

## **1.1 1/8 IC Construction rules**

- 1.1.1 Maximum width of the car including wheels is 267mm.
- 1.1.1.1 Dimensions tested via BRCA supplied scrutineering equipment.
- 1.1.2 Maximum height of body when securely mounted to the chassis is 170mm / 180mm inc gurney strip (wing) with a 20mm spacer under the chassis.
- 1.1.2.1 Dimensions tested via BRCA supplied scrutineering equipment.
- 1.1.3 Maximum tyre width is 64mm.
- 1.1.3.1 Dimensions tested via BRCA supplied scrutineering equipment.
- 1.1.4 A car specific manufacturer's front bumper must be fitted. Only car specific manufactures rear bumpers may be fitted. No 3rd party or Hybrid bumpers are permitted.
- 1.1.4.1 Visual check by BRCA designated scrutineer.
- 1.1.5 The minimum dry weight (dry car no fuel) of a car complete with tyres body personal transponder and clips is 2350g.
- 1.1.5.1 Weight will be tested via BRCA supplied scrutineering equipment.
- Brakes are only allowed to operate on the rear wheels, adjustable one-ways/diffs or any other devices that can slow down front wheels are not allowed.
- 1.1.6 Visual and operational test to be carried out by BRCA Designated Scrutineer.
- 1.1.7 Cars must be fitted with de-clutching system.
- 1.1.7.1 Visual and operational test to be carried out by BRCA Designated Scrutineer.
- 1.1.8 All cars must be fitted with a mechanical failsafe device to close the carburettor in the event of a failure in the throttle linkage (mechanical or electrical).
- 1.1.8.1 Visual and operational test to be carried out by BRCA Designated Scrutineer at any time during the meeting.
- Maximum total fuel system capacity is 125cc, this includes all lines and filter to the carburettor. All capacity inserts within the fuel tank must be fixed.
- 1.1.9 Fuel system capacity will be tested via BRCA scrutineering equipment.
- 1.1.9.1

## **1.2 Engine / silencers / manifolds**

- 1.2.1 The engine may have a total capacity of not more than 3.50cc. A maximum carburettor diameter of 9.00mm + or - 0.1mm.
- 1.2.1.1 Visual check by BRCA designated scrutineer.
- 1.2.2 The engine must be fitted with a silencing system from either the current BRCA or EFRA approved list.
- 1.2.2.1 Visual check by BRCA designated scrutineer.
- 1.2.3 All engines must be fitted with an approved INS air filter.
- 1.2.3.1 Visual check by BRCA designated scrutineer.
- 1.2.4 No part of the exhaust system should protrude through the body shell and the exhaust outlet must be horizontal or below the horizontal.
- 1.2.4.1 Visual check by BRCA designated scrutineer.
- 1.2.5 If the Race Director declares a "Wet Race" the use of wet weather air filters are permitted. Either a specific wet weather filter or by drilling a maximum 3mm drain hole at the base of the INS filter.
- 1.2.5.1 Visual check by BRCA designated scrutineer.

## **1.3 Fuel**

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

## **1.4 Body Shells**

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

## **1.5 Penalties**

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

## **2.1 1/8 Electric Construction rules**

- 2.1.1 Maximum width of the car including wheels is 267mm.
- 2.1.1.1 Dimensions tested via BRCA supplied scrutineering equipment.
- 2.1.2 Maximum height of body when securely mounted to the chassis is 170mm / 180mm inc gurney strip (wing) with a 20mm spacer under the chassis.
- 2.1.2.1 Dimensions tested via BRCA supplied scrutineering equipment.
- 2.1.3 Maximum tyre width is 64mm.
- 2.1.3.1 Dimensions tested via BRCA supplied scrutineering equipment.
- 2.1.4 A car specific manufacturers front bumper must be fitted. Only car specific manufactures rear bumpers may be fitted. No 3rd party or Hybrid bumpers are permitted.
- 2.1.4.1 Visual check by BRCA designated scrutineer.
- 2.1.5 Minimum ready to run weight is 2500g for fully independent suspension cars.
- 2.1.5.1 Weight will be tested via BRCA supplied scrutineering equipment.
- 2.1.6 Minimum ready to run weight for fixed chassis cars is 2200g.
- 2.1.6.1 Weight will be tested via BRCA supplied scrutineering equipment.
- 2.1.7 Brakes are to be a combination of the speed controller and motor dynamic braking and only operate on the rear wheels. Adjustable one-ways/diffs or any other devices that can slow down front wheels are not allowed.
- 2.1.7.1 Visual and operational test to be carried out by BRCA Designated Scrutineer.

## **2.2 Batteries / Motors / Speed controllers**

- 2.2.1 Any combination of commercially available Lithium based batteries are permitted with a maximum charged voltage of 16.80 volts, the maximum capacity per capacity of 10,000mAh.
- 2.2.1.1 Visual and voltage check via the BRCA scrutineering equipment.
- 2.2.2 Brushless motors with a 5mm pinion shaft to be used.
- 2.2.2.1 Pinion shaft dimension check via the BRCA scrutineering equipment.
- 2.2.3 Electronic speed controllers (ESC) to be used. Reverse operation to be disabled.
- 2.2.3.1 Visual and operational test to be carried out at Scrutineer request.
- 2.2.4 The maximum UK (Recommended Retail Price) RRP for the combined cost of the ESC and Motor is £450.00.
- 2.2.4.1 Internet search of UK Distributor to be carried out by the designated Scrutineer.
- 2.2.5 Only Capacitors that are listed as an option part for the specific ESC by the manufacture can be used. Handmade Capacitor banks are NOT allowed. See Appendix 2.5.1 for current list.

## **2.3 Body Shells**

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

## **2.4 Penalties**

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

## **2.5 Appendixes**

- 2.5.1 External Capacitors for ESC:-  
Hobbywing: HW30840000H only for XR8+, BL150, Max8.  
Performa: PA9378 only for HMX 8.  
Castle Creations: 011-0148-00 and 011-0002-02 only for Mamba range.  
REDS: REDSPCS 0007 only for REDS Z8 Gen2.  
Absima: 2110030 only for CTS 8 v1 & v3 esc.

### 3.1 1/8 IC Operating rules

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

### 3.2 Penalties

- 3.2.1 Infringement of any operating rule during qualifying will result in loss of the result of the round the infringement occurred.
- 3.2.2 Contravention of any construction rule during a final will result in disqualification from the event.
- 3.2.3 Pit lane refuelling infringement during a final will result in a 10 second stop go penalty for the first offense and disqualification for any further infringements there after. Where a designated stop / go area is not available, cars must be picked up by the drivers pitman / mechanic and not serviced for the duration of the penalty.
- 3.2.4 A 'Jump Start' in any Final will result in a 'Stop and Go'. This will be served in the pit lane directly in front of the driver/drivers mechanic and must be within the first 5 laps of the start of the final.

### 4.1 1/8 Electric Operating rules

- 4.1.1 Traction / drive batteries (Lithium based) be charged in a suitable charging pouch via a commercially available charging system.
- 4.1.1.1 Visual check by scrutineer.
- 4.1.2 The Maximum permitted charge rate and final charged voltage is governed by the rules detailed in the BRCA Electric Board Specifications.
- 4.1.2.1 Checked by BRCA scrutineer testing equipment (Multi Meter).
- 4.1.3 Only EU/UK approved DECT5 technology headsets using the OFCOM approved operating range of 1880 to 1900 MHz are permitted.
- 4.1.3.1 Visual check and verification via manufactures technical specification.
- 4.1.4 The pit lane must be kept clear at all times. Pit crews and mechanics must not impede other cars when picking up or releasing serviced cars during a pit stop.
- 4.1.4.1 Visual check by designated committee member.
- 4.1.5 All cars to enter and leave the track via the pit lane.
- 4.1.5.1 Visual check by designated committee member.
- 4.1.6 Only two mechanics or pit crew per driver is allowed in the pit lane at anytime.

- 4.1.6.1 Visual check by designated committee member.
- 4.1.7 No car to be driven against the normal flow of traffic either in the pit lane or on track at any time.
- 4.1.7.1 Visual check by designated committee member.
- 4.1.8 Qualifying duration will be 5 minutes plus time to complete last lap.
- 4.1.8.1 Designated / configured within the BRCA timing system.
- 4.1.9 Qualifying starts will be called race number from the designated start line.
- 4.1.10 The driver must use only one chassis per heat or final.
- 4.1.10.1 Visual check by designated committee member.

## **5.1 Penalties**

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

## **6.1 Scrutineering**

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

## **7.1 Driver protest**

- 7.1.1 A driver can protest any decision made by the committee or its designated personnel during the event.
- 7.1.2 Any protest regarding either Construction or Operating rules must be accompanied with a £50 fee (payable to the section) and fully documented detailing the protest.
- 7.1.3 If the protest is upheld by the designated BRCA officials the original decision will be reversed and the fee returned.
- 7.1.4 If the protest is not upheld the original penalties will be applied and the fee will be taken.

## RACE PROCEDURE GUIDANCE

### 1.1 ENTRY PROCEDURE

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

### 1.2 RANKINGS

- 1.2.1 All new drivers start with the same ranking. They will be put into the bottom ranked heat (they might be moved based on their 3-lap performance in controlled practice) The ranking system is worked out based on your last 8 rolling results (a mix of qualifying and finishing results) This is updated after every meeting, and this becomes your new ranking. Unless you withdraw from the meeting before the finals you will be ranked for that meeting.

### 1.3 NATIONAL SERIES

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

### 1.4 SAFETY

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

### 1.5 HYGIENE



- 1.5.1 For BRCA recognition a national meeting must meet such hygiene requirements as the Standards Sub-Committee decide appropriate for the venue and occasion, a minimum of which will be flushing toilets and running water, if possible, for the duration of the meeting.
- 1.5.2 In order not to interfere with people's peace and quiet in the on-site caravanning/ camping facility, generators should not be run between the hours of 10-00 pm and 9-00 am, or as specified by the hosting venue in the event of these hours being different.
- 1.5.3 No model car engines are to be run outside the times laid down by local club restrictions.

## **2.0 RACE PROCEDURE**

- 2.0.1 During Saturday and all time running on the track all cars must conform to the construction rules. The meeting will have a pre-defined timetable. There will open practice on the Saturday subject to local track operating hours. On Sunday one round of practise in official heat order may be run subject to local track operations. Additional time may be allocated for practice for the drivers who did not get to run on Saturday. This decision will be taken by the committee on the day.
- 2.0.2 If you're not on 2.4GHz a driver's radio should have at least two frequencies available.
- 2.0.3 If the drivers racing have a significantly higher ability than their current ranking, (due to just starting in the section or returning after a long time). Their position in the current meeting will be looked at and adjusted if needed by the committee. This adjustment will not place them in the top heat.
- 2.0.4 If a meeting is abandoned for whatever reason, then all completed and correct rounds on the day will be used as the result. If there is no full round, then there will be no scores to count.
- 2.0.5 To qualify for a final the car must of completed a minimum of one timed lap during a qualifying heat under its own power which has been recorded by the official race timing system.
- 2.0.6 If for some reason the lap counting system fails to record one or more of your laps. Please approach your driver's rep or another committee member after you have marshalled the race after yours. Explain the situation. This will then be looked at and handled on a case-by-case basis
- 2.0.7 Up to four rounds of FTQ qualifying will be run whenever possible with due regard to the number of drivers entered. However, where the track is restricted to its hours of use and / or due to weather etc this may be reduced at the discretion of the committee members present. All IC heats will be of 4 Minutes duration plus time to complete last lap with 3 minute warm up. All electric class heats will be of 5 minutes duration plus time to complete last lap.
- 2.0.8 Designated Officials will be in control of driving standards, interference decisions, protests, rule applications, etc. If the host Club/Circuit cannot supply a computer operator, then £160 will be deducted from the race fees payable to the Club/Circuit, this money to be given to the computer operators towards expenses incurred travelling to the race meeting.
- 2.0.9 The Designated Officials may monitor driving standards and competitor behavior and give out suitable penalties.
- 2.0.10 Drivers to marshal the heat following the one in which they race, except for drivers from the last heat who marshal heat one. You must be in place to marshal at your designated spot, prior to the start of the warmup. Failure to do so will lead to rule 2.4.3.  
Finalists will marshal the final set out by the committee. No substitutes will be allowed (excluding drivers under 16), except in special circumstances and with the permission of the Designated Official. Pre event scrutineering maybe carried out at the committee's discretion.
- 2.0.11 The Designated Official(s) may request inspection of any entrant's car, at any time to scrutineer any or all applicable specifications.
- 2.0.12 Racing commences at the start of the published race schedule. The race or heat programme may be stopped, delayed or amended due to changes in the weather. This decision will be taken by the Designated Official(s) and drivers' representative present on that day.
- 2.0.13 Only drivers entered in the heat or final and designated officials to be on the rostrum whilst that heat or final is running.
- 2.0.14 Provisional results will be declared within 10 minutes of the completion of the last final and technical inspection. Drivers will have a further 10 minutes in which to register a protest with the race director of any penalties imposed. If no protests are received after this time limit, results will be declared Final, and awards presented. In the event of a protest being lodged. The race steward together with at least 2 stewards or officials of the meeting will consider the protest and a decision will be made within a maximum of 30 minutes. If the drivers protest is upheld the results will be amended and declared final. If the drivers protest is not upheld the results will still be declared final. However, the driver may lodge an appeal to the BRCA executive committee together with an appeal fee of £50. This must be received by at the BRCA no later than 7 days after the completion of the event. The BRCA executive committee will have a further 7 days to consider the appeal. If upheld the driver will receive a refund of his appeal fee. The results amended and any

championship points re- calculated. In the event the appeal is turned down the drivers appeal fee will be forfeit.

## **2.2 START PROCEDURE FOR HEATS**

- 2.2.1 For 8th IC Circuit a rolling start will be used. For electric starts all cars completing a warmup must enter the track via the pit lane, the warmup must be completed before 30 seconds to the start and at this time cars can then be placed onto the track. Cars will then start in number order.
- 2.2.2 Cars missing the start must start from the pit lane. In order to be given a correct finish time and qualify for the final, a car must record a minimum of one lap cross the finishing line under its own power.

## **2.3 FINALS**

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

## **2.4 PENALTIES**

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