

1. CLASSES OF RACING

1.1 LMP12 MODIFIED CLASS

- 1.1.1 Motors will be in accordance with LMP12 Construction Rule 3.
- 1.1.2 Speed controllers must be set in the approved mode and must be named in the list of eligible Zero-timing Speed Controllers (see Rule 4 and Appendix 2 in LMP12 Construction Rules)

1.2 LMP12 SPEC CLASSES

- 1.2.1 Motors will be in accordance with LMP12 Construction Rule 2.
- 1.2.2 BRCA National Stock Championship will be for motors in accordance with the Electric Board “Brushless Spec. Motor lists” as updated from time to time.
- 1.2.3 Speed controllers must be set in the approved mode and must be named in the list of eligible Zero-timing Speed Controllers

1.3 LMP12-GT CLASS

- 1.3.1 Motors will be in accordance with LMP Construction rule 2.
- 1.3.2 BRCA National Stock Championship will be for motors in accordance with the Electric Board “Brushless Spec. Motor lists” as updated from time to time. The minimum wind of the motor will be 17.5T with no maximum wind.
- 1.3.3 Speed controllers must be set in the approved mode and must be named in the list of eligible Zero-timing Speed Controllers
- 1.3.4 LMP12-GT may be run as a support class, but will not count towards a national championship.

1.4 GT12 CLASS

- 1.4.1 Motors will be in accordance with GT12 Construction Rule 2 or 3.
- 1.4.2 BRCA National Championship will be for motors in accordance with the Electric Board “Brushless Spec. Motor (13.5) list” as updated from time to time.
- 1.4.3 Speed controllers must be set in the approved mode and must be named in the list of eligible Zero-timing Speed Controllers
- 1.4.4 Cars may be fitted with additional parts not supplied in the rolling chassis kit (see Construction Rules 6.7 and 6.7.1) including a differential in the rear axle, replacements for other parts and home-made parts.

2. GENERAL STANDARDS FOR BRCA SANCTIONED MEETINGS

- 2.1 Sanctions are only granted, on application, by the BRCA LMP12 Committee (for LMP events) and the BRCA GT Committee (for GT events). All submissions must be received for consideration by the date of the Section conference; the calendar will be published before the start of the next season. Dates are subject to ‘force majeure’.
- 2.2 Nationals must be arranged by a club/ organisation unless ‘force majeure’ dictates otherwise.
- 2.3 Race control PA to be available to all drivers.
- 2.4 Health & Safety. BRCA General Rules – see BRCA Handbook. The main straight and any associated sweeping corners must be fenced or located so they are adjacent to the building walls.

3. ADMINISTRATION

- 3.1 Details of entry must be made available at least 28 days before the closing date of the event. Entries will be limited to 10 heats on each day. Entries and subsequent heat allocations by class must be dealt with on a first come first served basis.
- 3.2 Entries for a meeting must only be accepted from current BRCA members and must be accompanied by their BRCA membership number. The entry fee will be set annually at the section conference and stated on the entry forms.
- 3.3 Entries are to be done via the Qualifying Officer for all events; reimbursement to the clubs will take the form of a percentage of the entry fee, paid to the club after the event.
- 3.4 Entries to be sent to the Qualifying Officer, including payment, to his satisfaction, and pre paid at least 2 weeks prior to the meeting. Entries cancelled 2 weeks before the event will receive a full refund. The qualifying Officer may make exceptions to this Rule at their discretion to help drivers.
- 3.5 Late entries, accepted by the qualifying officer, will be subject to a levy of £5 per day.
- 3.6 All BRCA Sanctioned meetings must use 1/12 section approved timing and automatic lap counting equipment.
Organisers must check acceptable venue layouts by sending a detailed A3 sized sketch to the committee, at least two weeks prior to the event.
- 3.7 In the event that 10 or more places remain available after the closing date for entries, the host club may offer a support class of their choosing, subject to the approval of the committee. All race fees collected for support class entries to go to the host club.

4. OFFICERS OF THE MEETING

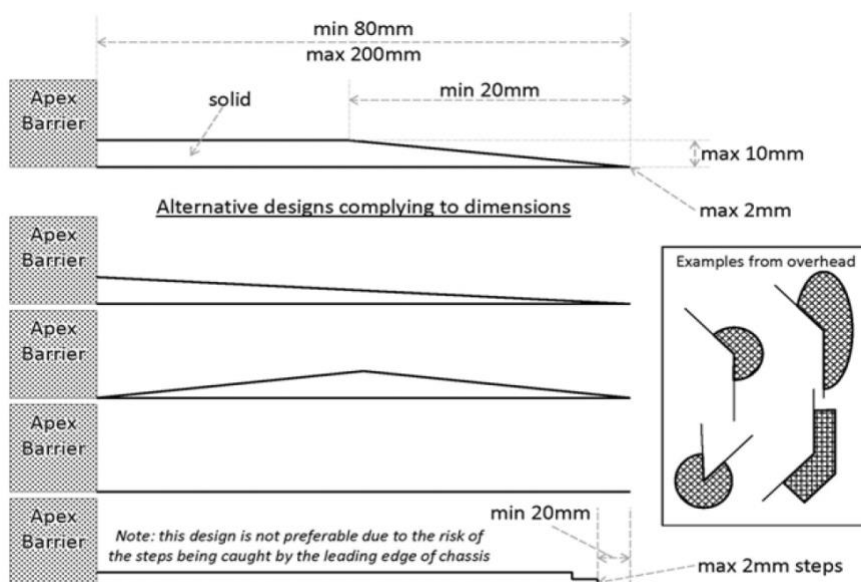
- 4.1 A sanctioned event must have the following officials provided by the organising club:
 - A. Race Director, who must be present at race control throughout the timed heats and finals.
 - B. Chief Scrutineer, who will ensure that all cars meet the requirements of the general and motor specifications.
 - C. Chief Timekeeper, who will check that timing equipment is operational and that all races have been started and finished in accordance to the rules.
 - D. A track repair and maintenance nominee, who will ensure that all necessary track repairs and general maintenance/facilities tasks are carried out in a timely and satisfactory manner.
- 4.2 The BRCA Steward has absolute authority at race meetings and for interpretations of the rules.
- 4.3 A Referee for each Heat and Final allocated by the BRCA Steward – see Rule 7.5.
- 4.4 Each official must be a separate person; no one person can fill more than one post at a meeting.

5. REFEREES

- 5.1 Provision shall be made for a Referee in all heats and finals. This will usually be a racer or racers nominated by the committee, these racer(s) will referee instead of marshalling. Failure to referee will bring the same penalty as failure to marshal.
- 5.2 The nominated racer(s) in rule 5.1 are to be announced at drivers briefing.
- 5.3 The Referee should have an unobstructed view of the entire track, and preferably a view of the drivers on the rostrum.
- 5.4 The Referee may request drivers to allow a faster car to overtake, issue warnings to drivers, and issue penalties to drivers, refer to Rule 11 and Guidelines for Referees.
- 5.5 A microphone will be provided for the Referee, to allow clear communication to the driver's rostrum.

6. TRACK SPECIFICATIONS

- The track should be positioned to minimise any unfenced (over and above the track edging) track edges accessible to the public or racers.
- 6.1 The width of track is to be measured between the tape markings or barriers whichever is the narrower.
 - 6.2 Minimum track width is 2m.
 - 6.4 Corner cutting must be discouraged by the placing of adequate corner markings and barriers.
 - 6.5 Track marking equipment must be such a shape and size to prevent the entrapment of a car or the driver's view becoming obscured. All track markings to be square shaped. All track markings must conform to the guidelines specified by the committee – see the BRCA Track Guide for details.
 - 6.6 Corners with an included angle of less than 135deg shall be marked with solid marker disks, complying with the following dimensions:
 - Outer edge distance from barrier apex - min 80mm, max 200mm
 - Maximum overall height - 10mm
 - Maximum vertical edge at any point - 2mm
 - Minimum distance between any two horizontal surfaces - 20mm. See following diagrams for examples.



- Deviations from these dimensions can be agreed by the steward of the meeting. The marker disks shall be coloured to contrast the barrier and track surface. Suggested colours: neon yellow or orange.
- 6.7 The start, 1m penalty and finish lines must be clearly marked on the track. The start line must be placed so that race officials have a clear view to identify any jump starts.
 - 6.8 Drivers must have a clear view of the full track from any position on the rostrum. The rostrum must be positioned to minimise the risk of people obstructing the drivers view. The minimum distance from the rostrum to the edge of the track is 2m. The minimum length of the rostrum must be 7.3m (24ft), between 1m (min) and 2.1m (max) high, and of a suitable width. For finals the drivers will take their positions in qualifying order to allow them their preferred position.
 - 6.9 The main straight must be on the opposite side of the track to the rostrum.
 - 6.10 No competitor should be pitting in the area designated as race control.

7. RACING PROCEDURES

- 7.1 Drivers must be seeded on handicap for qualifying.
- 7.2 Heats and finals shall be of the following duration plus the time to complete the last lap, to a maximum of 30 seconds;
- LMP Classes – 8 minutes
 - GT Classes – 6 minutes
- 7.3 Competitors shall race one round of controlled practice, the length of which to be determined by the race director and/or Time keeper and a minimum of 3 heats. Practice on Saturday night is permissible, provided this is on the confirmation of entry. Drivers are to be advised of the number of rounds at Drivers briefing.
- 7.4 A driver's best single heat time result will count towards a place in the final. In the event of 2 or more competitors having the same qualifying time after the completion of the last round of qualifying the next best qualifying time posted by these competitors will be used to determine grid position. For example, competitors A and B both have a best time of 44 laps 485.76s. Competitor A's next best time is 44 laps 489.88, whereas competitor B's next best time is 44 laps 488.63. Therefore competitor B would get the higher starting position.
- 7.5 Drivers must marshal 1 Heat after their own race, unless they have been designated as Referees (see 5.1). All marshals must be BRCA members and have attended the Drivers briefing (or at least been asked to) and have received Section marshal training. If a competitor is unable to marshal for any reason then they must provide a suitable substitute after seeking permission to do so from the meeting steward. Failure to marshal or provide a substitute in qualifying will result in the loss of that competitor's fastest qualifying time. Failure to marshal or provide a substitute during finals will result in disqualification from the event.
- 7.6 The Race Director or Referee are to make sure there are sufficient marshals and that they are suitably spread around the track.
Competitors may only drive during their race and then only from the rostrum. Competitors not in the race must not interfere with the progress of any driver within a race. No Driver to leave the rostrum until the race is declared over or unless instructed to do so by the Race Director.
- 7.7 Heats will start with cars in one line across the track and will use a 0.5 second (minimum) staggered start system. All cars must be started before the completion of one lap by the leading car with all cars clocks starting within 15 seconds of the first cars clock.
- 7.8 Grid: to be on the main straight and any preceding or following flat out corners. Pole position: No more than 2 meters from the first effective corner, following cars spaced 3 meters apart on the racing line. Starting positions must be clearly marked.
- 7.10 A race may not start unless in the presence of the Race Director or deputy or the appointed Race Referee.
- 7.11 In the event of interference being evident before the start of a race a 2 minute delay may be applied, or longer at the Race Directors discretion. All cars must remain on the track or under the Race Directors control.
- 7.12 At 30 seconds prior to the start, all cars must be in position behind the start line, after this time any car not at the start line must wait behind the other cars. At 10 seconds drivers will be given warning of start of race, after this point no car may be in front of the start line or a start penalty will be awarded. The race will start at the discretion of the Race Director. In the case of staggered start format, drivers will start as instructed.
- 7.13 Only the Race Director or deputy or the appointed Race Referee may call for a restart within the first lap of the leading car.
- 7.14 Only the Race Director, deputy, the appointed race Referee or BRCA steward may abandon a race. If deterioration of the track stops the progress of any car then the race must be abandoned. All abandoned qualifying heats will be re-run. If a qualifying race is stopped after one lap has been completed then time must be allowed for recharging. If a final is abandoned before 1 minute is complete then 5 minutes will be allowed to recharge and the final will be re-run. If a final is stopped after 1 minute but with less than half of the race time elapsed then the race will be declared based on qualifying positions. If a final is abandoned with more than half of the race time elapsed then the race result will be declared on the running order at the end of the last fully completed lap by each competitor. The race time at the point of abandonment shall be determined as the elapsed time at the last completed lap by the car which is impeded.

- 7.15 Each car will be inspected to ensure that it meets the requirements of these rules for every race in which it competes.
- 7.16 Qualifying results will be posted after every round. Final results will be posted at least 10 minutes before prize ceremony.
- 7.17 The trophies or prizes will be awarded at the end of the meeting.
- 7.18 The committee recommends the use of a referee to assist drivers in all heats and finals.
- 7.19 During a race, no-one other than the Race Control officials can pass any information to a competitor, this does not include drivers requesting one another to allow overtaking – or passing on information to each other regarding cars that have stopped on the circuit.
- 7.20 It is the drivers responsibility to ensure the correct transponder is securely attached to their car and working. If the equipment should fall off, the car will not be counted.
- 7.21 For finals the drivers will enter and take their positions on the rostrum in qualifying order to allow them their preferred position.

8. CURTAILMENT PROCEDURES

- 8.1 In the event of at least two complete rounds of qualifying being run but the finals not being run or stopped at less than 2/3rds distance then the awards will be made from qualifying positions.
- 8.2 In the event of 'force majeure' the BRCA Steward may declassify the meeting. The decision must be made on the day. Entry fees are to be refunded if the meeting is declassified.

9. FINALS

- 9.1 Points for the open championship will be awarded as follows, 150 points for 1st place in the A final down a point per place.
- 9.1.1 Points for the GT championship will be awarded according to the structure specified in 12.1.2
- 9.2 A separate championship will be run alongside the Open for F2 and F3 drivers. Top driver in each class gets awarded the following points, down one point a place in the formula, F2 100 points, and F3 50 points.
- 9.3 A team consisting of four competitors is entered at the beginning of the season (no changes or substitutions will be allowed). The best three competitor's scores count at each event. 1 point will be scored for winning a final regardless of which final. 2 points will be awarded for second place and so on. The number of scores to count for the championship will be the same as rule 12.1.1. The team with highest placed driver would determine the winner in the event of a tie. Any team unable to field a full team at an individual meeting will score 100 points. The lowest team score per event is deemed the winner. Event scores are accumulated with best four counting towards the season championship. (The lowest score wins). Entry fee per team is £10 at the start of the season. Monies raised will fund end of season Trophies.
- 9.4 Separate qualifying and handicap tables for each championship will be kept.
- 9.5 A permanent trophy is to be presented to TQ in each class, the top three drivers in the A final, the top-3 drivers in F2 and the winner of each lower final. Drivers may collect more than one trophy at a single meeting. Other trophies are at the discretion of the organisers.

10. SECTION CONFERENCE

- 10.1 The 1/12 section conference to be held within 8 weeks of the last National of the season. Committee availability and clashes with other classes of racing (BRCA Sanctioned events only) must be taken into consideration when deciding a date, it will be the target of the committee to hold the conference within 4 weeks of the last national. The Committee are to investigate possible alternatives for the date, time and venue of the EGM.
- 10.2 Separate conferences shall be held for GT and LMP, preferably on the same day at the same venue.

11. PENALTIES

- 11.1 Jump-starts during qualifying - Crossing the loop out of sequence may result in a 5 second penalty. Jump-starts in a final will result in a fixed 5 second penalty at the end of the race, or a stop/go penalty.
- 11.2 Failure to marshal or provide a substitute in qualifying: loss of fastest qualifying time. Failure to marshal or provide a substitute during finals: disqualification from the event. Failure to marshal competently- loss of previous time or final result.
- 11.3 Corner cutting: - if a competitor cuts a corner deliberately or as a result of an accident then they must wait for the referee to instruct them to continue or wait for a marshal to return their car to the point at which it originally left the track. Failure to do so will result in a 1 lap penalty being applied at the end of the race.
- 11.4 Technical inspection: - failure to meet the technical and dimensional requirements of these rules results in loss of heat/final time.
- 11.5 The Black flag will be shown only by Race Director, Referee or deputy. The car it applies to must stop and be removed from the track unless otherwise instructed. Any car that loses its body, becomes a safety hazard, is causing damage to the track and/or driving incompatible with general safety will be Black flagged.
- 11.6 Any car that is intentionally or continually running into other cars so as to slow their progress will be issued with a penalty and/or warning by the Referee, and if it continues will be Black flagged.
A car that is Black flagged is disqualified from that race until instructed to rejoin by the Race Director or Referee.
- 11.7
- 11.8 If a race is subsequently abandoned a Black flagged driver can only take part in the rerun at the Race Directors discretion.
- 11.9 Three successive warnings and/or penalties lead to disqualification from the meeting.
- 11.10 There will be a ten minute protest period between the end of qualifying and the start of the finals.
- 11.11 Any driver leaving the rostrum without direction from race control during qualifying will lose their FTD. Any driver leaving the rostrum without direction from race control during finals will lose their championship points for that round.

12. CHAMPIONSHIP MEETINGS

- 12.1.1 The LMP championship will consist of a maximum of 6 events in the following format:-
- 'Stock Spec' class consisting of 13.5T class. Only the 13.5T championship will be split based on formulas (F1 and F2).
 - 'Sports' class.
 - 'Modified' class.
- The number of events to count towards the championship to be half plus 1, with halves rounded down.
- 12.1.2 The GT12 championship will consist of at least 3 events, or a single GP-style event, in the following format:-
- GT12 Single day event, consisting of a separate Round of the Championship.
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 - The number of events to count towards the Championship is half plus one, with halves rounded down. In the case of a GP, the winner of the GP is the National Champion.
 - GT Nationals will include a Junior Championship for racers who are under the age of 16 at the first GT National meeting of the season.
 - GT Nationals will include a Veteran's Championship for those who are over the age of 50 at the first GT National meeting of the season.
 - Prizes for Junior and Veteran Championships will be at the discretion of the GT committee.
 - In the case of the national series being made up of single-day events, points will be awarded for both qualifying and final results, with the TQ getting 100, second 99 and so on. Finals will be in the same format, 100 for first, 99 for second and so on.
 - In the case of the national series being a single GP event, final positions will be awarded based on the finals results, with the best two out of three results being counted. In case of a tie, best final time will be used. In a further case of a tie, qualifying position will be used. The winning driver will be the national champion.
 - The Junior and Veteran championships will be counted based on Qualifying times, with the highest qualifying driver meeting the age requirements gaining 100 points for that round, and the second 99, and so on.
- 12.1.3 A Minimum of 15 drivers must complete the first round for that class to be considered a national championship.
- 12.2 In the event of a tie the competitor's best individual counting score will be taken into consideration, then next best counting score and so on. If there is still a tie then qualifying positions for counting scores will be taken into consideration. Throw away scores will not be considered.
- 12.3 All meetings to be held indoors on carpet.
- 12.4 Competitors will compete within the designated classes depending on their handicap (rating) as calculated by the Qualifying Officer. The formula breaks shall be chosen so as to produce as near as possible equal split of eligible drivers. Drivers with fewer than the required number of counting scores will be excluded until they have achieved an eligible rating. The formula breaks shall be confirmed at the section EGM. A +/- 1% buffer zone applies at the end of the season. Within this zone, the driver can elect whether to move up or down themselves, prior to the start of the following season.
- 12.5 Single day meetings: Four rounds of qualifying will be run, time permitting.
Two day meetings: Two rounds of controlled practice will be run, time permitting. Seven rounds of qualifying will be run, time permitting. Three leg finals will be run.
- 12.6 In the case of three legged finals, the points for the best two legs are added together for overall position in each final, in the event of a tie the overall position is decided by the best counting score is used.
- 12.7 On single day meetings there will be one leg of finals.
- 12.8 Qualifying heats to contain a maximum of ten (10) cars. Drivers to be spread evenly across the qualifying heats as deemed acceptable by the Qualifying Officer or Steward of the Meeting. Competitors will be given the opportunity to run in a final. The finals must be in A, B, C... format. LMP finals will consist of ten cars with the exception of the lowest final. For GT12 the committee will decide on the number of cars in Finals based upon the calendar and available venues. This number will be fixed at all championship rounds.
- 12.9 Electric "Air Blowers" are not allowed inside the venue at 12th Circuit National Meetings.

13. INTERNATIONAL TEAMS

- 13.1 Where applicable Team selection shall be based upon exact handicaps. These handicaps will be based on the current results. Drivers must have competed in enough meetings to be eligible for the Championship, see rule 10.6. The 1/12 committee may allocate up to 20% of the available places for EFRA/IFMAR events at their discretion to cater for reallocation.

14. PROTEST PROCEDURES

- 14.1 Protests must be received by the BRCA Steward in writing with a fee of £20.00. This fee is refunded if the protest is upheld.
- 14.2 No protests will be accepted after prize giving ceremony.
- 14.3 If any protest is made against a competitor, then that protest must be held in the full knowledge of that competitor. The accused competitor will be consulted and allowed to defend his actions before a decision is reached.
- The following are not Rules, but are included as notes to clarify what is intended by Rules above. They are to be used in conjunction with the Rules as the proper execution of the intent of the Rules.

GUIDELINES FOR REFEREES

Referees will be provided access to the race control computer (or monitor) for reading race positions and lap scores during the race.

At least one Referee must be present in Race Control watching each Heat and Final, and should be watching for.

- Bad sportsmanship by drivers - i.e., deliberately impeding the progress of others by slowing down, crashing or hitting another car, corner cutting, driving recklessly to gain an advantage and/or being unable to properly control a car such as to cause a potential safety hazard.
- Cars in a dangerous condition - i.e. body not secured to chassis, causing damage to carpet, tape or track markers, and a safety hazard to marshals.
- Jump starts.
- Corner cutting (without any deliberate intent).
- Proper execution of any penalty awarded by a referee.
- Bad driving.
- Penalties can be issued as follows by the Referee, and be within these parameters for consistency:
- Bad sportsmanship - disqualification from that Heat or Final, or disqualification from the Meeting at the Referee's discretion.
- Cars in a dangerous condition - Black Flag (see rules 10.4, 10.6)
- Jump starts - in qualifying for starting out of order - 5 sec penalty. In finals for moving after the 30 second warning, but before the start signal - 5 second penalty
- Corner cutting - 1 lap penalty. Referees may also allow a driver to wait, and then tell the driver to rejoin the race, to prevent any safety issues with other cars or marshals entering the track area.
- Improper execution of a penalty - repeat of the penalty until it is correctly carried out to the Referees satisfaction. This counts as single penalty for purposes of disqualification.
- Bad driving - stop/go penalty of up to 10 seconds, to be issued and supervised by the Referee.
- If three penalties are issued to one driver by the Referee during the Meeting (single day, single class) the driver is disqualified from that Meeting.

Referees may warn drivers as to their driving conduct without issuing a penalty, and ensure that when a penalty is awarded, it is clearly stated as a penalty. The penalty must be marked on Race Control's copy of the heat/ final results.

HANDICAP RATINGS

- Handicaps are calculated as follows, based on heat times not finals;
- a) The average of the best qualifying lap times of the top 10 drivers is taken as the norm (N)
 - b) Each competitor's best qualifying lap time (T) is then compared against the norm (N) in the following formula; $((N - T) / N) \times 100 = \% \text{ difference (D)}$
 - c) The existing handicap rating of the top 10 drivers, excluding those without a valid handicap, is then averaged to give a "Meeting Score". (M) This reflects the standard of the drivers attending.
 - d) Then each driver's D is added to the meeting's M to give their rating for that event.
 - e) This figure is then included with the driver's three previous results. The lowest of the four is ignored and the remaining three are then averaged and rounded to 2 decimal places before publishing.
- New drivers without a handicap will be placed in the open championship for their first meeting. After the completion of their first meeting, the qualifying officer will assess their performance based on their qualifying and drivers will be placed in a formula appropriately. Once a driver has completed 3 meetings counting towards a handicap, their formula placement will be reviewed and amended at the committee's discretion.

TRACK DESIGN AND MARKINGS

Organisers will consult the BRCA 12th Section Track Design Guide and will wherever possible set out tracks that follow those guidelines. In matters of safety, the BRCA Steward may request changes to the track layout and markings before racing starts on the day of the BRCA Sanctioned event (National) in order to comply with the Track Design Guide.

REVISION HISTORY

- V1.0 – EGM rule changes added – 8-October 2012
- V1.1 – Classes aligned – 9-September 2012
- V2.0 - EGM rule changes added – 28-July 2013
- V3.0 – EGM rule changes added – 27-May 2014
- V3.1 – LMP12 Construction rules separated – 17-October 2014
- V4.0 – EGM rule changes added – 2-September 2015
- V4.1 – GT Section details added – 24-September 2015
- V5.0 – LMP EGM rule changes added – 16 August 2016
- V5.1 – GT EGM rule changes added – 23 September 2016
- V6.0 – LMP EGM rule changes added – 7 September 2017
- V7.0 - LMP and GT EGM rule changes added - 2nd August 2019
- V8.0 – LMP and GT EGM rule changes added – 6th July 2022
- V9.0 – LMP and GT EGM rule changes added 14th September 2023
- V10.0 – LMP and GT EGM rule changes added 19th July 2024