Circuit National Round 7	Brookland

National Series Information

Entry fees to be paid online prior to the meeting and closes two weeks before each event. A late fee of £10 will apply after this.

The championships will be contested over 7 outdoor rounds on tarmac with each driver's best 5 scores counting towards their final placing in the Series C (Full points will be awarded at BOTH Regional events round 4).

Please join the section's Facebook page for more news, photos, and gossip.

Entry fees to be paid online prior to the meeting at:- www.brca.org/8c-events



NOTE:

Covid-19 restriction may still apply during the 2022 season. The Section will make every effort to hold all of the events as per the above calendar and follow government guidelines. Reserve date(s) would only be used in the unlikely event of a rescheduled meeting's being required. For up to date information, see the website: www.brca.org

bSi

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We will again be providing Trackside support at ALL UK National races in 2022

8TH SCALE CIRCUIT CONSTRUCTION & OPERATING RULES 2022



BRCA
BRITISH RADIO CAR ASSOCIATION

1.1 1/8 IC CONSTRUCTION RULES

- 1.1.1 Maximum width of the car including wheels is 267mm
- 1.1.1.1 Dimensions tested via BRCA supplied scrutineering equipment
- 1.1.2 Maximum height of body when securely mounted to the chassis is 170mm / 180mm inc gurney strip (wing) with a 20mm spacer under the chassis
- 1.1.2.1 Dimensions tested via BRCA supplied scrutineering equipment
- 1.1.3 Maximum tyre width is 64mm
- 1.1.3.1 Dimensions tested via BRCA supplied scrutineering equipment
- 1.1.4 A car specific manufacturer's front bumper must be fitted. Only car specific manufactures rear bumpers may be fitted. No 3rd party or Hybrid bumpers are permitted
- 1.1.4.1 Visual check by BRCA designated scrutineer
- 1.1.5 The minimum dry weight (dry car no fuel) of a car complete with tyres body personal transponder and clips is 2350g
- 1.1.5.1 Weight will be tested via BRCA supplied scrutineering equipment
- 1.1.6 Brakes are only allowed to operate on the rear wheels
- 1.1.6.1 Visual and operational test to be carried out by BRCA Designated Scrutineer
- 1.1.7 Cars must be fitted with de-clutching system
- 1.1.7.1 Visual and operational test to be carried out by BRCA Designated Scrutineer
- 1.1.8 All cars must be fitted with a mechanical failsafe device to close the carburettor in the event of a failure in the throttle linkage (mechanical or electrical).
- 1.1.8.1 Visual and operational test to be carried out by BRCA Designated Scrutineer at any time during the meeting
- 1.1.9 Maximum total fuel system capacity is 125cc, this includes all lines and filter to the carburettor. All capacity inserts within the fuel tank must be fixed.
- 1.1.9.1 Fuel system capacity will be tested via BRCA scrutineering equipment

1.2 ENGINE / SILENCERS / MANIFOLDS

- 1.2.1 The engine must be commercially available and a maximum of 3.5cc
- 1.2.1.1 Visual check by BRCA designated scrutineer
- 1.2.2 The engine must be fitted with a silencing system from either the current BRCA or EFRA approved list.
- 1.2.2.1 Visual check by BRCA designated scrutineer
- 1.2.3 All engines must be fitted with an approved INS air filter
- 1.2.3.1 Visual check by BRCA designated scrutineer
- 1.2.4 No part of the exhaust system should protrude through the body shell and the exhaust outlet must be horizontal or below the horizontal
- 1.2.4.1 Visual check by BRCA designated scrutineer
- 1.2.5 If the Race Director declares a "Wet Race" the use of wet weather air filters are permitted. Either a specific wet weather filter or by drilling a maximum 3mm drain hole at the base of the INS filter.
- 1.2.5.1 Visual check by BRCA designated scrutineer

1.3 FUEL

- 1.3.1 Fuel should consist of a mixture of Nitro Methane, Methanol, lubricating oil and colouring dye.
- 1.3.2 The maximum percentage of Nitro Methane is 16% by volume
- 1.3.2.1 Testing will be via the BRCA approved 16% Nitromax test equipment in accordance to the operating instruction of the device

1.4 BODY SHELLS

- 1.4.1 All current commercially available 1/8 scale LMP bodies from either the approved BRCA Circuit list or that have an EFRA designated moulded number are allowed
- 1.4.1.1 Visual check by BRCA designated scrutineer
- 1.4.2 Maximum of 10mm clearance is allowed for protrusions through the body shell and wheel arches which must be cut out to the same maximum clearance
- 1.4.2.1 Visual check by BRCA designated scrutineer

1.5 PENALTIES

- 1.5.1 Contravention of any construction rule during qualifying will result in the loss of FTD irrespective of the round where the infringement occurred
- 1.5.2 Contravention of any construction rule during a final will result in disqualification from the event, no points awarded.

2.1 1/8 ELECTRIC CONSTRUCTION RULES

- 2.1.1 Maximum width of the car including wheels is 267mm
- 2.1.1.1 Dimensions tested via BRCA supplied scrutineering equipment
- 2.1.2 Maximum height of body when securely mounted to the chassis is 170mm / 180mm inc gurney strip (wing) with a 20mm spacer under the chassis
- 2.1.2.1 Dimensions tested via BRCA supplied scrutineering equipment

- 2.1.3 Maximum tyre width is 64mm
- 2.1.3.1 Dimensions tested via BRCA supplied scrutineering equipment
- 2.1.4 A car specific manufacturers front bumper must be fitted. Only car specific manufactures rear bumpers may be fitted. No 3rd party or Hybrid bumpers are permitted
- 2.1.4.1 Visual check by BRCA designated scrutineer
- 2.1.5 Minimum ready to run weight is 2500g for fully independent suspension cars
- 2.1.5.1 Weight will be tested via BRCA supplied scrutineering equipment
- 2.1.6 Minimum ready to run weight for fixed chassis cars is 2200g
- 2.1.6.1 Weight will be tested via BRCA supplied scrutineering equipment
- 2.1.7 Brakes are to be a combination of the speed controller and motor dynamic braking and only operate on the rear wheels.
- 2.1.7.1 Visual and operational test to be carried out by BRCA Designated Scrutineer

2.2 BATTERIES / MOTORS / SPEED CONTROLLERS

- 2.2.1 Any combination of commercially available Lithium based hard cased batteries are permitted with a maximum voltage total of 14.8V
- 2.2.1.1 Visual and voltage check via the BRCA scrutineering equipment
- 2.2.2 Brushless motors with a 5mm pinion shaft to be used
- 2.2.2.1 Pinion shaft dimension check via the BRCA scrutineering equipment
- 2.2.3 Electronic speed controllers (ESC) to be used. Reverse operation to be disabled
- 2.2.3.1 Visual and operational test to be carried out at Scrutineer request
- 2.2.4 The maximum UK (Recommended Retail Price) RRP for the combined cost of the ESC and Motor is £325.00
- 2.2.4.1 Internet search of UK retailers to be carried out by the designated Scrutineer

2.3 BODY SHELLS

- 2.3.1 All current commercially available 1/8 scale LMP bodies from either the approved BRCA Circuit list or that have an EFRA designated moulded number are allowed
- 2.3.1.2 Visual check by BRCA designated scrutineer

2.4 PENALTIES

- 2.4.1 Contravention of any construction rule during qualifying will result in the loss of FTD irrespective of the round where the infringement occurred
- 2.4.2 Contravention of any construction rule during a final will result in disqualification from the event, no points will be awarded

3.1 1/8 IC OPERATING RULES

- 3.1.1 All competitors to install personal transponders. It is driver's responsibility to ensure compatibility with the BRCA timing system
- 3.1.1.1 Visual checks and tested via timing system
- 3.1.2 Only EU/UK approved DECT5 technology headsets using the OFCOM approved operating range of 1880 to 1900 MHz are permitted
- 3.1.2.1 Visual check and verification via manufactures technical specification.
- 3.1.3 The pit lane must be kept clear at all times. Pit crews and mechanics must not impede other cars when picking up or releasing serviced cars during a pit stop.
- 3.1.3.1 Visual check by designated committee member
- 3.1.4 All cars to enter and leave the track via the pit lane
- 3.1.4.1 Visual check by designated committee member
- 3.1.5 Only two mechanics or pit crew per driver is allowed in the pit lane at anytime
- 3.1.5.1 Visual check by designated committee member
- 3.1.6 Refuelling of cars including the fuelling system must take place behind the designated rear face of the pit wall
- 3.1.6.1 Visual check by designated committee member
- 3.1.7 No car to be driven against the normal flow of traffic either in the pit lane or on track at any time.
- 3.1.7.1 Visual check by designated committee member
- 3.1.8 At the end of each heat / final all cars to be delivered to scrutineering with the fuel bottle used in the run and clearly marked with the car number with enough fuel to allow testing of A) fuel system / tank capacity. B) Nitromax fuel test. If either the fuel system capacity or nitromax test result is a fail a second test will be carried out with the driver present.
- 3.1.8.1 Testing to be carried out using the BRCA scrutineering equipment
- 3.1.9 Qualifying duration will be 4 minutes plus time to complete last lap
- 3.1.9.1 Designated / configured within the BRCA timing system
- 3.1.10 The driver must use only one chassis per heat or final
- 3.1.10.1 Visual check by designated committee member

3.2 PENALTIES

- 3.2.1 Contravention of any operating rule during qualifying will result in the loss of FTD irrespective of the round where the infringement occurred
- 3.2.2 Contravention of any construction rule during a final will result in disqualification from the event
- 3.2.3 Pit lane refuelling infringement during a final will result in a 10 second stop go penalty for the first offense and disqualification for any further infringements there after. Where a designated stop / go area is not available, cars must be picked up by the drivers pitman / mechanic and not serviced for the duration of the penalty.

4.1 1/8 ELECTRIC OPERATING RULES

- 4.1.1 Traction / drive batteries (Lithium based) be charged in a suitable charging pouch via a commercially available charging system
 - 4.1.1.1 Visual check by scrutineer
- 4.1.2 The Maximum permitted charge rate and final charged voltage is governed by the rules detailed in the BRCA Electric Board Specifications.
 - 4.1.2.1 Checked by BRCA scrutineer testing equipment (Multi Meter)
- 4.1.3 Only EU/UK approved DECT5 technology headsets using the OFCOM approved operating range of 1880 to 1900 MHz are permitted
 - 4.1.3.1 Visual check and verification via manufactures technical specification.
- 4.1.4 The pit lane must be kept clear at all times. Pit crews and mechanics must not impede other cars when picking up or releasing serviced cars during a pit stop.
 - 4.1.4.1 Visual check by designated committee member
- 4.1.5 All cars to enter and leave the track via the pit lane
 - 4.1.5.1 Visual check by designated committee member
- 4.1.6 Only two mechanics or pit crew per driver is allowed in the pit lane at anytime
 - 4.1.6.1 Visual check by designated committee member
- 4.1.7 No car to be driven against the normal flow of traffic either in the pit lane or on track at any time.
 - 4.1.7.1 Visual check by designated committee member
- 4.1.8 Qualifying duration will be 5 minutes plus time to complete last lap
 - 4.1.8.1 Designated / configured within the BRCA timing system
 - 4.1.9 Qualifying starts will be called race number from the designated start line
- 4.1.10 The driver must use only one chassis per heat or final
 - 4.1.10.1 Visual check by designated committee member

5.1 PENALTIES

- 5.1.1 Infringement of any operating rule during qualifying will result in loss of FTD irrespective of the round the infringement occurred.
- 5.1.2 Failure of any operating rule in a final disqualification from event

6.1 SCRUTINEERING

- 6.1.1 The BRCA 8th section will provide scrutineering equipment for the event. This is the "standard" for the event therefore any car found to be non compliant to the equipment provided is deemed to have failed scrutineering.
- 6.1.2 Any scrutineering equipment found to have been damaged, must be notified to the committee immediately and a replacement will be used where appropriate
- 6.1.3 The BRCA 8th section scrutineering equipment will be available from the start of the event for drivers to pre tech their cars.
- 6.1.4 Scrutineering will be carried out by a designated individual or individuals at any time during the event
- 6.1.5 In the event of an infringement or failure a second test will be taken with either the driver or the drivers designated pit person present to confirm the result of the original test

7.1 DRIVER PROTEST

- 7.1.1 A driver can protest any decision made by the committee or its designated personnel during the event.
- 7.1.2 Any protest regarding either Construction or Operating rules must be accompanied with a £100 fee (payable to the section) and fully documented detailing the protest.
- 7.1.3 If the protest is upheld by the designated BRCA officials the original decision will be reversed and the fee returned
- 7.1.4 If the protest is not upheld the original penalties will be applied and the fee will be taken

NOTE: These operational rules are for the BRCA 1:8th Circuit Class and may differ in some slight respects from those in other countries. Please be aware that if you are racing in another country or at a GP or EC your car may need to be altered to suit the rules used at these events. The rules are written on the basis of "If it does not say you can you cannot" if you have any doubt about a rule please do not hesitate to ask one of the committee to clarify the situation before you do it.

8TH SCALE CIRCUIT RACE PROCEDURE GUIDANCE



1.1 ENTRY PROCEDURE

- 1.1.1 Details of meeting to be made available not less than four clear weeks before each meeting. Race entry fees to be as decided at the AGM by the section committee, further details to be available on BRCA web site.
- 1.1.2 Pre-entry will be via the online entry system at www.brca.org and must be made no later than midnight on the Friday two weeks preceding the race meeting. At the time of booking the entry must be paid in full using the online electronic transfer system (PayPal) Any entry after this time must be sent via email to 8thcchair@brca.org. The extra fee for a late entry will be £10. If you don't follow this your entry will be not valid.
- 1.1.3 Refunds – as agreed at the last BRCA Executive Meetings for 2022 refunds are being harmonised 'An event entry cancelled prior to the closing date will be refunded in full'. This can only happen if YOU cancel your own entry online, before the closing date. This will cancel your entry and refund you. The closing date is Midnight Friday two weeks before the meeting. There will be no carrying over of entry fees to another round.

1.2 RANKINGS

- 1.2.1 All new drivers start with the same ranking. They will be put into the bottom ranked heat (they might be moved based on their 3-lap performance in controlled practice) The ranking system is worked out based on your last 6 rolling results (a mix of qualifying and finishing results) This is updated after every meeting, and this becomes your new ranking. Unless you withdraw from the meeting before the finals you will be ranked for that meeting.

1.3 CHAMPIONSHIP

- 1.3.1 A National Series Championship is to be run. Points will be awarded at any of the National or Designated Regional Meeting. Points from National – Regional Meetings for the National Series Championships are awarded as follows: - 1st place in the A final = 100 points, down to last place in the A final = 91 points. 1st place in the B final = 90 points, down to last place in the B final = 81 points and so on from C to Z finals. One extra point will be given for top qualifier (TQ) Up to 3 meetings per season may be run in conjunction with the BRCA 1/10 on road section.
- 1.3.2 A Junior Series Championship will also be run. A junior is defined as being 16 or under on the first Open meeting date of the National Calendar of that year. As for points for the Junior Championship, they will be calculated on an open basis, points being awarded from 100 down according to positions in finals. All points taken on results from the finals. One extra point will be given to the top qualifier (TQ).
- 1.3.3 There will be further Championships based on skill ratings (rankings). These will be published at the start of the season. Points for this Championship will be calculated on an open basis, points being awarded from 100 down according to positions in finals. All points taken on results from the finals. In all championships one extra point will be given to the top qualifier (TQ) in that championship class.
- 1.3.4 There will be Trophies for first, second and third places in all Championships.
- 1.3.5 Ties in the Championship are resolved firstly by comparing the number of first places, second places etc. as may be required in their scoring rounds of the championship.
- 1.3.6 The National Championship will consist of 7 rounds with 5 to count. This is made of 6 national round and one regional round.

1.4 SAFETY

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

1.5 HYGIENE

- 1.5.1 For BRCA recognition a national meeting must meet such hygiene requirements as the Standards Sub-Committee decide appropriate for the venue and occasion, a minimum of which will be flushing toilets and running water, if possible, for the duration of the meeting.

- 1.5.2 In order not to interfere with people's peace and quiet in the on-site caravanning/ camping facility, generators should not be run between the hours of 10-00 pm and 9-00 am, or as specified by the hosting venue in the event of these hours being different.
- 1.5.3 No model car engines are to be run outside the times laid down by local club restrictions.

2.0 RACE PROCEDURE

- 2.0.1 During Saturday and all time running on the track all cars must conform to the construction rules. The meeting will have a pre-defined timetable. There will open practice on the Saturday morning subject to local track operating hours. With subject to local operating restrictions there can be up to three controlled practise rounds in provisional heat order. The three rounds will contain heats approximately 5 minutes in length for all classes. This is where the drivers best three consecutive timed laps may be used to determine their heat position for Sunday upon the agreement of the committee.

Any driver not completing in controlled practice will be placed into a suitable heat (excluding the top heat) as agreed by the committee.

With subject to local operating restrictions after the controlled practice the track may then remain open for further free practise.

Saturday's timetable is subject to change given factors on the day such as poor weather conditions. On Sunday one round of practise in official heat order may be run subject to local track operations.

- 2.0.2 If you're not on 2.4GHz a driver's radio should have at least two frequencies available.
- 2.0.3 Drivers ranked of known high ability will have their start position adjusted if to the unreasonable detriment of other high-ranking drivers. This adjustment will not place them in the top heat.
- 2.0.4 If a meeting is abandoned for whatever reason, then all completed and correct rounds on the day will be used as the result. If there is no full round, then there will be no scores to count.
- 2.0.5 To qualify for a final the car must have completed a minimum of one timed lap during a qualifying heat under its own power which has been recorded by the race timing system.
- 2.0.6 Up to four rounds of qualifying will be run whenever possible with due regard to the number of drivers entered. However, where the track is restricted to its hours of use and / or due to weather etc this may be reduced at the discretion of the committee members present. All IC heats will be of 4 Minutes duration plus time to complete last lap with up to 3 minute warm up. All electric class heats will be of 5 minutes duration plus time to complete last lap.
- 2.0.7 Designated Officials will be in control of driving standards, interference decisions, protests, rule applications, etc. If the host Club/Circuit cannot supply a computer operator, then £160 will be deducted from the race fees payable to the Club/Circuit, this money to be given to the computer operators towards expenses incurred travelling to the race meeting.
- 2.0.8 The Designated Officials will monitor driving standards and competitor behaviour and give out suitable penalties.
- 2.0.9 Drivers to marshal the heat following the one in which they race, except for drivers from the last heat who marshal heat one. Finalists will marshal the final set out by the committee. No substitutes will be allowed (excluding drivers under 16), except in special circumstances and with the permission of the Designated Official. Pre event scrutineering maybe carried out at the committee's discretion.
- 2.0.10 The Designated Official(s) may request inspection of any entrant's car, at any time to scrutineer any or all applicable specifications.
- 2.0.11 Racing commences at the start of the published race schedule. The race or heat programme may be stopped, delayed or amended due to changes in the weather. This decision will be taken by the Designated Official(s) and drivers' representative of that day.
- 2.0.12 Only drivers entered in the heat or final and designated officials to be on the rostrum whilst that heat or final is running.
- 2.0.13 Provisional results will be declared within 15 minutes of the completion of the last final and technical inspection. Drivers will have a further 15 minutes in which to register a protest with the race director of any penalties imposed. If no protests are received after this time limit, results will be declared Final, and awards presented.
- In the event of a protest being lodged. The race steward together with at least 2 stewards or officials of the meeting will consider the protest and a decision will be made within a maximum of 30 minutes. If the drivers protest is upheld the results will be amended and declared final. If the drivers protest is not upheld the results will still be declared final. However, the driver may lodge an appeal to the BRCA executive committee together with an appeal fee of £50. This must be received by at the BRCA no later than 7 days after the completion of the event. The BRCA executive committee will have a further 7 days to consider the appeal. If upheld the driver will receive a refund of his appeal fee, The results amended and any championship points recalculated. In the event the appeal is turned down the drivers appeal fee will be forfeit.

2.2 START PROCEDURE FOR HEATS

- 2.2.1 For 8th IC Circuit a rolling start will be used. For electric starts all cars completing a warmup must enter the track via the pit lane, the warmup must be completed before 30 seconds to the start and

at this time cars can then be placed onto the track. Cars will then start in number order.

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

2.3 FINALS

- 2.3.1 All National Meetings will feature A to Z type finals. The finals will have a maximum of 10 drivers in them.
- 2.3.2 There may be 10 minutes between finals where appropriate. Any one driver may call a 10-minute delay to their final prior to all cars being called to the pit lane (under starters orders). All other cars must remain untouched in the pitlane during this time and their drivers must remain on the rostrum.
That driver will then start at rear of grid behind all others. Depending on circumstances gap between following finals may be decreased should timetable require.
- 2.3.3 Duration of finals: - A final = 30 minutes, B final = 25 minutes and all other finals 20 minutes. All electric class finals will be of 5 minutes duration and an aggregate from two of three legs. British Open finals may be changed if required.
- 2.3.4 Qualification for finals will be taken on the driver's best qualifying results. There will be 10 cars in the A Final and a minimum of 5 cars in the lowest final.
- 2.3.5 There will be an award for 1st place along with awards for 2nd and 3rd places in all finals, an award will be presented for FTD.
- 2.3.6 Start procedure for finals will be based on an Le-Mans type start with a distance between cars of 5 metres with a start position determined by the Designated Official(s).
- 2.3.7 Where 2 or more drivers do not manage to complete a lap in their final, points will be awarded according to where they qualified in relation to each other, so the faster of the drivers will get ninth position and the slower tenth (in the case of 2 drivers not starting)

2.4 PENALTIES

- 2.4.1 A driver disqualified from their final will be awarded no points for the meeting and demoted to last place in the final.
- 2.4.2 Any infringement of the rule regarding extra additives (except: - Nitro Methane, Methanol and Lubricating Oil) to the fuel will result in a twelve month ban from all National Meetings. The ban will start from the date of the infringement. Any Championship Points accumulated up to that point will be cancelled.
- 2.4.3 Failure to marshal after your heat will result in loss of FTD
- 2.4.4 A finalists who fail to marshal the first final to be run will not take part in the A Final demoted to last place and awarded no points for the meeting.
- 2.4.5 Other finalists who fail to marshal the final following their final will be disqualified, demoted to last place in their final and be awarded no points for the meeting.
- 2.4.6 Any car infringing the start (jump start or mechanic failing to release car) will face a jump start penalty given at the discretion of the Designated Official



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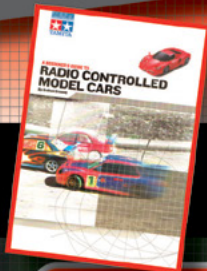
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