

1.	General BRCA Rules
2.	RULE PRECEDENCE
2.1	The BRCA Association General Rules detailed in the current BRCA Handbook are mandatory for all Sections. Therefore, the following Section rules and guidelines are additional to General Rules but do not take precedence.
2.2	The Section Rules are designed to cover all requirements for the National Series and other Sanctioned events.
3.	DEFINITION OF TERMS USED
3.1	'Committee' - The BRCA 1/10th Off-Road Truck Section Committee as established by the BRCA Constitution. Committee decisions require a quorum consisting of at least 40% of the total committee membership.
3.2	'Sanctioned Event' - A race event for which the Committee has approved the date(s), venue(s) and organiser(s). Only sanctioned events may use the letters BRCA in their title.
3.3	'Organiser' - The club or organisation that hosts a sanctioned event.
3.4	'National' - A race event sanctioned by the Committee, the results of which count towards the BRCA 1/10th Off-Road Truck National Championships.
3.5	'Race' - A Qualifying Heat or Final.
3.6	'Commercially Available' - Where the term commercially available appears in BRCA documentation in regard to racing equipment allowed in 1/10th Off-Road Sanctioned events, it is defined as any item or items being accessible for purchase by anyone and therefore must be or have been available in UK retail outlets in reasonable volume at any one time. New versions of tyres/compounds or tyres that have not been produced within an acceptable time, as deemed by Section officials, that are therefore not easily available to all competitors may be disallowed.
4.	SANCTIONED EVENTS
4.1	Off-Road Truck Sanctioned events including the National Championship, it is possible that further specific events could be sanctioned by the committee. At any sanctioned event, if a minimum of 6 entries per class are not received by the closing date, then that class will be cancelled and the "round to count" for that class will be adjusted accordingly. The Section committee reserves the right to cancel any of these events if the total numbers of entries across all classes, at closing date would result in the event not being viable. If a class or event is cancelled at the closing date then all affected entrants will be told about the cancellation by email within 48hours. Entries received after the closing date may not be accepted.
4.2	Only Clubs/Organisers affiliated to the BRCA are allowed to run Sanctioned events.
4.3	Drivers entering these events must be a BRCA member, in order to compete.
4.4	At Sanctioned events, BRCA membership cards or proof of membership may be required to be shown at 'booking in' for the event.
4.5	Applications to host a National event will be opened the day after the last round of the current national series, and will close on the closing date for section AGM proposals. All applications must be emailed to the section chairman, and a conformation email will be sent to acknowledge receipt of the application.
4.6	Applications must include full details of the venue, including: pitting area, toiletry facilities, rostrum design/ suitability, race control facilities, local accommodation's, policy for camping /caravans, and advice on suitable control tyres if applicable. Details of standards required can be obtained from the section secretary. Sanctioned events can only be granted by the committee, however the venues for the rounds of the nation championships will be voted on by all attendees at the section AGM with the dates being decided by the section committee. The calendar of events will be published at the latest in February of each year. Dates are subject to force majeure and the approval by the committee of the venue and organiser.
4.7	The Committee is to ensure that National Championship venues and general facilities are of a suitable standard for National events.
4.8	Time table for outdoor sanctioned events. Friday: camping details to be made available on the entry form/fact sheet. Saturday: Practice, gates open 11am (or earlier- to be made available on the entry form/factsheet, open practice from 12pm to 7pm. Generators off at 10pm. Sunday: gates open /generators on 7am, open practice 8am to 9am, race brief 9.05am, round 1 at 9.30am, following rounds on the hour (minimum 1 hour per round) Finals start minimum 30 minutes after qualifying.
5.	EVENT OFFICERS
5.1	In addition to the appointment of a BRCA Steward as described in BRCA General Rule 5, sanctioned events must have the following officials: - Race Director - Responsible for the meeting overall, Timekeeper - Lap counting and Final's arrangements, supplied by the host club Referee- a suitable person to be supplied from the host club Scrutineer - Checking that technical rules are upheld, Drivers Rep. - Represents driver queries.
5.2	Entry to all events is via the BRCA events page, the pre-booking entry fee will be £12per round per class.
5.2.a	NO booking on the day, only pre-paid drivers from the reserve list will be accepted
5.2.b	Drivers who fail to turn up to a meeting without completing the cancellation form will not receive a refund, cancellation form must be completed on or before the closing date to receive a refund, exceptions to be approved by the section committee.
6.	THE TRACK
6.1	Safety procedures as detailed in General Rules 6, 8 & 9 must be adopted. The rostrum and steps must be of sound construction. The design of steps should conform to recognised dimensions. Guard rails of suitable strength and position must be in place.
6.2	Tracks will be laid out so that there are no hidden areas when viewed from the driver's rostrum area.
6.3	Track markings must be placed to define the track lay-out and to minimise any corner cutting.
6.5	At all National format events outdoors, tracks will be a minimum of 3 metres wide and minimum 130 metres in length. Track layout and length should take into consideration for the number of drivers in each heat to ensure all areas are covered by Marshalls.
6.6	At Sanctioned events, other than Nationals, it is recommended that tracks are a minimum of 3 metres wide, but must be a minimum of 2.4 metres wide.
6.7	The straight for starting finals, will be a minimum of 20 metres long, with no obstructions, including any form of jump, sudden rise or fall.
6.8	Start and finish lines must be marked. A 'penalty line' must be marked 2 metres in front of and parallel with the qualifying start line.
6.9	All tracks will have a designated 'pull-off' area for cars that have completed a race.
6.1	At all National events, there will be a designated 'stop go' penalty area.
6.11	All finals will have staggered grid starts at 2 metre intervals and two rows of cars. The top qualifier will choose which side of the grid they wish to start from.
6.12	Track layout can be changed or altered after or during Saturday practice if the dimensions are not to specification or there is a safety issue at the discretion of the section committee and the host club.
7.	RACE PROCEDURES
	GENERAL
7.1	All BRCA Sanctioned events will be run to BRCA rules. At National Championship events 'drivers briefing' will be scheduled to take place before racing.
7.2	The BRCA 1/10th Off-Road Truck Committee will provide a series laptop and the clubs to supply the timing and PA until the section can afford its own equipment at all National Championship events,
7.3	The Committee will provide scrutineering aids for all National events. If cars are required to be scrutineered prior to a Heat/Final, any component parts that are changed after passing inspection will require such cars to be re-checked in the specification raced.
7.4	At all BRCA Championship events, a copy of the BRCA rules must be available.
7.5	Sanctioned Championship events must have individual lap times displayed for all competitors.
7.6	At all sanctioned events it is the driver's responsibility to securely fit the lap recording equipment to their car before the start of any race. At National events (including events using the Section timing equipment), competitors are required to supply their own Personal Transponder and are responsible for informing the organiser of the 'unique number' of this item. The competitor is responsible for ensuring that such equipment functions with adequate signal strength and is compatible with the event timing equipment as per manufacturer's specifications for the timing equipment. The Time Keeper is not required to perform a manual count or adjust times if a non-specified transponder is used. Transponder malfunction procedure: -
7.6.1	If the Personal Transponder malfunctions and a lap(s) is not recorded, competitors may have their number of laps adjusted manually providing that: - The transponder starts the race clock for the Heat (In Finals, this is computer generated) and records a finishing time for the Heat/Final and an official(s) is satisfied that the car was circulating during any missed laps. Whilst this adjustment may be implemented more than once in an event, officials have the authority to refuse the procedure if a Transponder is continually missing laps in Heats/Finals. The competitor will be advised accordingly.
7.6.2.	If the Personal Transponder starts the race clock, but does not record a finishing time, then officials may award a calculated finishing time and appropriate number of laps based on any recorded information available. The procedure of calculating the finishing time will only be adopted once for each competitor in any individual event.
7.6.3.	If the Personal Transponder does not start the race clock, then no laps or time will be awarded.
7.7	All Heats and Finals will be of the same duration.

- 7.8 The Race duration will be a minimum of five minutes, plus last lap allowance.
- 7.9 The Qualifying Heats will consist of a maximum of ten cars.
- 7.10 With the possible exception of the lowest Final, all finals will be scheduled to consist of ten cars. Any driver electing not to take part in a Final will result in an empty space on the grid. (Drivers from a lower Final are not promoted upwards).
- 7.11 Cars can only be driven within the confines of the designated track area.
The use of radios* (including self-seeking frequency systems), to drive cars within the pits or spectator areas is not allowed unless permission is given by the Race Director. Competitors may only drive during their allotted race and then only from the platform of the drivers' rostrum.
Spectators, pit-crew or competitors (not in a race), must not interfere with the progress of any driver within a race.
- 7.12 A penalty will be applied to any driver that enters or leaves the rostrum whilst a Heat or Final is in progress, unless instructed to do so by an official. Race 'in progress' is clarified as from: - 'when the first car is started (all cars in Finals)' to 'the race is declared over'.
- 7.13 All mechanics/pit-crew are to stay at their allotted positions until race over is declared or instructed otherwise by an Official.
- 7.14 At the first round of the National Championship, the drivers will be seeded based on the previous year's championship finishing order in the class obtained. For subsequent rounds the drivers will be based on current ability percentage. Drivers who have competed before or are a known grade may have their heat seeding adjusted with the discretion of the section committee. This heat structure will remain constant throughout all rounds of the National Series.
- 7.15 A suitable time warning will be given prior to the commencement of each race, as detailed in the race program.
- 7.16 Cars must not cross the start line before the start signal is given. Any movement off the start line after being placed "under orders", and before the start signal has been given, may result in a jump start penalty being awarded.
- 7.17 Only the Race Director, Timekeeper or a Referee may call for a restart of a race within the first lap of the leading car. Only the Race Director, Timekeeper or a Referee may abandon a race after the first lap of the leading car and then time must be allowed for recharging.
- 7.18 At the race end, when the car has passed the finish line, and the finish signal has been given, the car must pull off into the designated pull-off area, so as not to interfere with any other competitors. A driving penalty may be awarded if any car continues to circulate the track after having received the finish signal, and especially so if that car in any way interferes with a competitor still racing.
- 7.19 If a race is abandoned, only cars running at the time the original race was aborted will be allowed to restart.
- QUALIFYING**
- 7.20 All Sanctioned events will use staggered starts for the qualifying rounds. The start order within heats for Round one can be chosen by random order, or alternatively can be based on Championship positions within each Heat. After the first Round the start order for subsequent rounds will be determined by each driver's fastest time.

At National events (and any events controlled by the National organisers), cars will be automatically called to the start-line and automatically called to start at an interval determined jointly between the Timekeeper. Timing/counting starts for each car separately the first time that car passes the timing loop. For any car that does not start as directed, the latest their individual clocks will be started is when any other car in the qualifying heat completes a full lap.

- 7.21 At National and other sanctioned events:
4 Rounds of qualifying will be scheduled, weather/external circumstances permitting. Qualifying Rounds take precedence over Finals if it is foreseen that the full schedule cannot be completed. If 2 Qualifying Rounds are not completed, the event will be considered null and void.
- 7.22 The Qualifying method can be FTD or Round by Round and the method will be announced at drivers' briefing. The Race Director may choose Round by Round qualifying when he decides that the track or the weather will not produce consistent conditions in every round of qualifying.
The FTD qualifying method uses a competitor's best single time to determine their place in a final. Any 'ties' which exist when all qualifying rounds have been completed will be decided by: the three fastest laps (ignoring the single fastest lap) achieved in each competitor's best single time will be added together.
The competitor with the lowest total will be awarded the 'tie'. If this total fails to break the 'tie', then the fourth fastest lap will be considered and onwards until the 'tie' is broken. No times from any other qualifying rounds will be considered.
The Round-by-Round qualifying method awards points for each competitor's position in each qualifying round individually. Highest qualifying position in each Round will score zero (0) points, second place will score two (2) points, third place three (3) points and so on.
Weather/external circumstances may prevent all scheduled qualifying rounds being completed, therefore points from each driver's best qualifying rounds are added together to determine a final qualifying position as follows: -
4 Rounds completed - Best 2 to count.
3 Rounds completed - Best 2 to count.
2 Rounds completed - Single best Round to count.
All other qualifying round scores will be discarded. Each Round has to be completed for any points to be awarded.
If two or more drivers achieve the same time in any Round, the same points will be awarded to each driver and the next driver not tying will receive points relative to his position in the Round. In the event of a tie when the points from the 'counting' Rounds are totalled, the driver with the single best points within the rounds that counted will be awarded the tie. If this comparison fails to break the tie, then the laps and times from the 'tying drivers' highest finishing positions will be compared. The driver with the fastest lap and time total will be awarded the tie.
In the case of a continuing tie then the second-best scores will be compared. In the unlikely event of a continuing tie at this point, the lap times from the heat that gave the highest finishing position will be compared and the fastest single lap will decide, then the second fastest and so on.
- 7.23 When Round by Round qualifying is used if a driver loses or has his best round time adjusted due to incurring a penalty, then all drivers between his original position and adjusted position in that Round, will move up one place.
- 7.24 When Round-by-round qualifying has been chosen, the Race Director may make changes to the track layout when these are deemed necessary due to bad weather and/or safety considerations. Any changes must only be made at the end of a completed round of qualifying.
- 7.24.1 When Round by Round qualifying is used, competitors that decide to withdraw from the event once the event has started, must not be removed from the event. This ensures that round scores already established are not affected.
Any competitor that withdraws from competing in a Final, will result in a 'blank' space on the Final grid. Competitors are not promoted upwards to fill the space, either from the specific Final or other Finals.

8 THE FINALS

- 8.1 The Finals will be of the A-to-Z style.
- 8.2 All Finals must use a staggered grid start
- 8.3 The Top Qualifier of each class will choose which side of the grid they wish to start from. This choice will be used for all subsequent finals of that class.
- 8.4 All finals will run over three legs with the best results of two of the three legs to count. In terms of penalties incurred, each leg of the Final is considered to be a separate race.
- 8.5 Drivers rostrum position for all Finals will be decided by Qualifying position. Higher grid position has preference and drivers may claim their due position when stepping onto the rostrum.
- 8.6 There will be no delay allowance at the start of a Final for a driver that is found to be using an incorrect frequency.

9 MARSHALLING REQUIREMENTS

- 9.1 Drivers will be expected to marshal during the race event. Failure to agree to this request, will be deemed as a voluntary withdrawal of that driver's entry from the event. Having agreed to perform marshalling duties, drivers can incur marshalling penalties.
- 9.2 Penalties will be applied by the Referees for poor marshalling, late marshalling or failure to marshal. Late marshalling is clarified as being any marshal not at the correct position when the first car leaves the Start line or Final grid (unless otherwise instructed by officials). Failure to marshal is clarified as being any marshal not at the correct position within one lap of the final car circulating. (Unless otherwise instructed by officials).
- 9.3 A substitute marshal is allowed, providing that the substitute is a BRCA member, that they fulfil the marshalling duties adequately and that a Race Control Official has given permission. Only the designated marshals for any Heat/ Final are allowed to marshal cars in that particular Heat/Final (a designated marshal can receive 'outside' assistance, if the car leaves the track confines, but the car must be passed to a designated marshal). At National events, only drivers competing in the event are allowed to marshal Heats and Finals, (this does not include marshals supplied by the host Club to cover unfulfilled places). If a driver at a National event cannot marshal due to a physical disability, a substitute BRCA member not competing in the event can be nominated, with the permission of a Section BRCA Official or the Race Director. The driver will be subject to any penalties incurred by their substitute marshal.
- 9.4 Only drivers who marshal the correct final(s) will score points in that round of the respective Championship unless specific permission is given by the Race Director.
- 9.5 Marshals must have their hands free at all times.
- 9.6 Marshals must wear safe and sensible footwear that will not become detached when performing marshalling duties. (Open toed shoes or sandals are not acceptable). Anyone failing to follow this instruction will not be allowed inside the Track Confines. If suitable footwear cannot be worn, then a must be provided. Failure to provide suitable Marshall Cover will be subject to penalties.
- 9.6.1 All marshal must wear their own personal high vis vest, failure to comply will result in penalties.
- 9.7 Marshals must remain at their posts until vehicles are stationary on the grid and then replaced.
- 9.8 At National Championship events, it is not mandatory to marshal official practice sessions.

10 PENALTIES

- 10.1 Attention Is drawn to BRCA General Rule 12.
- 11.2 Any penalty incurred for any reason will be carried into any subsequent re-run.
- 11.3 Only Referees are empowered to give driving and marshalling penalties at National events. All other penalties will be given by the Race Director and/or BRCA Steward. All penalties given during Qualifying will be published with the end of round results and penalties given in Finals will be published at the completion of Finals. If confirmation/discussion of any infringement is required, a Heat/ Final may be placed 'under investigation' pending an eventual decision.
- 11.4 Simultaneous Starts in Qualifying – Cars being between the start line and the penalty line when the start signal is given will be penalised 10 seconds. Cars over the penalty line when the start signal is given will be penalised one lap.
- 11.5 Staggered Starts in Qualifying - Primarily: - Any car starting a race and continuing that race out of sequence of the announced start-order, or any car interfering with/ or impeding a 'clean' start for another car during the starting procedures, will be penalised appropriately by the Referee/ Start-line official. Cars being between the start line and penalty line before their number is called may be penalised 10 seconds if the Referee/Start-line Official judges a false start rather than movement due to any interference. Cars crossing the 2-metre penalty line before their number is called will normally be penalised 10 seconds, unless the Referee judges that they did not interfere with or impede any other car and did not continue out of 'announced start order' sequence.
Cars will start when their race number is called. Cars not starting when called will immediately have their clock started by the Timekeeper.
- 11.5. Jump Starts in Finals - After the 10 sec. count-down to start signal has started, any car moving ahead of the Grid line before the official start signal will be penalised: - Up to 1 metre 10 sec. More than 1 metre will be 1 lap. If there are multiple 'jump starts' at the start of a Final, the referee can call for a restart and may decide not to issue any penalties arising from the original start.
- 11.6 At the Referees' discretion, penalties can be incurred for bad driving and/or corner cutting with any one of the following, depending on the severity of the offence: Official Warning, Stop-Go penalty (Nationals Only), 5 or 10 second penalty, 1 lap penalty, disqualification. The Stop-Go penalty area must be well defined and in a position that is practical to operate.
- 11.7. If a driver receives three Referee's warnings during an individual event the penalty will be seven places added to his event score. 2WD and 4WD / Stadium warnings to be treated separately.
- 11.8 The Referees' will not give a penalty for accidental corner cutting provided sufficient time is spent stationary so that no advantage is gained (e.g., overall time)
- 11.9 Any driver who ignores a warning or penalties issued by the Officials will be shown the black flag. The car must immediately be removed from the track and the driver will lose that heat/final time.
- 11.1 Any car receiving assistance of an unfair nature (i.e., being pushed) to get to the finish line will be disqualified from that heat/final.
- 11.11 Penalties for poor marshalling will be as for driving penalties and will be applied to the Heat/Final prior to the offence. (Except Heat 1 of Round 1 which will be applied to that round time).
- 11.12 The penalty for late marshalling during Qualifying will be five places added to the drivers overall qualifying position under the FTD qualifying system. If the Round-by-round system is used, it will be five places applied to the drivers final qualifying position when Qualifying is completed.
The penalty for failure to marshal during qualifying is the loss of fastest time under the FTD qualifying system. If the Round-by-round system is used, it will be ten places applied to the drivers final qualifying position when Qualifying is completed.
- 11.13 The penalty for late marshalling in the correct Final(s) at a Sanctioned event will be seven places added to the final results for the event. The penalty for failure to marshal in the correct Final at a Sanctioned event, unless specific permission is given by the Race Director will result in zero points being awarded at the event. The event points for other drivers are not adjusted. In addition, failure to marshal may also result in the penalised driver being disqualified from the next Round of that particular Championship (2WD, 4WD or Stadium).
- 11.14 Competitors exiting or entering the rostrum platform area while a race is in progress during Qualifying will have; seven places added to their overall qualifying position under the FTD Qualifying system, or seven places added to their best round score under the Round-by-round system. The adjusted positions of other drivers are as detailed in the relevant section
- 11.15.1 Competitors exiting or entering the rostrum platform area while a race is in progress during Finals will have seven places added to their overall event position. The positions or Championship points of other drivers will not be adjusted.
- 11.16 Any failure to present the car to scrutineering before/after the heat/final in which the car has raced, or any failure to meet the technical and dimensional requirements of the 1/10th Off Road rules before or after a heat/final will result in the loss of that heat/final time.
- 11.17 If the body shell and/or gear cover becomes loose or falls off during a race, the car must be removed from the track until the body and/or gear cover is securely re-attached.
- 11.18 Any competitor found to be using illegal equipment may, at the Race Director's discretion, be disqualified from the meeting and, subject to appearing before the 1/10th Off Road Committee, may be disqualified from participating in any other BRCA sanctioned event/s.
- 11.19 Subject to the findings of the Committee, the BRCA may take action against the manufacturer of illegal equipment.

12 SCORING

- BRCA Sanctioned Championships will use the following method of scoring.
- 12.1 Only BRCA members are allowed to score points in Sanctioned Championships.
- 12.2 Points will be awarded on finishing positions in finals only. The winner of the A Final will receive 100 points, second 99 points and so on down. An extra point awarded for TQ
- A. heats for round one of the new Championship will be seeded from the final positions of the previous year's championship, all remaining rounds will be in championship order/ability.
- 12.3 Each final will consist of three individual 'legs', with points from the best two of three legs to count towards the result. The winner of any leg of a Final scores best points, continuing down to tenth. . The finalist in each race with the best number of points will be the winner of the race. In the case of a tie, then this will be decided by best points and count back to the two leg scores that counted. Firstly, by comparing the best single point's scores, and then if still a tie the laps and times of each competitor's best points score will decide.
- 12.4 Positions tied by equal time (same time) in any Final will be awarded equal position and points, with the next placed position receiving 2 less points. If Finals have more than one 'leg', then any positions tied by equal time will be awarded equal points for the specific 'leg' of the Finals. No result in B to Z Finals, scores lowest points for the particular Final.
- 12.5 Series to be 6 rounds with best 50% plus 1 round to count, points to be awarded as per 12.2. The committee to introduce a 2-tier junior championship to all classes. All BRCA members are eligible who comply with the age definitions, the championship to be split into two age groups,
Under 11 years of age on 1st January of the current year.
Under 16 years of age on 1st January of the current year.
Trophies will be handed out at the end of the season based on where you place within the championship at the end of the final round. Trophies will be available to anyone who has qualified, 50% plus 1 rnd, there will be NO trophies handed out for 1st,2nd, 3rd on the day.
- 12.6 If any scores are tied at the end of a Championship, the highest scores that are counted will decide the tie. If a tie still exists, the next highest scores that are counted will be compared and so on until the tie is decided. Only counting scores from the series will be compared, all other scores will be discarded. If this procedure does not decide the tie, the positions will be declared equal.

13 CURTAILMENT OF EVENTS

- 13.1 National Championship events can only be abandoned by a majority vote of the Committee members present, after consultation with the Race Director. Other Sanctioned events may be abandoned by the Race Director in consultation with the Organisers.
- 13.2 At abandoned events, scores from any Rounds or Finals can only be used if all heats in the respective Rounds or all Finals have been completed. The overall qualifying positions after the last completed round at the time of abandonment, will count as final positions with the corresponding points being counted towards the Championship, providing a minimum of two rounds have been completed. Where Round-by-round qualifying has been chosen the positions will be determined by the order based on number of completed rounds (2 rounds 1 to count, 3 rounds 2 count, 4 rounds 2 to count)
- 13.3 At abandoned events where less than two rounds of qualifying have been completed, the event will be declared null and void and no results declared. National events will not be rescheduled and any relevant championship qualification will be reduced accordingly (i.e., if there were 4 rounds to count from 6, then one abandoned event would mean there are 3 rounds to count from 5, etc.). If the normal Tie Deciding system of highest points does not achieve a result, then the highest Qualifying position at the last event in the Series for the Class will be used to decide the tie.

14 PROTEST PROCEDURES

- 14.1 The Head Referee's final decision is final and may not be protested for any driving or marshalling infringements. Only the Head Referee can overrule another referee's decision.
- 14.2 The decisions of other officials may be protested. Protests must be received by the Race Director in writing with a fee of £20.00. The Race Director's decision is final. At BRCA National events, the Race Director's decision can be further protested to the BRCA Steward whose decision is then final. The protest fee is refunded if the protest is upheld.
- 14.3 National events will have a Drivers' Representative appointed, who will advise and (if required) represent any driver who has cause to query any official decisions or procedures.
- 14.4 Any queries concerning official lap times and scores will be addressed to the Timekeeper or Race Director/ Steward. A protest fee is not required. Any adjustments will be ratified with the Race Director/Steward and his decision in these matters is final.

- 14.5 All finals' results will be published to allow competitors the opportunity to make objections within a maximum of 15 minutes following the display of any final.
- 14.6 No protests will be accepted after the prize giving ceremony.
- 14.7 At the Organisers' or BRCA Committee's discretion, or if three separate protests are received, providing £20.00 is put forward in each case, any motor may be stripped in the presence of a BRCA Official to prove its legality. If the motor is found to conform to (EB) rules in every respect, the competitor will be reimbursed the full cost they paid for the stripped motor.
- 14.8 Junior members may be allowed a neutral representative to protest decisions.

15 LICENCE GRADES

Licence grades obtained from the 1/10 Off road section will be used in the Truck section using the most up to date list at the time of the event.
Drivers of any licence grade are eligible to compete in the national series.
It is our intention to introduce a T grade for the truck section from the 2021 championship list going forward.

TECHNICAL RULES

16 CONSTRUCTION RULES - APPEARANCE

- 16.1 Cars entered for Off Road Truck competitions will be reasonable representations of full-size trucks generally accepted as being suitable for Short Course and Stadium Truck races.
- 16.2 Any commercially available 1/10th scale Truck or stadium truck body shell may be used. It is permitted to use an under shell to help reduce water and dirt ingress but the shell must remain secured at all times during racing as per the full-size outer shell section 16.4
- 16.3 At BRCA Sanctioned events all cars must display 3 full sized BRCA issue numbers with one facing to the front and with one on each side in an upright position.
- 16.4 No cars may be raced without a body shell being securely fitted at all times.
- 16.5 When initially entered in a meeting the body must be neatly finished.

17. CONSTRUCTION RULES - GENERAL

- 17.1 Two-wheel drive cars (2WD) are those having only one pair of driven wheels on the same axle. Four-wheel drive (4WD) cars are those having all four wheels driven.
- 17.2 The overall width of any bumper must not exceed the overall width of the front of the car including wheels. The bumper must be constructed of a resilient material such as plastic or rubber, with rounded edges and corners, and be of a design which will not cause personal injury.
Short Course Truck Specific Rules
Only commercially available 1/10th short course wheels and tyres allowed (2.2" outer bead and 3.0" inner bead). No converted 1/8th buggy wheels. For dirt tracks a control tyre will be specified for the driven wheels to be used. (The control tyre will be published following track selection).
- 17.3 tyre will be specified for the driven wheels to be used. (The control tyre will be published following track selection).
- 17.4 Body - Only 1/10th short course bodies allowed, with enclosed wheel arches, minimum cut outs and be a true representation of the full-size vehicle. No add on spoilers / wings allowed.
Rear Wings - No bolt on aftermarket or home-made rear spoilers / rear wings allowed.
Manufacturer rear spoilers / rear wings moulded into the finished body shell are allowed.
- 17.5 The use of an under shell is permitted but it must remain securely attached at all times whilst racing, if it becomes dislodged and liable to cause injury the truck must be stopped to have it removed or replaced before being allowed to continue
- 17.6 Vehicle Dimensions:
Dimension: Minimum Maximum
Wheel Base: 320mm 335mm
Overall Width: 273mm 296mm (this excludes the body shell ONLY)
Wheels must not protrude outside of the body shell
Stadium Truck Specific Rules
- 17.7 Front bumper to be made of plastic or rubber
- 17.8 Rear wings, if fitted, must be mounted to the shell via the manufacturers mounting points and be representative of the original manufactures design. Painting of the wing is permitted.
shock towers must not be exposed.
- 17.9 Only commercially available stadium truck wheels and tires of 2.2 size permitted (Tyre list to be produced prior to the next season on availability) inserts are permitted and or without insert is also permitted.
- 17.9.1 For dirt tracks a control tyre will be specified for the driven wheels to be used. (The control tyre will be published following track selection).
- 17.9.2 The use of an under shell is permitted but it must remain securely attached at all times while racing, if it becomes dislodged and liable to cause injury the truck must be stopped and have it removed or replaced before being allowed to continue?
- 17.9.3 Vehicle Dimensions
Dimension: Minimum Maximum
Wheel Base: 230mm 292mm
Overall Width: 310mm 330mm

23.4 General construction rules

- 23.4.1 At National Championship events, 2WD cars (one driven axle) are not allowed in the 4WD Class events (this does not preclude any drive-train breakages during a heat/final).
- 23.5 Any type of speed controller may be used but it must be contained within the car and not protrude through the body shell.
- 23.7 Wheels and tyres must conform as follows: - No form of metal or plastic spike, tubes or anything similar can be attached to the tyres. Only commercially available wheels and tyres may be used. 'Venting' holes in the internal rim of the wheel are allowed - maximum of two (2) holes, of maximum 6.0mm. diameter.
- 23.8 No sponge/foam tyres may be used. internal foam inserts are permitted. Tyres may be run with or without inserts
- 23.9 No additives other than water will be allowed on any tyre. For gluing purposes only cleaning of the tyre bead where the tyre is glued to the wheel is allowed. No additives are allowed to be applied to any tyre insert. Excess of glue deemed to alter the performance of the tyre is not allowed.
- 23.10 Front or rear tyres constructed by 'cutting and shutting' are not allowed at Sanctioned events.
- 23.11 At Sanctioned events that are on a primarily AstroTurf surface the choice of tyres for the all axles on 2WD cars and all axles 4WD cars will be free, subject to conforming to rule 23.7.
For events on primarily dirt or tarmac surfaces The Section committee will approve the choice of control tyres if required – in the event that no control tyre is nominated the tyre choice will be open to any commercially available tyre from a UK distributor/ model shop. Competitors may be asked to provide proof of purchase of any tyres used in the event of a dispute about where the tyres are purchased from.
The make and type of any control tyres to be used at National events will be specified on the National Championship entry form and also in the confirmation document.

There will be no restriction on the number or compound of tyres used.
- 23.12 The use of sensors fitted to wheels, layshaft or suspension units to aid traction control or active suspension is prohibited.
The use of any third channel parameter on a receiver is limited to external power supply only (no signal circuitry allowed).
All competitors at all events must also comply with BRCA General Rule 14 - Electronic Driving Aids.
- 23.13 The 1/10th Off Road Truck Committee is empowered to legislate at any time against any new equipment that in the opinion of the committee detracts from the essential skill of the driver controlling the car during racing. Manufacturers, importers and others are therefore strongly advised to consult with the 1/10th Off Road Truck Committee before investing in technology that may be ineligible.
- 23.14. Body shell holes/vents: The front and rear ends of the shell must retain some of the original profile of the two ends of the shell. Front and rear facing areas within the body shell surface which are 'marked' with the intention of removal to form 'air scoops/ vents' are allowed to be removed, within a maximum dimension of 10mm in any direction regardless of the manufacturer's marking. If no 'marked' 'air scoops/vents are designed in the original mould to assist airflow to the motor or ESC, then material may be removed to a maximum of 10 mm. in any direction within a maximum square area of developed size 30 mm x 30 mm, in two places only. Windows are not allowed to be removed or include holes, other than for the purpose of the antenna.
- 23.15 It is the responsibility of all competitors to ensure that their car complies with all Technical Rules at all times during any Qualifying Heat or Final.

24 MOTORS

- 24.1 Motors allowed at Sanctioned events fall into five classes: 27Turn Brushed, 19Turn Brushed, Modified Brushed, Brushless Spec. or Brushless Modified. The rules for all Sanctioned events/Championships will state which class(es) of motors are allowed (Sections 5 to 11).
- 24.2 All motors must conform to the descriptions and specifications found in the section entitled 'BRCA Electric Board' (EB). Motors can only be used if they are included on the BRCA (EB) homologation list(s) for the class(es) of motor allowed, at the time of the event.
- 24.3 Motor types per class
4WD Short Course - Brushed or brushless motors allowed either 540 or 550 size.
2WD Short Course – Brushed or brushless 540 size motors allowed.
2WD Stadium Truck – Brushed or brushless 540 size motors allowed.

25 BATTERIES

- 25.1 Cars will be driven by cells/batteries with a nominal voltage not exceeding 7.6v, starting 1st. April 2017.
The maximum charge voltage is 8.40v.
Cells/batteries cannot be replaced after a race has started.
- 25.2 The description, specification and types of rechargeable batteries approved for use in Off-Road Sanctioned events can be found in the section entitled 'BRCA Electric Board' (EB).
- 25.3 Cells and batteries can only be used if they are included on the BRCA (EB) homologation list at the time of the event. Entrants must be prepared to open packs on demand of the race Scrutineer to demonstrate the eligibility of the rechargeable batteries.
- 25.5 All competitors at BRCA Off-Road sanctioned events must comply with BRCA Electric Board rules, in particular rules 3.6 to 3.10 inclusive.
- 25.6 LiPo/LiFe drive batteries must be charged in a 'Closed LiPo sack' at all times. LiPo sack is defined as a receptacle designed for the purpose of charging LiPo/LiFe batteries and of a suitable construction as to contain a LiPo/LiFe fire.

25.7 All competitors at any event must comply with BRCA General Rule 4 - Safety.

26. RADIO CONTROL EQUIPMENT

26.1 All radio equipment must comply with BRCA General Rule 10.

26.2 Entrants will ideally be prepared to use any legal frequency, but will have at least three frequencies available at a Sanctioned meeting