

CONSTRUCTION RULES

- All cars must have a de-clutching device and have an operating brake capable of stopping the car and holding the car motionless with the engine running.
- The front bumper must be fitted to the car to the same shape of the bodyshell and material as supplied in any standard kit car. The bumper must not protrude outside the body nor shall it be cut down beyond the shape of the body. It should be constructed as to minimise injury that may result from being hit by a car.
- The car may be substituted during the race meeting if the heat or final is declared wet by the race director. The wet car must have been identified and marked as a wet car prior to the meeting start, cars may not be changed once any heat or final has started.
- Gearboxes up to two-speed only shall be used in all classes.
- Fully independent suspension will be allowed in all classes.
- The engine must be fitted with an unmodified exhaust system from the BRCA/EFRA approved list.
- Fuel tank, fuel tube, and any external fuel filters are not to exceed a total capacity of 75CL and no loose inserts in the tank are allowed. It is up to the driver to check that they do not infringe this rule prior to racing. If the car's total capacity is found to be above this figure the driver will be disqualified from that heat or final.
- All wheels/tyres are not to protrude outside of the bodyshell.
- All types of tyre additives are prohibited from use in all classes. Anybody wilfully found using additives will be disqualified from the day's racing.
- An air intake silencer (e.g. BRCA/EFRA approved INS box) must be fitted to the carburettor air- intake of all engines, with no internal modifications except for a 3mm hole at the base of the unit to allow water to drain. If the meeting is declared wet a substitute air filter may be used.
- All entrants in 1/10th IC National events must use a personal transponder compatible with the electronic race control equipment.
- The engines for both classes may be of any configuration and construction with front rotary valve two-stroke air-cooled induction type, with standard 1/4 UNF or conical (turbo) glow plugs permitted.
- No form of forced induction or any form of variable port timing is allowed. One additional gap or slit in the bottom (or skirt) of the piston is allowed. Additional slits or holes in the liner are allowed as long as they do not extend beyond the top of the piston when it is at the lowest point of the stroke. For the purposes of this rule, a hole is defined as being an aperture completely surrounded by material. Engine internal modifications are allowed as long as they are within the parameters of this rule.
- Fuel may only contain Methanol, Oil/ Lubricant and Nitro-Methane with maximum 16% nitro methane content. Verifying this fuel will be done using a floater called Nitromax 16, which is commercially available. Any driver using fuel found to be illegal will be disqualified from the race in question. If a driver is found to use illegal fuel on a second time at the same meeting he or she will be disqualified from the meeting.
- All measurements referred to in these sections are minimum or maximum values. All measurements for the motor dimensions are to be considered with 2 digits behind the decimal point, all other measurements 1 digit behind the decimal point. Measurements must be within their maximum or minimum values under all circumstances.
- Minimum weight limits in both classes shall include a personal transponder and the tank be empty of fuel. If the weight is found to be under the minimum weight, the driver will be disqualified from the heat of final.

SPORTS GT CLASS TECHNICAL RULES

- **ENGINES:** Maximum engine capacity of 0.12 cu in (2.1cc) allowed.
- **WEIGHT LIMITS:** Cars must weigh a minimum of 1650 grammes
- **CHASSIS/BODY DIMENSIONS:** Wheelbase - 280mm max. Overall length (incl. Wing) - 490mm max. Overall width (with body) - 250mm max.
- **BODYSHELLS:** Sports GT bodyshells are to be 1/10 scale type GT. The body must have a closed cockpit with front windscreen and side windows. All windows must remain transparent. No open cockpit bodyshells are allowed and all bodies must be commercially available. No performance aids or additional spoilers can be fitted to the bodies, apart from one rear wing or as supplied as part of the body. If the meeting is declared 'wet', the bodyshell may have additional waterproofing aids made of a flexible material added/ fixed inside the shell only.
- **BODYSHELLS :** Sports TC bodyshells are to be commercially available and intended for 10 scale Touring cars. The rear of the body must not be cut higher than 50.0mm, measured with a 10.0mm spacer under the chassis plate on a level surface. The body must be made of a flexible material. All windows must remain clear or be semi-transparent. Details of front and rear lights, grilles, air intakes and windows must be clearly contrasted from the surrounding paintwork. No parts of the car except the muffler outlet may protrude outside the bodyshell when viewed from above. No parts of the car except the antenna, body posts and transponder may protrude outside the bodyshell, when viewed from the side. If the meeting is declared 'wet', the bodyshell may have additional waterproofing aids made of a flexible material added/ fixed inside the shell only.

CUT OUTS: Two cooling holes, 60.0mm diameter, which cannot be combined and must be separated by at least 5mm are allowed. A hole is allowed directly above the engine cooling head for glow plug access with a max. diameter of 35.0mm.

A re-fuelling hole may be cut in the roof, max. diameter 50.0mm, the centre of this hole must be the centre of the fuel filler cap viewed from above. Note, the cooling hole in front windscreen and re-fuelling hole may not be combined. Minimum distance between holes of 5.0mm. Both front side windows and the rear window can be removed for ventilation. The rear side windows must remain intact. Small holes can be made for the body posts, transponder, carburettor adjustment and radio antenna, max. 10.0mm. The hole for the exhaust pipe must be of reasonable size. No other holes are permitted.

WINGS AND SPOILERS: One wing and one spoiler may be mounted to the car (if the original full size car had more it is allowed to do the same). Wings and spoiler must be made from a flexible material and painted. Wing and spoiler may not be fixed to the body with piano wire, it must be mounted to the body. Wing and spoiler must not protrude outside the maximum height and width of the body (including side dams). The height of the wing may be adjusted but the wing including side dams must not extend higher than the roofline. Rear wings must be mounted in the same place as was intended by the body manufacturer. The overhang must not exceed 10mm at the furthest point to be measured from the most rear point of the body. Rear wing chord maximum is 60.0mm. Side dams may be fitted but must be a reasonable representation of those fitted to the original car. They must fit in a rectangle with the measurements 60.0mm and 40.0mm and must not project above the height of the roofline. Wings (excluding side dams) are to be of single moulded construction (no flat packs/bend your own). Any Gurney strip (if fitted) must not exceed the width of the wing. The Gurney strip must not have an edge more than 5mm high. Technical Rules concerning the bumper, aerial, roll bars and driver aids are not changed.

- **WINGS:** Rear wing Cord Width End plate 55mm 233mm 55mm x 25mm.
- **TYRES AND RIMS:** All dimensions in mm. NB. A tolerance of a further 1.0mm is allowed for tyre and wheel width.

200MM TECHNICAL RULES

- **ENGINES:** Maximum engine capacity of 0.12 cu. in (2.1cc) is allowed with maximum of four (4) ports including the exhaust port. The carburettor shall have a maximum throat diameter of 5.50 mm.
- **WEIGHT:** Cars must weigh a min. of 1650grams.
- **CAR DIMENSIONS:** All dimensions in mm. Wing cord inc gurney strip (if fitted) 55.00. Side dams: width 50.00 Side dams: height 35.00 Wing overhang (at rear) 10.00.
- **BODIES:** 200mm Touring Class. Any commercially available bodyshell intended for 200mm 'Touring cars' is allowed, provided the engine is contained within the bodyshell, and it satisfies the Global Body Specification dimensions. The rear of the body may not be cut higher than 50.00mm measured with a 10.0mm spacer under the chassis plate on a level. The body must be made from a flexible material and be painted properly. All windows must remain clear or be semi-transparent. Details of all front and rear lights, grills, air intakes and windows must be clearly contrasted from the surrounding paintwork. No parts of the car except the muffler outlet may protrude outside of the bodyshell when viewed from above. No parts of the car except the antenna, body posts and transponder may protrude outside of the bodyshell when viewed from the side. If the meeting is declared 'wet' the bodyshell may have additional water proofing aids made of a flexible material added/ fixed inside the shell only.
- **CUT OUTS:** Two cooling holes, max. 60.0mm diameter, which cannot be combined and must be separated by at least 5mm are allowed. A hole is allowed directly above the engine cooling head for glow plug access with a max. diameter of 35.0mm.
- A re-fuelling hole may be cut in the roof, max. diameter 50.0mm; the centre of this hole must be the centre of the fuel filler cap viewed from above. Note cooling hole in front windscreen and re-fuelling hole may not be combined. Minimum distance between holes of 5.0mm. Both front side windows and the rear window can be removed for ventilation. The rear side windows must remain intact. Small holes can be made for the body posts, transponder, carburettor adjustment and radio antenna, max. 10.0mm. The hole for the exhaust pipe must be of reasonable size. No other holes are permitted.
- **WINGS AND SPOILERS:** One wing and one spoiler may be mounted to any car (if the original full size car had more it is allowed to do the same). Wings and spoiler must be made from a flexible material. Wing and spoiler may not be fixed to the body with piano wire. It must be mounted to the body directly. Wing and spoiler must not protrude outside the maximum height and width of the body (including side dams). The height of the wing may be adjusted but the wing including side dams must not extend higher than the roofline. Rear wings must be mounted in the same place as was intended by the body manufacturer. The overhang must not exceed 10mm at the furthest point to be measured from the most rear point of the body. Side dams may be fitted but must be a reasonable representation of those fitted to the original car. They must fit in a rectangle with the measurements defined above and must not project above the height of the roofline. Wings (excluding side dams) are to be of single moulded construction (no flat packs/bend your own). Any Gurney strip (if fitted) must not exceed the width of the wing. The Gurney strip must not have an edge more than 5mm high.

- **BUMPER:** The front bumper must follow the body contour and must be constructed so as to minimise injury that may result from being hit by a car. The bumper must be made from foam rubber or a flexible plastic material.
- **AERIAL:** The aerial must be flexible. Carbon, metal etc. aerials are not allowed.
- **TYRES:** Tyres must be black except for writing on the sidewalls. Foam and/or rubber tyres can be used. Treatment of the tyres with additives is prohibited. Anyone found to be using additives will be disqualified from the meeting and have a one year ban from the section. Wheels must be fixed by a screw or nut. Quick - change wheel systems are not allowed. No automatic systems to change the wheels allowed (just manpower).
- **TRANSMISSION:** 4wd and 2wd cars can be used without any technical restriction. The use of separate front wheel brakes except through the transmission is not allowed. Locking of a one way bearing is allowed.
- **ROLLBARS:** Rollbars (roll-over bars) on Touring Car classes must be kept under the body.
- **DRIVER AIDS:** It is not allowed to use any electronic device for traction and/or braking control.

GT8 NITRO TECHNICAL RULES

- All cars must be a reasonable likeness to a full-size GT car.
 - All cars must have a de-clutching device and must have brakes capable of holding the car motionless with the engine running.
 - Any part of the car may be changed during the race except the chassis, which may only be changed by permission of the committee.
- ENGINE / FILTERS/SILENCERS:**
- Engine capacity shall not exceed 0.21 cu.in (3.5cc) and engines may not have more than 5 ports. The carburettor intake venturi must be a maximum internal diameter of 7.0mm.
 - Engines must be fitted with an approved INS box type air filter, modifications to INS boxes will only be allowed for wet weather use (the only modification allowed is a 3mm diameter hole at the base of the filter housing to allow for water drainage which must be plugged for use in dry weather). If the Race Director declares a Wet Race, the use of specifically designed wet weather air filters are permitted.
 - Engines must be fitted with a suitable silencer/muffler, preferably one made by the same manufacturer as the engine being used. All exhaust outlets must point horizontally or below, and must be able to meet BRCA approved noise levels for racing purposes. Engines must also be fitted with a mechanical failsafe device to close the throttle in the event of a throttle linkage or servo problem/failure.
- FUEL SYSTEM:**
- Fuel tank capacity (including tank and any or all fuel pipes/filters) shall not exceed 150cc.
 - Fuel used shall have a maximum of 16% by volume of nitro methane, and all fuels shall only contain Methanol/ nitro methane and lubricating oil.
- TYRES AND WHEELS:**
- Tyres: Rubber tyres only (NO FOAM TYRES) and must only be of commercially available and use a 17mm hex mounting to locate the wheels. Quick change wheel mechanisms are not allowed. Tyre cleaning is allowed but no tyre additive is permitted. GT8 to be only allowed 2 sets rubber and one set of wet tyres on Sunday raceday these to be marked at scrutining before meeting.
- DRIVE SYSTEM, CHASSIS AND WEIGHT:**
- All cars must be of shaft drive construction only (no belt drive systems to be used) and must be 4WD. One way, spools, locking 'torsen types or externally adjustable differentials are not permitted. Front and rear geared differentials can only be 'tuned' with the use of silicone based oils. No centre differentials are allowed. Ball differentials are not allowed only gear type. Front and rear differential gear ratios must be identical. Front or rear underdrive or overdrive is not permitted. The chassis must have a minimum kick-up of 5 degrees. No carbon fibre chassis are allowed. Minimum weight of the car with everything included (except fuel) shall be no less than 3500 grams.

BODYSHELLS / WINGS:

Bodyshell : Bodies must be commercially available 1/8th scale GT1, GT2, Super GT, DTM or V8 Supercar, 2 door GT bodies or at least a body with a separate wing, like in touring cars.

Height of wing max 10mm higher than the rooftop. Maximum wing height 276mm. Measurement taken with chassis plate on 20mm blocks. The roof cannot be designed in such a way that ribs or fins are used to manipulate the height. The measurement of the height of the car is measured at the highest point of the rooftop, excluding any air intake scoops, ridges or any other extensions from the actual true rooftop.

Rear wing width, max 310mm. wing chord max 79mm. Rear wing end plates max size 40mm x 79mm. The body must be mounted to the sprung mass of the car at the front and rear. The mounting of the body on the suspension mechanism is not allowed.

All bodies must not be modified by adding aerodynamic aids or parts not originally supplied by the manufacturer, unless for specific strengthening with materials of a similar type (no metal to be used).

- Holes in the body shell shall be limited to fuel tank, glow plug and needle valve access, plus a small hole (max 10mm diameter) may be made in the front windscreen to allow the use of a fuel tank lid release pull. A hole of maximum diameter 60mm may be cut into the front windscreen for cooling purposes, also the side windows and rear window may be cut or removed to aid cooling or refuelling. A small hole (max 10mm diameter) may be made for the receiver antenna.
- An original plastic or foam bumper must be used at all times. It must be fitted on the front of the cars chassis.

THESE CONSTRUCTION/OPERATING RULES HAVE BEEN FORMULATED FOR RACING OF THE GT8 NITRO CLASS AT BRCA SANCTIONED MEETINGS AND MAY DIFFER IN SOME WAYS TO RULES USED IN OTHER COUNTRIES & ORGANISATIONS.

IF YOU DECIDE TO RACE OUTSIDE OF THE UK OR AT A GP YOU MAY NEED TO ALTER YOUR CAR TO SUIT OTHER RULES IN FORCE. THESE RULES ARE COMPOSED ON THE PRETEXT THAT ("IF IT DOESN'T SAY YOU CAN, YOU CANNOT"). IF YOU NEED CLARIFICATION OR INTERPRETATION OF ANY RULE PLEASE ASK THE COMMITTEE.

GT8 ELECTRIC TECHNICAL RULES

Batteries: Hard case Lithium batteries are to be used with a nominal voltage no more than 15.2 volts. Any commercially available battery pack may be used up to 4S. All batteries fitted inside the car must be from the same manufacturer and display the same part number. The maximum charging cut off is 4.20 volts per cell in series (16.8 volts for 4S. Organisers can check this voltage at any time during the event.

LiPo/LiFe drive batteries must be in a LiPo sack at all times when being charged or discharged. This applies to any discharging procedures, except during a race. (Anybody found not doing this will be asked to leave the meeting on safety grounds)

A LiPo sack is defined as a receptacle designed for the purpose of charging/discharging LiPo and LiFe batteries and be of suitable construction so as to contain a LiPo or LiFe fire.

Motors: Brushless motors up to and including 2800kva are allowed. The motor must have a 5mm pinion shaft. Any reverse facility on the Speed Controller must be disabled.

Tyres: Rubber tyres only (NO FOAM TYRES) must be commercially available with 17mm hex mounting only on the wheels. Quick change wheel mechanisms are not allowed. Tyre cleaning allowed but tyre additive is not allowed. GT8 to be only allowed 2 sets rubber and one set of wet tyres on Sunday raceday these to be marked at scrutining before meeting.

Chassis: Any part the car during the race, except the chassis, which may only be changed by permission of the Committee.

Chassis: Chassis must be aluminium or aluminium alloy. No carbon fibre chassis are allowed.

All cars must be of shaft drive construction only (no belt drive systems to be used) and must be 4WD. One way, spools, locking 'torsen types or externally adjustable differentials are not permitted. Front and rear geared differentials can only be 'tuned' with the use of silicone based oils. No centre differentials are allowed. Ball differentials are not allowed only gear type. Front and rear differential gear ratios must be identical. Front or rear underdrive or overdrive is not permitted.

Weight: The minimum weight of a car including body, is 3800gms (3.8kgs)

BODYSHELLS / WINGS:

Bodyshell: Bodies must be commercially available 1/8th scale GT1, GT2, Super GT, DTM or V8 Supercar, 2 door GT bodies or at least a body with a separate wing, like in touring cars.

Height of wing max 10mm higher than the rooftop. Maximum wing height 276mm. Measurement taken with chassis plate on 20mm blocks. The roof cannot be designed in such a way that ribs or fins are used to manipulate the height. The measurement of the height of the car is measured at the highest point of the rooftop, excluding any air intake scoops, ridges or any other extensions from the actual true rooftop.

Rear wing width, max 310mm. wing chord max 79mm. Rear wing end plates max size 40mm x 79mm. The body must be mounted to the sprung mass of the car at the front and rear. The mounting of the body on the suspension mechanism is not allowed.

For GT8 Electric cars, holes in the body shall be limited to one with a maximum diameter of 60mm made in the front windscreen to aid cooling, an antenna hole (max diameter 10mm) plus side windows and the rear window can be removed to aid cooling.

Additional cooling holes in the front where a radiator would normally be are allowed. If the dimension of a single hole is larger than 10mm x 12mm, the area needs to be covered from the inside with a corresponding grid.

An original plastic or foam bumper must be used at all times and be fitted on the front of the car's chassis.

All bodies must not be modified by adding aerodynamic aids or parts not originally supplied by the manufacturer, unless for specific strengthening with materials of a similar type (no metal to be used).

THESE CONSTRUCTION/OPERATING RULES HAVE BEEN FORMULATED FOR RACING OF THE GT8 ELECTRIC CLASS AT BRCA SANCTIONED MEETINGS AND MAY DIFFER IN SOME WAYS TO RULES USED IN OTHER COUNTRIES & ORGANISATIONS. IF YOU DECIDE TO RACE OUTSIDE OF THE UK OR AT A GP YOU MAY NEED TO ALTER YOUR CAR TO SUIT OTHER RULES IN FORCE. THESE RULES ARE COMPOSED ON THE PRETEXT THAT ("IF IT DOESN'T SAY YOU CAN, YOU CANNOT"). IF YOU NEED CLARIFICATION OR INTERPRETATION OF ANY RULE PLEASE ASK THE COMMITTEE.

10th IC Circuit

Where possible four rounds of heats will be run. This will be at the Race Director's discretion. Heats will be of 4 minutes duration with a minimum of two minutes warmup for the 1/10 classes. GT8 Nitro heats will be 5mins duration with a minimum of 2 minutes warmup. GT8 Electric heats will be 5mins duration with a minimum of 1 minute warmup.

Heats will be started using a rolling, staggered start.

Cars are assumed to be running before the start in the 'warm-up' period between heats. The drivers will be warned of the start of the race 1 minute and again 30 seconds before the start.

A car's race time will start the first time that car crosses the timing loop after the start has been signalled. The car's race time must only be started by the car's transponder unless it has not completed a full lap when the race time clock is at 30 seconds, at which point all un-started clocks will start.

After failure to make the start or on any re-starts during a heat the car must enter the track from the pit lane exit.

Heats in qualifying and finals can comprise 10 or more cars where the rostrum is large enough.

If this produces a 'first heat' with so few cars that marshal provision for the next race is impractical, all heats will be adjusted in size so as to produce an even number of cars in all heats.

SERIES POINTS

The Series should consist of 6 rounds with 4 to count. Rounds to be 1 per month between April & September.

Finals: The winner of the A Final will receive 100 points, 2nd place in the A Final will receive 99 points and so on down to 10th place in the J final who will receive 1 point. All further drivers will receive 1 point. Only drivers who complete at least one lap will be awarded their points for the Final.

The driver who achieves the fastest time in qualifying (FTD) will be awarded one extra point.

In the event of a points tie, the winner will be decided on count back. The competitor with the most event wins will be victorious, if this leaves them still tied, the competitors' highest points scores will be compared, then the next highest, then the next etc. until one competitor emerges with a better result. If all results are identical a tie will be declared.

If finals cannot be run due to extreme weather, points will be awarded on qualifying positions.

FINALS

Echelon or Grid starts will be used for all finals in BRCA 1/10th IC Circuit events. The minimum distance between the cars on the grid should be 5 (five) metres.

Finals in all classes will be A-Z type format with qualifying by FTQ.

The A final Nitro will be of 30 minutes duration.

All other Nitro finals will be of 25 minutes duration.

GT8 Electric Finals will be 2 or 3 6 minute finals with 1 minute warm up. Points will be awarded as follows. 1 point for 1st place and up to 10 points for 10th place. The scores for each final will be added together and the lowest score wins the meeting.

Cars must cross the finishing line under their own power to be counted.

Note: The duration of the finals may be subject to variation on the day as decided by the committee members in attendance.

In addition to Drivers and Marshals, all Mechanics must have a current BRCA License.

In wet weather conditions the meeting will continue as normal and will not be cancelled unless extreme problems arise.

All cars are to join the circuit from the Pit Lane at all times, except for the start of the final, which will be from the designated starting grid. If a car fails to start from its designated grid position, then a stop and go penalty will be applied unless car has started from pit lane. Should a car leave the circuit for any reason, and rejoin the track in such a way as to gain an advantage, the competitor will receive a 'stop and go' penalty at the Race Official's discretion.

All Nitro cars must be re-fuelled behind the Pit Lane Board during Qualifying and Finals at all circuits.

SAFETY

All Motor Sport, even Model Car Racing, is potentially dangerous. Competitors MUST consider the safety of Marshals, Spectators, and other drivers at all times. Pay particular attention to the presence of Marshals and pitmen within the track area, particularly during warm-up before the start of a qualifying heat or final. Marshals must consider their own safety above the need to retrieve a stranded car. Do not step out into the track without checking it is clear. Take great care when moving to or from your Marshal point between heats. Stay behind any protective shields/fencing provided at your Marshal point unless you need to marshal a car.

Competitors must take note of safety announcements from the Race Director during the drivers briefing and at other times. Race Control will attempt to warn you if marshals are on the track, but be alert at all times to the possible presence of marshals on the racing line.

The Race Director or the Safety Officer will stop all racing if lightning is seen in the area. Racing will be suspended until such time that the Safety Officer gives clearance to continue. Any part completed races will be re-run at the discretion of the Race Director.

Under no circumstances will anyone under the age of 16 years old be allowed into the track area, with the exception of the Pit Lane. Any driver under 16, who has entered the race meeting, MUST provide a substitute marshal. If a driver cannot provide a substitute marshal, then they must report it to the race organiser/Steward.

All drivers and pit persons must supply and wear a yellow high visibility vests at all times within the track area.

Hazardous Waste. Currently, no UK IC tracks hold a Hazardous Waste License. Any waste which is labelled as harmful should be taken away and disposed of properly. If in any doubt, you should refer to the Control of Substances Hazardous to Health Regulations 2002 on the HSE website.

GENERAL

All interference claims and any protests must be referred to the Steward. The Race Director, in consultation with the Steward will agree any subsequent action. All direct approaches to the Race Director or Timekeeper will be ignored.

Any driver claiming interference must switch off and see the Steward WHILE THE RACE IS STILL IN PROGRESS. The Steward will use the following guidelines. To ensure continuity no qualifying heat will be stopped unless the Steward is satisfied that two or more drivers have detectable interference.

The Driver's Briefing will be held 9.45am Sunday. The Steward will aim to provide each competitor with TWO heats free from extraneous interference. The Steward will check interference possibilities with all drivers before the start of Finals and these races will not be stopped unless the Steward and the Race Director are satisfied that on site interference is occurring. A driver claiming interference must switch off and report to the Steward immediately.

At the discretion of the Race Director, any competitor found with equipment causing on site interference will be disqualified.

The Steward and Race Director will also monitor driving standards and competitors behaviour. They have the following penalties for use at their discretion; 1 A Verbal warning which will be announced over the PA. 2 Stop and go penalty (in the stop go box), 3 A 5 second Stop and go (in the stop go box), 4 A one lap penalty and or disqualification. A fifth offence the Steward or Race Director will disqualify the driver from the days racing. The Steward or Race Director may disqualify without warning where they considers the infringement or misbehaviour to warrant such a penalty. As a guide line to the drivers the following driving standards are expected: Slower cars are to give way to the faster cars and drivers of the slower cars should call his attention while moving off line. Any deliberate collisions from behind with an on line car at a corner (T-BONING) will be regarded as unacceptable practice.

Any driver not fulfilling their marshalling obligations during qualifying will be penalised by a 10 second penalty at the race director's discretion. Drivers, who fail to marshal their final without notifying the Race Director, will lose their highest score for the series for the current year. Drivers must arrange for a BRCA licensed member who is a competent person as a substitute if they are unable to marshal for any reason unless the Race Director considers special needs apply.

Drivers to marshal the heat following the one in which they raced, except for the last heat drivers who will marshal heat one.

Drivers of the last final will marshal for the first final.

All other finalists will marshal the final following the one in which they have raced.

Marshals are to retrieve inoperative cars from the track and leave them for collection by the mechanics only. Where a car stops on the infield then the marshal is to retrieve the car and place it on the outside of the track at the nearest point without crossing the track as appropriate. Mechanics are only allowed to retrieve their cars from the track by walking around the track to the appropriate marshal point. They are not allowed to cross over the track when the race is in progress or during warm up. If a car stops inside the track the marshals will be the only people allowed to retrieve the car and place it on the nearest point on the external part of the track. Any mechanics found crossing the track will have their driver appropriately penalized as felt fit by the Race Director.

Only two mechanics (one may be the driver) per car are allowed to attend the car in the pit lane at any time. More than two mechanics will cause the driver to lose their fastest time of the day, or receive last place points in their final. Repeated offences will cause the driver to be disqualified from the day's meeting. The only other people allowed in the pits will be officials and BRCA 1/10 IC committee members.

Where a driver wishes to appeal against a decision made against them, they alone must appeal to the Race Steward within 10 minutes of the end of the last final. An adult may represent any driver under the age of 16. The committee's decision on the day will be final.

At the completion of each race, a random selection of cars may be scrutinized to check their compliance with the construction rules.

A BRCA Section Officer or the Race Steward may inspect any entrant's car at any appropriate time to cover any or all, applicable specifications. It is the driver's responsibility to make sure his/her car is within the specifications at all times.

Rules must be applied as they are printed in the BRCA Handbook. Where a Section Rule conflicts with BRCA General Rules, the section rule will be removed from the regulations.

Up to two drivers per heat to do scrutineering and not marshal the next heat after their race. No driver under sixteen to do this task. These Drivers cannot fail a car but must call the Chief Scrutineer or a BRCA Official to make sure the car has failed.

With the agreement of the Host Club, a liquid of a sugary kind can be sprayed onto the track at the start of the weekend.

Any entries received after 21:00 on the Tuesday preceding each event will be considered 'on the day' entries and will only be accepted if space is available. 'On the day' entries will incur a £5 surcharge. No entries will be accepted after 'Drivers Briefing' has been called.

Where possible, the Section Committee should ensure that the selected venues for the National Championship should have adequate facilities, commensurate with a National status event.

The Committee has the authority to amend any rule during the season if circumstances indicate that the rule is detrimental to the section, with the agreement of the majority of the drivers.

INTERNATIONAL TEAM SELECTION

The British team for future European or World Championships is to be selected by the committee. Preference will be given to drivers who have competed in the national series from the previous year.

RADIO CONTROL EQUIPMENT

It is the responsibility of ALL drivers to ensure that their equipment does not cause interference to others.

Drivers must be able to provide a total of at least four alternative frequencies and they must be legal as specified in the BRCA handbook.

Under no circumstances shall a transmitter be taken on to the track.

The Race Director must approve all frequency changes.

Where frequencies conflict in the finals, the fastest qualifier shall choose providing it is possible for the slower qualifiers to change to the available frequency.